

Additional chart coverage may be found in CATP2, Catalog of Nautical Charts.
SECTOR 8 — CHART INFORMATION

SECTOR 8

WEST COAST OF SAKHALIN AND THE TATAR STRAIT

Plan.—This sector describes the W coast of Sakhalin, the N end of the Tatar Strait, and the W side of the strait to Mys Peschanyy. The general sequence is N from Mys Kril'on to Proliv Nevel'skogo, N through Amurskiy Liman to the Amur, and then S from Mys Sushcheva along the W shore to Mys Peschanyy.

General Remarks

8.1 Winds—Weather.—In Amurskiy Liman the prevailing winds are NW during the winter and S during the summer. Off the mouth of the Amur River, W winds sometime attain great force and increase the rate of the outgoing tidal currents. The S winds of summer are particularly strong in the afternoon, but usually drop to a calm at nightfall. During the winter, NW winds are frequent in the daytime, but also drop at nightfall. The NE winds usually last for several days and ordinarily are accompanied by snow and gloomy weather. At the spring equinox, NW to NE winds are prevalent, and there are often strong N gales.

The season of fog begins early in April and ends early in September. Particularly dense and protracted fog is prevalent throughout June and July. Winds from the NE bring the heaviest fog, but those from the SE usually are accompanied by clear weather.

In the narrows of the Strait of Tatar, the N flood current attains a velocity of 3 to 4 knots and at times as much as 5 knots off Mys Lazareva. To the N of Mys Lazareva, the N flood current decreases its rate of flow and attains a velocity of only 2 to 3 knots abreast Ostrov Khagemif. Between Ostrov Khagemif and Mys Dzhaore, the velocity of the flood current is only about 1 knot and is further slackened by the outflow of the Amur River.

During the winter the prevailing winds are from the N half of the compass rose, principally from the NNW. Winds shift to the SE in March and S in the summer. From the middle of June to the middle of August is the rainy season, during which rain may fall continuously for about two weeks. Clear and warm weather with warm nights last from September until the middle of October, when the morning frosts set in and the days become hazy. Winter commences about the middle of November.

Commencing late in April and lasting until the middle of June is a period of dense protracted fog, which renders navigation both difficult and dangerous. Frequently, when fog prevails in the offing, the coastal bays are clear.

The coastal current trends S, but generally at less than 0.5 knot.

During July and August the prevailing winds are from the SE, and between September and May from the NW. Winds are from the SW during the spring, from S during the summer, from W during the autumn, and from NW during the winter. These winds are ordinarily accompanied by good weather, but N and SE winds during any season of the year are frequently

accompanied by either rain or snow. Winds from the E invariably bring foul weather.

The rainy season lasts from the end of June to the end of July. Thick fog is particularly frequent and clear days are exceptionally rare during this period. During the summer, fog is frequent in the area, but often does not approach the coast within 3 miles. By the end of August or early in September the W winds become prevalent and the number of foggy days is markedly decreased.

January and February are the two coldest months during which the temperature occasionally is lower than -20°C , being at times as low as -34°C . Most frequent blizzards, on the average every ten days, occur between the end of November and the beginning of February. In March, the temperature often rises above freezing, but snow does not disappear until the latter part of April. During May and June the weather becomes progressively warmer.

At a distance of about 2 miles off this section of the coast a constant current sets in a S direction and attains a velocity of 1.2 knots.

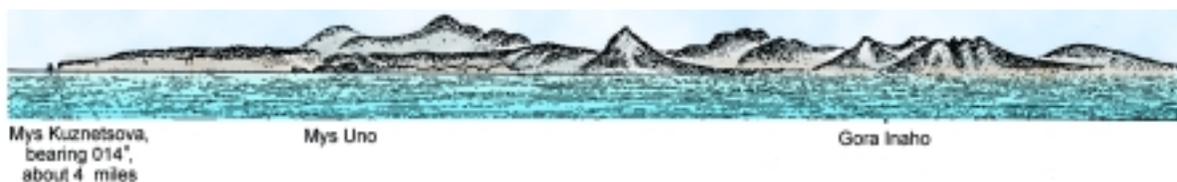
Winds from the NE prevail through the winter, which lasts from November until April, and SE winds prevail through the summer. In the spring and autumn, E winds are prevalent. The period of heavy rainfalls lasts from July until November and attains its maximum in the month of October. Fog is frequent through June and July. The temperature attains its maximum in August and its minimum in January, but generally does not fall below -9°C .

A constant current flowing in a S direction parallels this coast, and at a distance of about 2.5 miles offshore attains a velocity of 1.2 knots. At about 20 miles offshore a NNE current of 0.5 knot has been observed in autumn and winter.

Amurskiy Liman is icebound ordinarily from the middle of November until the end of May. In most years the mouth of the Amur is clear of ice by May, however, occasionally it clears as late as June. Drift ice from the Sea of Okhotsk may be present in the gulf even after June. Ordinarily, the ice breaks up in the N part of the gulf about a month earlier than it does in the S part, partly because the water discharged by the Amur River is comparatively warm, and partly because the S part of the gulf is narrow. It should be borne in mind, however, that strong N winds tend to pack the N approach with drift ice from the Sea of Okhotsk.

Although Amurskiy Liman is completely frozen over during the winter, cracks occur in the ice owing to the tidal currents. In the navigable channels the ice is about 0.9m thick. Over the bars it is about 1.5m thick.

Ice begins to form in Zaliv Chikhacheva early in November, and the bay is completely frozen by the middle of December. The movements of drift ice are mainly dependent on the wind, and after or during NE winds the outer part and approaches to the bay may also be filled with ice. Breakup begins early in April, and usually the bay is entirely free from the middle of May. The ice here attains a maximum thickness of 0.9 to 1.2m.



Coast S of Mys Kuznetsova

Sludge ordinarily appears in the last week of November, and the roadsteads are completely icebound late in December. The ice field, which attains a maximum thickness of 1.3m, usually extends for at least 15 miles seaward. During calm weather, no movement of ice is apparent, but strong offshore winds, or winds along the coast, cause large cracks in the ice field, portions of which break off and are carried out to sea. Winds from the W tend to pack drift ice against the coast and often produce hummocks. Ordinarily, the ice begins to break up in the first half of March and the area is clear late in April.

Because of prevailing NW winds in winter, the state of the ice in the center of the strait is generally open and unpredictable. On the continental side this ice is more stable, extending as a field S to about 48°N. The ice is generally firmest from late January to the middle of February, and most abundant between the middle of February and the middle of March. Unhindered merchant shipping is generally possible from the middle of May to the beginning of November.

Bukhta Izyl'met'yeva is often frozen over in the middle of winter. The largest quantities of drift ice ordinarily accumulate between December and March. Occasionally, drift ice appears in Bukhta Izyl'met'yeva in the latter part of November.

It has been reported that in the winter drift ice occasionally reaches the shores of this bight, but seldom in sufficient quantity to obstruct navigation.

The field ice, which between the end of January and the end of March is about 0.4m thick, usually does not remain close to shore for longer than a day or two. Occasionally, drift ice brought here from the N combines with the field ice and temporarily completely blocks the harbors on this section of the coast.

The Tatar Strait is entered between **Mys Kril'on** (45°53'N., 142°05'E.) and Mys Belkina, about 185 miles W. At the N end, Proliv Nevel'skogo and Amurskiy Liman connect it to [Sakhalinskiy Zaliv, the Sea of Okhotsk and the Amur](#) (see [Sector 7](#)).

Caution.—Several restricted or dangerous areas lie within the waters described in this sector and may best be seen on the chart.

Mys Kril'on to Nevel'sk

8.2 Mys Kril'on (45°53'N., 142°05'E.), the S extremity of Sakhalin, is a small peninsula connected to the mainland by a low isthmus and has been [fully described in Sector 7](#). To the N of the cape the coast consists of sandy beach which is fringed by foul ground to a distance of nearly 1 mile offshore. Within are numerous hills reaching to heights of about 305m, which are broken by Reka Hishitoma, about 8 miles NNW of Mys

Kril'on, before rising again to the main coastal chain. Mys Uno, located about 2 miles NNW of Reka Hishitoma, is a high cliffy and round-topped point that is connected to the mainland by an isthmus. Close NW of the point is a large rock about 28m high, and about 0.5 mile to the SW is a dangerous submerged rock with a depth of about 1.2m.

Mys Kuznetsova (46°03'N., 141°56'E.), a red, flat, cliffy projection, covered with coarse grass, has a perpendicular rock on its outer end which is very conspicuous from the N or S.

A light is shown from Mys Kuznetsova.

Anchorage.—Reyd Kusnetsova, N and within the point, has a red cliff near its head and provides anchorage off the town in about 12m, rock, with Mys Kuznetsova bearing 180° to 202°. There are some guano-covered rocks near the S shore about 0.3 mile NE of the point.

Gora Inaho, with a conical summit, rises to a height of 457m about 4 miles E of Mys Kuznetsova and is the highest peak in the vicinity. Another peak, conspicuous because of its sharp conical appearance, rises to a height of 242m about 1 mile E of Mys Uno, and from a few miles offshore may appear higher than Gora Inaho.

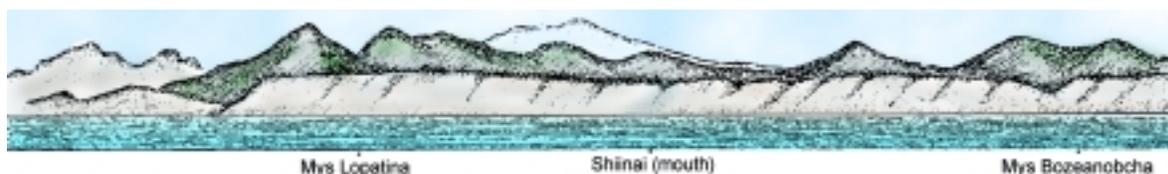
Mys Vineis (46°07'N., 141°55'E.), a precipitous, rocky, flat-topped promontory, 77m high, is connected to the mainland by a narrow isthmus, and when viewed from a distance has the appearance of being a detached island.

Gora Kruglaya, an isolated dome-shaped hill, 255m high, is located about 1.5 miles SE of Mys Vineis and is very prominent from a distance because of its symmetrical shape and the dark color of the trees that cover it.

The coast to the N of Mys Vineis consists of sandy beaches fringed with rocks and is backed a short distance inland by steep grassy hills. A light (Pereput'ye) is shown on the coast about 15 miles N of Mys Kuznetsova in the vicinity of the village of Towada.

Gora Tokushi rises to a height of 444m about 7 miles NE of Mys Vineis and is conspicuous because of its height and conical appearance. Several other peaks to the N and S of this mountain, and only slightly lower, form a chain about 5 miles long and about the same distance inland.

8.3 Mys Minami Nayoshi (46°26'N., 141°51'E.), about 24 miles N of Mys Kuznetsova, appears from the W as an irregular cape, but from the N or S it looks pointed and is prominent. From the vicinity of Mys Kuznetsova it may be mistaken for Mys Lopatina almost 10 miles farther N. Reka Minami Nayoshi (Chkalova), just S of the point, is blocked by a bar too shallow for vessels to cross, but there is a small craft



Mys Lopatina from W, distant 10 miles

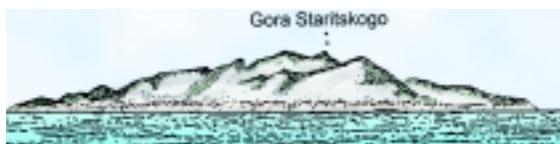
basin at the village which is situated on the S side of the river mouth.

Mys Lopatina ($46^{\circ}36'N.$, $141^{\circ}49'E.$), a flat, treeless tableland lying about 10 miles N of Mys Minami Nayoshi, is the W point of the S part of Sakhalin and when viewed from the N or S is very conspicuous. The village of Lopatina (Kenushi) is situated on the summit of this promontory. Foul ground extends about 0.3 mile W and 0.5 mile N of the cape, and a bank with a depth of 16m, near which overfalls occur, lies about 1.2 miles to the W. A light is shown from Mys Lopatina.

Mys Bozeanobcha lies about 3 miles S of Mys Lopatina and is very similar in appearance. Between these two capes is a small bay into the middle of which Reka Shiinai discharges. This is the largest river on the W coast of the S half of Sakhalin, but there is a bar across the mouth that can only be crossed by small craft at high water.

8.4 Ostrov Moneron ($46^{\circ}15'N.$, $141^{\circ}14'E.$), the only large island off the W coast of Sakhalin, lies about 30 miles WNW of Mys Kuznetsova and is rugged and mountainous with cliffy coasts. Gora Staritskogo, the summit of the island, rises to a height of 439m near its center and is conical at its peak. A light is shown on Mys Hinode, the E point of the island and a radiobeacon transmits from the lighthouse.

Rocky ledges, on which numerous rocks lie, extend up to 1 mile from most of the points of the island. Kamen' Oki, with a submerged reef close S, is a black, bare rock, 2m high, which lies about 1.2 miles NNE of the E extremity of Ostrov Moneron.



Ostrov Moneran from SE, distant 10 miles

Anchorage.—The best anchorage is in Bukhta Iso, at the S end of Ostrov Moneron, over fine sand, in depths of 18 to 27m. This anchorage is exposed to S winds and lies within the prohibited area above.

Caution.—Depths of 18m and 25m have been reported to lie about 5 and 7.5 miles NNW, respectively, of the island.

The waters within 2 miles of the coast of Ostrov Moneron are restricted to navigation and should not be entered without the permission of the local authorities.

Submarine cables extend NE and SSE from the E side of the island and may best be seen on the chart.

An obstruction (purse seine gear) lies about 16 miles WSW of Ostrov Moneron.

An explosives dumping area, the limits of which are shown on the chart, lies about 42 miles WNW of Ostrov Moneron.

Nevel'sk ($46^{\circ}40'N.$, $141^{\circ}52'E.$)

World Port Index No. 60930

8.5 The fishing port of Nevel'sk, a small harbor previously known as Honto, is situated about 5 miles NNE of Mys Lopatina and has been dredged between the shore and a drying reef, known as Rif Naga, to form an open basin suitable for medium-sized vessels. The berthing facilities within are protected by the N breakwater situated on the S end of Rif Naga and the S breakwater extending from the N end of a reef about 0.5 mile to the S. Nevel'sk is the only port on the coast of Sakhalin which is not icebound in winter. It is usually ice-free during the entire year.

Winds—Weather.—The prevailing wind from March to October is from the E, while from October to February the prevailing wind is from the N to NE. Storms are frequent in the winter, with particularly heavy storms coming from the N and NW. Storms from the SW, W, and NW raise seas which make the anchorage dangerous. The period of heavy rainfalls lasts from July until November and attains its maximum precipitation in the month of October.

Fog, which is thickest during the night and morning, is most frequent in June or July. Duration varies from a few hours to two weeks.

The temperature attains its maximum in August and its minimum in January. The climate of Nevel'sk is comparatively mild.

Ice.—Ice persists from January to the middle of March. Drift ice from the N may be encountered and can form hummocks along the shore.

Tides—Currents.—Seaward of the harbor entrance the current sets S to SE at a rate of 0.5 to 1.3 knots, and with N winds may increase to 2 knots.

The ebb current sets S and the flood current sets N, both at a rate of 0.3 knot. The tidal rise is less than 0.3m.

Depths—Limitations.—There is a depth of 4.9m on the range line close inside the entrance; vessels of over 5.8m may not enter without the permission of the harbormaster. Vessels with a draft in excess of 6.5m are loaded and unloaded in the outer roadstead.

There are seven berths available, each with an alongside depth of 6.5m.

The harbor is partially protected from S, W, and NW winds. With strong winds from the SW, it is dangerous to stay in port.

Aspect.—A range indicates the approach to the harbor and may best be seen on the chart. A white refrigerator building, a yellow building with white horizontal stripes, a twin-peaked hill, with its summits rising to 194m and 164m, respectively, located about 3.5 miles NNE of the lighthouse on Mys Lopatina are conspicuous. A 74m hill, which is void of vegetation, except for its summit, rises a short distance N of the range lights and is easily identified.

A lighted buoy is moored on the S side of the entrance to the harbor and marks the N end of the shoals extending from the S reef.

Pilotage.—Pilotage is compulsory and is available 24 hours a day. Pilots should be requested in sufficient time by radio via the harbormaster.

Regulations.—Vessels are required to approach and leave Nevel'sk in a designated danger free fairway, which is entered about 12 miles WSW of the harbor and can be best seen on the chart. The authorities recommend that the fairway should not be entered until the vessel's position has been closely determined and verified by all available means.

Anchorage.—Anchorage may be taken S of the leading line about 0.5 mile SW of the S end of the N breakwater in depths of 20m, rock.

Caution is recommended as during W or SW winds the anchorage may become dangerous and vessels are advised to put to sea.

Anchorage for large vessels may be obtained W of Rif Naga in depths of 18.3 to 27.4m, hard rock.

Caution.—From May through September fishing nets extending 2 miles from the west shore of Sakhalin Island to the S of parallel 48°N. The area is marked by lighted buoys with radar reflectors and red and orange flags. In poor visibility to avoid harming the net or catching them in the propellers approaching the shore is not recommended.

Nevel'sk to Kholmsk

8.6 The coast to the N of Nevel'sk consists of sand and pebble beach closely backed by wooded mountains trending in a NNE direction. Several coves indent this part of the coast and are useful for anchorage by small vessels seeking shelter in E winds. Reyd Yasnomorskiy, an open roadstead off the village of Yasnomorskiy (Ako), about 5.5 miles NNE of Nevel'sk, is partially protected by a rocky ledge that extends about 0.3 mile NW from its S entrance point. Small vessels can obtain anchorage a short distance within in depths of 2.7 to 5.1m, sand, good holding ground.

Three pale yellow and barren rocks, located on the mountain slope about 0.2 mile N of the village of Ako, are discernible from a considerable distance and form a good mark from offshore.

The coast to the N of Reyd Yasnomorskiy becomes more rocky with less beach, and the mountains backing the shore rise to elevations of nearly 610m. This entire section to and beyond Kholmsk, with the exception of Zavety Il'icha (Asanaj), about 2.5 miles NNE of Reyd Yasnomorskiy, is foul

for a distance of 0.2 to 0.3 mile offshore. From Kalinino, about 7 miles NNE of Reyd Yasnomorskiy, the coast of Kholmsk is featured by a long and narrow strip of grassy tableland up to 61m high.

Kholmsk (47°03'N., 142°03'E.)

World Port Index No. 60940

8.7 The port of Kholmsk, formerly known as Maoka, consists of three small harbors which have been reclaimed from the coastal ledge fronting the town to the E. The principal or commercial harbor is enclosed seaward by two breakwaters forming an entrance about 150m wide, which leads to a basin within having a length of a little over 0.15 mile. The harbor to the N of the principal facility is used primarily by fishing boats and the one to the S only by small craft.

Winds—Weather.—The prevailing summer winds are from the NNE, but are interrupted by SE winds often causing heavy seas. Very strong N winds and heavy seas prevail during the winter. Fog is frequent in June and July.

Ice.—The freezing of the sea in the vicinity of Port Kholmsk begins about the middle of December. In the spring the harbor is completely free of ice by the last week of March. The field ice, which between the end of January and the end of March is about 0.3m thick, usually does not remain close offshore for longer than a day or two; occasionally, drift ice brought here from the N combines with the field ice and temporarily completely encumbers the harbor.

Tides—Currents.—During equatorial tides, neaps, and springs both rise about 0.2m. During tropical tides, springs may rise to about 0.3m.

Depths—Limitations.—Depths in the approach to Kholmsk are deep. The fairway between the breakwaters of the commercial harbor carries a depth of 7m with depths of 6.8 to 7.8m within. The eight piers of the port have depths of up to 8.2m. The mooring basin in the SW corner of the harbor has depths of 5.8 to 6.4m alongside its E and W berths and a least depth of 2.7m alongside the S berth. It is reported that vessels of up to 4,670 dwt and 125m length have been accommodated at the deeper berths.

The maximum permitted draft on entry is 6m and the maximum length is generally 105m.

The port does not provide shelter from the prevailing W and NW gales when ships should put to sea to avoid a heavy swell in the basin and the storm surge accompanying such gales.

Subject to weather, vessels may enter any time of day or night.

Aspect.—Gora Maoka, 350m high, about 1.5 miles S of the harbor entrance, and Gora Hontomari, 309m high, 0.4 mile SW of Gora Maoka, form a double-peaked landmark easily identified from the NW. There is a valley E of Gora Maoka which is completely devoid of vegetation and is quite prominent from some directions.

A light is shown from a prominent structure situated about 1.5 miles SSW of the main harbor entrance. A radiobeacon is situated at the light.

A white monument, in the shape of an arch, stands on high ground close S of the main entrance range lights and forms a good mark in the approach. Three factory chimneys, also quite

conspicuous, are situated on the SE side of the small craft basin S of the commercial harbor.

In addition to the port lights, the main range, in line bearing 137°48', is situated on the SE side of the commercial harbor and consists of two white beacons, with a black vertical stripe, surmounted by a triangle. The front beacon has been reported difficult to identify in daylight because of the telephone poles close by it, and must occasionally be sighted with the aid of surrounding landmarks.

A dangerous wreck lies 0.6 mile WNW of the main harbor entrance.

Range lights, situated E of the fishing harbor and in line bearing about 108°, lead into that harbor from the alignment of the main range.

Pilotage.—Pilotage is available 24 hours and pilots should be requested 2 hours in advance from the Port Controller. Vessels should establish VHF contact when within range. During adverse weather conditions, radar pilotage can be given. Radar control information is available within the zone of operations (up to 24 miles from the port) on request. Pilots board in the outer roadstead, in the charted boarding area, located close E of the dangerous wreck; in bad weather vessels should follow the pilot boat.

Regulations.—Vessels are required to approach and depart Kholmsk in a designated fairway which is entered about 11 miles W of the main harbor entrance and can best be seen on the chart.

Anchorage.—Anchorages lie to the W of the main harbor in depths of 10 to 12m and are best seen on the chart.

Anchoring, fishing, dredging, trawling, navigating with a trailing anchor, and underwater explosions are prohibited within a circular area, 0.6 mile in diameter, centered about 1.2 miles NW of the main harbor entrance.

Caution.—Vessels approaching the harbor should strictly hold to the range line as the alignment passes close NE of a shoal ground on the SW side.

Fishing nets sometimes lie in the approaches to the port and extend up to 0.8 mile seaward; the outer ends are marked by wooden buoys with red flags, some of which are lighted.

Rocky shoals exist inside the main harbor; some of these shoals may be marked by lighted buoys.

Kholmsk To Reyd Ulegorsk

8.8 The coast to the N of Kholmsk continues with a long narrow strip of grassy tableland to the vicinity of Mys Tokotan, about 8 miles from the port. Numerous fish nets are laid up to a distance of 1.8 miles offshore along this part of the coast, the outer ends marked only by small wooden buoys with bits of cloth, and caution is advised.

Bukhta Khorotomari is a small bay formed by a break in the coastal reef about 3.2 miles N of Kholmsk. A river discharges into the bay and the railroad bridge, which crosses the mouth, is prominent.

.. **Reyd Yablochnyy (Randomari Hakychi)** is an open roadstead situated abreast a slight indentation formed by a gap in the coastal reef immediately S of Mys Tukotan. Vessels can take anchorage in the roadstead in a depth of 15m, fine sand, about 0.5 mile offshore. There is a small craft basin on the S shore of the roadstead.

To the N of Mys Tukotan the coast, which gradually changes to sandy beaches, trends in a NNW direction and is backed by coastal dunes and grassy moors fronting dense forest farther inland. The mountain ranges here recede farther from the coast, leaving low hills between.

Caution.—A spoil area, the limits of which are shown on the chart, lies about 14 miles W of Reyd Yablochnyy.

Mys Slepikovskogo (47°18'N., 141°57'E.), a sandy projection of the coast lying about 9 miles NNW of Mys Tukotan, is low, but still prominent because of its light-colored dunes. The light on the point can usually be easily identified and a triangular beacon about 25m high, situated at the mouth of Reka Kostroma, about 1 mile to the NNE, is also conspicuous.

The coast to the N of Mys Slepikovskogo trends more to the NNE, but remains low and sandy until, at Nitasu (Jintasu), about 4 miles from the cape, the aspect suddenly becomes entirely different. Here the mountain ranges slope right to the shore forming, for a distance of about 1.5 miles, a line of conspicuous red cliffs which are easily identified from the offing. From Nitasu the shore is foul with drying reefs and rocks extending out for several hundred meters and approach requires local knowledge.

Reyd Chekhov (Noda Hakuchi) (47°26'N., 141°59'E.) ([World Port Index No. 60960](#)), situated off the head of a small, shallow, open bay, the roadstead of Chekhov is only available to small vessels with local knowledge.

Gora Hachiko, the summit of Mys Notasamu, a promontory about 1 mile NNW of Chekhov, is a black perpendicular cliff, 122m high, which is very conspicuous. From the S at a distance it shows a double-domed summit and appears first as an island. A light is shown from the S side of the entrance to Reka Chekhov.

Anchorage.—Anchorage can be taken about 0.5 mile W of the town of Chekhov and just outside the entrance to the bay described above in about 12m, fine sand. The holding ground is not safe in W winds. Foul ground extends up to 0.2 mile off each entrance point of the bay. A small boat harbor is situated just within the entrance on the S side.

8.9 Mys Yablonovyy (Mys Yablokobyts) (Usu Misaki) (47°37'N., 141°58'E.), a black rounded cliff 41m high, rises about 1.5 miles inland to Gora Yablonovyy, a sharp tree-covered peak with an elevation of 442m. The cape is fairly prominent except from the W, but it can be identified from this direction by a waterfall on it. There is a large conspicuous house situated about 2 miles S of Mys Yablonovyy, and a prominent chimney stands about 1 mile NE of the cape.

Between Reyd Chekhov and Mys Yablonovyy, about 11 miles S, the coastal hills trend close inland. The shore is fringed by reefs and foul ground, but there are sandy beaches situated in a few places where landing could be effected. Depths off this part of the coast generally decrease to the N and there are several off-lying banks.

Gora Shpanberg (Tomon), a conspicuous wooded mountain rising about 10 miles ESE of Mys Yablonovyy, has two peaks, the S and highest being slightly conical and attaining a height of 1,029m. From the SW, Gora Shpanberg appears ridged and

precipitous, but from the NW it is rounded and sloping, generally towering above everything in its vicinity.

Gora Otasamu, a sharp and conspicuous peak rising to 924m about 17 miles E of Mys Yablonovyy, is a good mark from the NW and SW. Thickly covered with trees, the summit usually appears darker than the surrounding mountains, but will be obscured when in line with Gora Shpanberg.

Caution.—The depths NW of Mys Yablonovyy become very irregular with off-lying banks of 14 to 18m lying up to 5 miles offshore. Vessels navigating in this area in thick weather should exercise caution.

8.10 Reyd Tomari (Tomarioru Hakuchi) (47°46'N., 142°03'E.), an open roadstead, is abreast a small bay at the head of which is the town of the same name. There is no protection from any but offshore winds, and the anchorage is unsafe with any other. The position of the roadstead may be identified by Gora Matsudake, 440m high, lying about 2.5 miles SE of the town and when to the S, by Mys Reichiruska, the S entrance point of the bay.

Ice.—Ice, up to 0.9m thick, may block the approaches between February and April.

Anchorage.—Anchorage can be taken by vessels about 1 mile WNW of Tomari in depths of 14.5 to 18m, sand. Small vessels can take anchorage about 0.5 mile offshore, abreast the town, in a depth of 9m, fine sand.

There is a basin with a depth of about 1.8m situated within the entrance to Reka Tomari, on the N side of the town.

The coast between Tomari and Mys Staromayachnyy (Chirai Misaki), a precipitous 104m high point about 4.5 miles NNE, is mostly sandy and fringed by reef. From the latter point to Il'inskiy, about 9 miles NE, the coast consists of steep red cliffs, about 15m high, which form the seaward end of a low densely wooded plateau.

Reka Il'inskiy flows into a bight on the coast known as Zaliv Delanglya (Bukhta Il'inskiy), a bay easily identified from the SW by the position of Gora Sasa (Sasa Yama), a 284m rounded, three-peaked hill that is located about 3 miles inland.

Reyd Il'inskiy (47°59'N., 142°12'E.), an open roadstead, is situated off the mouth of Reka Il'inskiy in the E part of Zaliv Delanglya. There is a small boat harbor at Il'inskiy.

Anchorage.—Anchorage may be taken in good weather about 0.8 mile W of the town in 11 to 12m, sand, with good holding ground. The anchorage is untenable in bad weather or strong W winds.

The coast above Il'inskiy is sandy except at Mys Leont'yeva, a precipitous cape about 9 miles to the N, which is fairly easy to identify. Inland there is a grassy tableland which gradually rises to thickly wooded hills, most of which are good landmarks for vessels fairly close in. About 1.5 miles N of Mys Leont'yeva the shore becomes very foul, continuing so for about 2.5 miles farther N. Kamen Ebisu, a small rock about 1.5m high, lies in the middle of the foul area and about 0.2 mile offshore.

8.11 Mys Shternberga (48°15'N., 142°09'E.), a slightly projecting point, 44m high, lies about 7 miles N of Mys Leont'yeva. When viewed from the N or S it can be fairly easily identified, but from the W it is difficult to distinguish.

Caution.—A rocky 8.8m shoal lies about 2.5 miles offshore W of Mys Shternberga. Depths of less than 18.3m extend from this danger SE to the shore.

Gora Rukushi, rising about 10 miles ENE of Mys Shternberga, has several peaks, the highest being 281m with a cone-shaped appearance from the W. Gora Krasnogorsk (Chinnai), rising about 17 miles NE of Mys Shternberga, attains a height of 761m with a rounded summit.

The coast for about 4 miles N of Mys Shternberga is hilly, with occasional reddish-brown cliffs. Farther to the N the shore again becomes sandy and extends away from the mountains leaving a lowland area in which Ozero Aynskoye has been formed. This brackish lake is separated from the sea by a long range of sandy hillocks and has its only opening through a narrow channel commencing at Krasnogorsk (Chinnai), about 3 miles SSE of its S extremity. The shore to the N of Ozero Aynskoye continues low and sandy with some small lakes within, but about 12 miles NNW of the S entrance of the lake the land begins to rise again.

Gora Ebisu, rising to a height of 619m 12 miles ENE of the N extremity of Ozero Aynskoye, is a round-topped mountain which is rendered conspicuous by a bare patch on its W side visible from well offshore in clear weather.

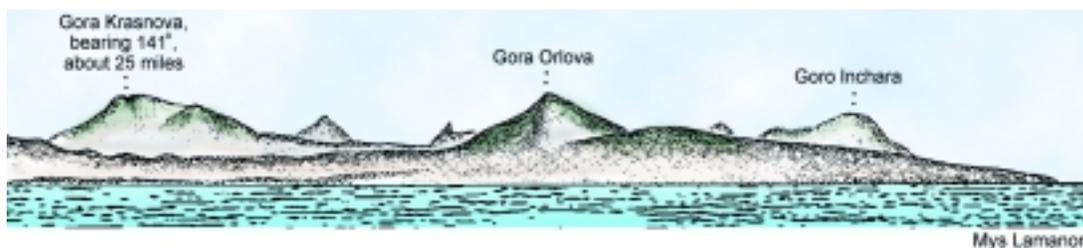
Mys Staritskogo (48°40'N., 141°53'E.), a steep cliff, 44m high, lies at the end of a ridge of mountains which reaches the coast about 18 miles NNW of Krasnogorsk. From the S it has the appearance of being a precipitous promontory and it marks the N end of the extensive sandy beach extending from the vicinity of Mys Shternberga, about 27 miles SSE. To the NE of the point is a great mass of mountains which are generally similar in appearance, the lower parts being densely covered with trees and the summits sparse. Great boulders lie piled up all over these mountains and their towering side by side present a spectacular view.

The coast to the N of Mys Staritskogo is rocky with several drying patches close offshore. Mys Stukambis, about 4 miles from Mys Staritskogo, is a steep cliff about 97m high, which being the highest point on this section of the coast is quite conspicuous. There is a small waterfall on the S side of this point which can be easily seen from that direction.

8.12 Mys Lamanon (48°47'N., 141°51'E.), about 2.3 miles N of Mys Stukambis, is a low but steep rocky cliff, 42m high, with a cave at its base. It is the W extremity of the mountainous promontory to the E and it can be identified easily from the SW and NW. A light is shown on Mys Lamanon and a radiobeacon transmits from the lighthouse.

Gora Krasnova, rising about 13 miles ESE of Mys Lamanon, attains a height of 1,094m and is the highest mountain in the vicinity. Its summit lies in an E-W direction and slopes gently to the W. The summit is shaped like a horse's back and can be seen from the S at a distance of 35 miles.

Gora Orlova (Ushiro), about 5.5 miles WNW of Gora Krasnova, rises to a height of 868m and has a conical summit which is very prominent. Gora Ichara, about 8 miles W of Gora Krasnova and nearly as high, rises to 1,023m with a shoulder to the NE. The summit is somewhat rounded from the NW, but it appears sharp when seen from the SW.



Mys Lamanon from NNW

The coast from Mys Lamanon trends to the NE and becomes rocky and foul. Rif Inava, about 4 miles NNE of the point, is a dangerous rocky reef extending about 1.3 miles W from Mys Orlova. There is a depth of 8.2m off the W edge of the reef, but the N and S sides are steep-to with depths of 4.1m and less.

Gora Izyl'met'yeva, 685m high, lies 6.2 miles ENE of Mys Orlova. Its W slope is gentle, but from the SW it appears pointed and is very prominent.

Bukhta Izyl'met'yeva, located between Mys Orlova and Mys Izyl'met'yeva, about 5 miles NNE, is sheltered from all winds except those from N through W and is considered one of the best anchorages on the SW coast of Sakhalin. Vessels approach the anchorage with Gora Izyl'met'yeva ahead bearing 087° and anchor when Mys Izyl'met'yeva bears 019°, in a depth of about 16m, good holding ground.

Mys Izyl'met'yeva (48°55'N., 141°58'E.), a precipitous cape 38m high, rises gradually to a low flat hill thickly covered with trees. When seen from the SW it is quite prominent, but from the W it blends into the coast. A rocky spit extends about 0.8 mile NW from the cape.

Zaliv Shebunyy, the indentation to the N and within Mys Izyl'met'yeva, provides anchorage for small vessels with local knowledge. The bottom is in places rock and the holding ground is not good, making the anchorage dangerous in any W winds. To the N of the bay the coast is foul and rocky, except at Sobolevo (Tennai) where there is an opening in the coastal reef accessible to boats.

Reyd Ulegorsk (49°04'N., 142°02'E.)

[World Port Index No. 60980](#)

8.13 Ulegorsk, previously known as Esutoru, is an open roadstead situated on the S side of the mouth of Reka Ulegorka. The port consists of the roadstead, two basins, and small craft facilities in the river mouth.

Winds—Weather.—From November through March the strong N winds prevail for 20 to 28 days in each month, rendering loading operations impossible.

From April until September the S wind prevails for about 10 days in each month, but the sea is generally calm.

During the winter there are about 10 days a month of rain or snow.

During the winter SE and NE winds are accompanied by fog ordinarily extending for about 5 miles offshore. It has been reported that the height of the fog is 15 to 30m and does not interfere with the identification of the mountain landmarks.

Vessels are advised not to approach Reyd Ulegorsk in thick weather, but to anchor temporarily in the offing until the fog has lifted.

Ice.—Usually Reyd Ulegorsk, except for an area close to the mouth of the Ulegorka, is icebound to a distance of about 1 mile offshore between the middle of December and the end of March, but as the ice does not exceed 0.3m in thickness, navigation is not closed. Winds from the SW cause the ice to disperse.

Tides—Currents.—Spring tides rise about 0.8m and neap tides rise about 0.6m. The flood current sets N at a rate of 0.5 to 0.8 knot and the ebb current sets S at a similar rate.

Depths—Limitations.—The depths in the approach are deep, vessels being able to maintain 18m to the anchorage. The wharfage in the basin has a maximum depth of 2.7m and can only accommodate small craft with drafts up to 1.8m. Vessels are discharged and loaded at the anchorage by lighters.

Aspect.—In addition to the conspicuous peaks E of Mys Lamanon, which are still visible off Ulegorsk on a clear day, the N end of the range of hills about 0.9 mile S of the mouth of Reka Ulegorka appears as the extremity of a conspicuous cape when seen from the offing. From closer in, a steel bridge crossing the canal about 0.6 mile SE of the mouth of Reka Ulegorka can easily be identified, and a school building E of the lighted basin is also conspicuous.

A short jetty extends WSW from the N side of the river entrance. A broken jetty extends about 0.4 mile W and then about 230m SW from the S side of the river entrance.

A range, in line bearing about 159°, indicates the approach to the roadstead and may best be seen on the chart.

A main light is shown from a structure standing about 0.5 mile NNE of the commercial basin and a radiobeacon is situated at the light.

Three radio towers, equipped with obstruction lights, are situated about 0.5 mile S of the town and in clear weather form a good mark in the approach.

Pilotage.—Pilots are not available. Vessels should send an ETA to the port at least 4 hours in advance of their approach to the roadstead. During adverse weather conditions or when the navigational aids are inoperative, the port radar station will provide radar pilotage. Radar information will be supplied, on request, at the onset of limited visibility.

Vessels at anchor should maintain continuous VHF listening watch.

Regulations.—Vessels are required to approach and leave Ulegorsk in a designated danger free fairway which can best be seen on the chart. The fairway is entered about 12 miles

WNW of the roadstead. The authorities recommend that the fairway should not be entered until the vessel's position has been closely determined and verified by all available means.

Anchorage.—Eight numbered berths are established in the roadstead. Anchorage can be taken in 13 to 27m, sand, W of the port in the designated anchorages which can best be seen on the chart. The best anchorage is found 0.6 mile WSW of the mouth of Reka Uglegorka in 11m, mud and sand, good holding ground.

Caution.—A submarine cable extends seaward from a point on the coast about 0.7 miles S of the commercial basin.

A restricted area, the limits of which are shown on the chart, lies in the vicinity of the submarine cable and extends up to about 5 miles offshore. Anchoring, trawling, dredging, conducting submarine explosions, or sailing with a slack anchor or chain are prohibited within the area.

Shakhtersk (49°10'N., 142°04'E.)

8.14 Shakhtersk (Portovyy Punkt Shakhtersk), a subsidiary port of Ulegorsk, is situated at the head of Zaliv Gavrilova, about 6 miles N of Ulegorsk, and 1.2 miles NE of Mys Gavrilova. There is a small craft basin suitable for tugs and barges, and two small piers for loading coal.

Depths—Limitations.—There is a least depth of 10m in the approach to the anchorage, but numerous shoal patches lie in Zaliv Gavrilova and must be avoided. Depths of less than 5.5m extend up to 1.5 miles N of Mys Gavrilova and constitute the greatest danger in the approach to the port. A 7.6m shoal and an 8.8m shoal lie in the middle of Zaliv Gavrilova, about 0.7 mile and 1.2 miles NNW, respectively, of the entrance to the basin.

Small craft with drafts of up to 2m can enter the basin. Small vessels with drafts up to 2.5m can be handled, in fair weather, at the outer side of the N mole.

Vessels can be accommodated at the roadstead anchorage. Cargoes are loaded and discharged by lighters.

Aspect.—Mys Gavrilova, a low bluff about 39m high, is located about 1.2 miles SW of Shakhtersk and is conspicuous when seen from the N or S. Mys Gavrilova Light is shown from a white octagonal tower with a red band, 10m high, 0.5 mile NE of the point. The land backing the point is generally low, not rising until about 5 miles within, and thus contrasts considerably with coastal ranges N and S of the area. The buildings of an airfield about 1.7 miles NNE of the harbor basin and a group of oil tanks about 0.7 mile S all serve to identify the port.

Range lights situated close E of the basin at Shakhtersk, when in line bearing about 120°, lead to the roadstead.

A lighted buoy moored about 0.6 mile W of the basin marks a wreck with a depth of 2.4m. A lighted buoy moored about 1.7 miles N of Mys Gavrilova marks the limit of shoals extending N from that point.

Pilotage.—There is no pilot available. The port can be contacted by VHF.

Regulations.—Vessels are required to approach and leave Shakhtersk in a designated danger-free fairway which is entered about 12 miles WSW of the harbor basin and can best be seen on the chart. The authorities recommended that the fairway should not be entered until the vessel's position has

been closely determined and verified by all available means. The inner designated danger free fairway, which is indicated on the chart, is for the use of vessels plying between Ulegorsk and Shakhtersk and may only be used with the permission of the port authorities.

Anchorage.—Anchorage can be taken at a distance of 0.3 mile on either side of the approach range and about 0.8 mile offshore in depths of 11 to 13m, sand and mud.

Caution.—A wreck with a depth of 2.4m marked by a lighted buoy lies 0.6 miles W of the W breakwater. A stranded wreck lies about 1.5 miles WSW of the breakwater. The roadstead is exposed to W winds.

Shakhtersk to Reyd Aleksandrovskiy

8.15 Mys Nizmenyy (49°11'N., 142°04'E.), a low and generally flat cape, lies about 1.7 miles N of Shakhtersk. It is the S entrance point of Zaliv Lesovskogo, an indentation in the coast which provides anchorage for small vessels in good weather. The bottom is in many places rock and caution is necessary.

A light is shown from a white octagonal masonry tower on the point.

Mys Tikhonovicha, the N entrance point of Bukhta Lesovskogo, 3.5 miles N of Mys Nizmenyy, is dark in color and falls vertically to the sea, but is thickly wooded. Gora Sergiyevskaya, rising to a height of 461m about 1.5 miles NE of the above point, appears sharp-peaked from the N. There is a pointed hill, 375m high, a little over 0.5 mile NW of Gora Sergiyevskaya.

Mys Baranova (Toriga Saki) (49°21'N., 142°04'E.), 8.7 miles N of Mys Nizmenyy, is a steep, black, treeless point, 57m high, and is very prominent from the S.

Mys Zhukovskogo (Nayoshi Saki) (49°26'N., 142°06'E.), 4.5 miles N of Mys Baranova, is a steep bluff, 94m high, and is the S entrance point of Reyd Lesogorsk.

8.16 Reyd Zhukovskogo (Nayoshi Byochi) (49°27'N., 142°08'E.) ([World Port Index No. 60990](#)), formerly known as Nayoshi, is a bight in the coast between Mys Zhukovskogo and Mys Furutsu, about 3.5 miles NNE. The roadstead is exposed to all winds from the W and during such times landing and cargo handling are difficult or impossible. The port is closed from November to March.

Reka Lesogorsk, the mouth of which is conspicuous, is located at the head of the roadstead, but is generally too shallow for boats. Gora Zhukovskogo (Nayoshi Taki), with a flat top, rises to a height of 549m about 2.5 miles SE of the river mouth and is quite prominent. Gora Matsue (Matsue Yama), rising to 553m about 2 miles ESE of Mys Furutsu, is the highest peak in the group of mountains immediately NE of Reyd Zhukovskogo and forms a good mark in the approach.

Gora Akahage, lying 1.5 miles SSW of Gora Matsue, is a bare reddish-brown hill, 207m high, appearing isolated, with a prominent red cliff on its S side.

Anchorage.—The best anchorage is 0.8 mile offshore with the mouth of Reka Lesogorsk in line with Gora Akahage, bearing about 113°, in a depth of 13m, mud, with good holding ground. At other places the bottom is sand over rock, poor holding ground. Vessels proceeding to the anchorage must

avoid the shoal N of the anchorage, where depths of 4.6m, rock, extend up to 0.8 mile offshore.

The coast extending N from Mys Furutsu consists mostly of narrow sandy beach occasionally marked by broken cliffs formed by the mountains sloping down to the coast. A densely wooded mountain range, about 5 to 8 miles inland, trends N from abreast Mys Furutsu gradually approaching the sea until at Mys Balkina, about 28 miles to the N, it is only 1 mile from the coast.

Mys Polevogo (Kitasoya Misaki) (49°46'N., 142°10'E.), a steep black point located about 18 miles N of Mys Furutsu, is about 67m high and with a chain of rocks extending N from the cape, forms a natural breakwater which produces a refuge for boats in strong S winds.

Gora Rusa (Gora Soya) (Soya Take), about 4.5 miles ESE of Mys Polevogo, is a sharp prominent peak 1,011m high and is the highest mountain in the above range.

8.17 Mys Belkina (Tisine Misaki) (49°57'N., 142°08'E.), a steep black rocky point, 48m high, and lying about 11 miles N of Mys Polevogo, is topped by a flat treeless plateau and is conspicuous from a distance. The point is the center of a mountainous mass which is the N extremity of the inland range that has reached the sea in this vicinity.

Mys Vozdvisheniya (Chikunai Misaki), the S end of the above promontory, lies about 4.5 miles S of Mys Balkina and is a steep brown rocky cliff with a conspicuous isolated black rock located close W of it. This rock is very conspicuous when viewed from the N or S. Mys Korsakova, the N end of this area, lies about 4.5 miles N of Mys Belkina and is the rocky extremity of a small flat and treeless peninsula which is connected to the mainland by a low isthmus.

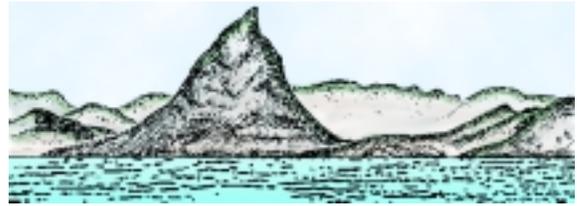
Gora Orkunay (Yokunai Yama), a conspicuous peak, 996m high, rises about 4 miles E of Mys Vozdvisheniya and is especially prominent from the W. An isolated sharp peak, about 834m high, is located about 2.5 miles to the S.

Gora Vozdvisheniya, a double-peaked mountain, rises to a height of 862m about 3.5 miles ESE of Mys Balkina. There is a lower, but similar double-peak about 1 mile to the SW, and several smaller peaks to the NW.

The coast to the N of Mys Korsakova is lower than to the S, but with a succession of rounded hills behind a steep and bluff shore. Skaly Volnolom, two small islets located about 0.8 mile N of Mys Korsakov, are white in color, which usually enables them to be seen at night. No attempt should be made to pass between these islets and the mainland as the area is shoal and rocky.

8.18 Mys Kitousi (50°13'N., 142°10'E.), a small point with a few rocks off it, has some cliffs on its N side. Within the point, about 1.7 miles to the SE, the land rises to a remarkable, barren and steep conical peak about 828m high. Known as Gora Kitousi, the sharp peak forms an excellent landmark in clear weather.

Mys Mosiya, a prominent bluff located about 5 miles NNW of Mys Kitousi, is covered at its top by shrubs and has on the outer face the conspicuous entrance to a cave. From the SW, the point shows three peaks in line, rendering it easy to identify.



Gora Kitousi

Ostrov Ptichiy, a saddle-shaped barren islet, 45m high, lies close offshore, about 1.2 miles SSE of Mys Mosiya and forms an excellent landmark for identifying this part of the coast when Gora Kitousi is hidden by clouds.

Bukhta Kazakevicha, lying on the N side of Mys Mosiya, is bordered by precipitous cliffs leading to steep hills all around the bay. The shores are shelving and encumbered with rocks, above and below-water, and it is inadvisable for vessels to approach the shore within 1 mile except with local knowledge.

Bukhta Mosiya, forming the S part of Bukhta Kazakevicha, is sheltered from SW.

Anchorage.—Anchorage has been obtained in a depth of 18m, 0.9 mile from the village of Komsomol'skoe, with Mys Mosiya bearing 180°.

Komsomol'skoe village lies 2 miles NNE of Mys Mosiya on both banks of Reka Nanay.

Gora Torubaru, 686m high, is located about 6 miles NNE of Mys Mosiya, and being cone-shaped and devoid of vegetation while the other mountains in this vicinity are densely wooded, is prominent from the offing. Another mountain, 624m high, rises sharply about 2 miles NNW of Gora Torubaru, and when viewed from the S has a rounded summit, but from the W shows as a pointed peak which in foggy weather can be easily mistaken for Gora Kitousi.

Depths of 14.5m lie about 6 miles NW and 4 miles NNW of Mys Mosiya.

Caution.—An explosive dumping area 2 miles in diameter, the limits of which are shown on the chart, lies about 30 miles W of Mys Mosiya.

8.19 Mys Furugel'ma (50°31'N., 142°03'E.), a long rounded point 13.5 miles NNW of Mys Mosiya, consists of steep cliffs fringed by rocks, above and below-water. In addition to these rocks, numerous reefs extend up to 0.5 mile off the point and are generally steep-to on the seaward edge.

Kamen Martynova, or Martin Rock, located close off Mys Kruglyy, about 2 miles SSE of Mys Furugel'ma, forms a conspicuous mark as it is surmounted by a white pyramidal framework beacon easily identified by vessels a few miles offshore.

Gora Lysukha, located about 3 miles E of Mys Furugel'ma, rises to a height of 701m and when viewed from the W is very conspicuous with the appearance of a truncated cone.

Reyd Agnevo (50°34'N., 142°03'E.) ([World Port Index No. 61010](#)), an open roadstead, is situated off the mouth of Reka Agnevo, about 3 miles N of Mys Furugel'ma, and provides

protection from only E winds. Reyd Agnevo affords anchorage to moderate-sized vessels off the mouth of the river abreast a sandy beach in 9 to 11m. The bottom is rock covered with a thin layer of sand and silt. Local knowledge is necessary. There is a 135m pier situated about 0.2 mile S of the river mouth.

Mys Rogatyy, about 13 miles N of Mys Furugel'ma, is high and steep and can be identified by the houses in [Oktyabr'skiy](#), on its S side, which are fairly prominent.

8.20 Mys Khodzhi (50°49'N., 142°05'E.), lying 5 miles N of Mys Rogatyy, is a steep barren headland about 137m high. From N and S it appears long and flat. A very steep cliff forms its W side. The point is prominent from SW from a distance of 15 miles. The cape is fringed by rocks, above and below-water, and Rif Khodzi, with numerous rocky heads, lies about 0.5 mile to the NW. Depths of less than 5.5m lie up to 0.5 mile to the NW. Depths of less than 5.5m lie up to 0.5 mile W of Mys Khodzhi. The shoal is steep-to on its S and NW sides and is marked by a lighted buoy on its W side. Vessels should not approach within 1 mile of Mys Khodzai.

Reyd Makar'yevskiy (Due) (50°50'N., 142°05'E.) ([World Port Index No. 61030](#)), a subsidiary port of Aleksandrovsk-Sakhalinskiy, is situated on the N side of Mys Khodzhi and is protected from SW winds by Rif Khodzi. The shore consists of sharp pointed hillocks, backed about 2 miles within by the intermediate coastal range. The roadstead can be identified by Mys Khodzhi and the termination of the above range at Mys Zhonkiyer, a cone-shaped point about 4.5 miles to the NNE.

The village of Due, situated about 1 mile NE of Mys Khodzhi, is a timber and coaling center. A pier about 210m long and suitable only for small craft and barges is situated at the shore opposite the village. The pier was reported destroyed in 1991. Vessels are loaded and discharged by lighters at the roadstead.

The roadstead is required to be approached and departed in a danger-free fairway as indicated in the directions for Reyd Aleksandrovskiy. The authorities recommend that the fairway should not be entered until the vessel's position has been closely determined and verified by all available means.

Anchorage.—Anchorage by large vessels can be taken at the E end of the above fairway, about 1.5 miles N of Mys Khodzhi in a depth of 11m, mud. Farther in the bottom becomes rocky and within the 10m curve it is in many places strewn with boulders. Vessels should be ready to weigh anchor on short notice if winds increase from the NW.

Vessels with drafts of 5 to 6m anchoring closer in should take caution to avoid a dangerous wreck sunk about 0.4 mile W of the pier head. Small vessels can anchor opposite the pier at Due, with Mys Khodzhi bearing between 195° and 200°, in a depth of 6.5m. Anchoring in depths of less than 5.5m is not recommended.

Mys Zhonkiyer (50°53'N., 142°06'E.), a prominent headland, 177m high, lying about 4.2 miles NNE of Mys Khodzhi, slopes down on its W side to a cone-shaped hill near its seaward extremity. The N side of this headland is steep and cliffy, with numerous boulders piled in various stages. It is bordered by a rocky reef extending about 0.3 mile offshore in a

N and NE direction, which terminates in Kamen' Burun, two drying rocks marked by breakers at high water.

Skaly Tri Brata, three similar and conical rocks, lie on the above reef about 0.2 mile NNE of Mys Zhonkiyer. A lighted beacon is shown on the N rock forming a conspicuous landmark. A lighted buoy marks the N limit of the above reef.

A main light is shown from a structure on the headland. A radiobeacon is situated at the structure.



Mys Zhonkiyer from SSW

Aleksandrovsk–Sakhalinskiy (50°54'N., 142°08'E.)

[World Port Index No. 61040](#)

8.21 Reyd Alexandrovskiy, the roadstead for the city of Aleksandrovsk-Sakhalinskiy, is situated on the NE side of Mys Zhonkiyer and is open to all winds except from the E and S. The port is equipped with only a camber for tugs and barges, and it is closed by ice between November and April. The port maintains a considerable commercial status, being the chief pilot station for the S approach to the Tatar Strait. It is on the main air route between Kamchatka, Khabarovsk, and Vladivostok.

Winds—Weather.—During July and August the prevailing winds are from the SE, and between September and May from the NW. Winds from the SW during the spring, S during the summer, W during the autumn, and NW during the winter are ordinarily accompanied by fine weather, but N and SE winds during any season of the year are frequently accompanied by either rain or snow. Winds from the E invariably bring foul weather.

January and February are the two coldest months during which the temperature occasionally is lower than -15°C, being at times as low as -40°C. August is the warmest month of the year, with the temperature rising to 30°C, but during thick foggy weather, and also at night, it is generally cool.

During the summer fog is frequent in the area, but often does not approach the coast within 3 miles.

The most frequent blizzards, on the average every ten days, occur between the end of November and the beginning of February. The average fall of snow is about 0.6m, but heavy drifting is a problem.

Ice.—Sludge ordinarily appears in the last week of November, and the roadstead is completely icebound late in December. The ice field, which attains a maximum thickness

of 1.4m, usually extends for at least 15 miles seaward. Strong offshore winds cause large cracks in the ice field, portions of which break off and are carried out to sea. Westerly winds tend to pack drift ice against the coast and often produce hummocks.

Ordinarily the ice begins to break up in the first half of March and the roadstead is clear late in April.

Tides—Currents.—The tides at Reyd Aleksandrovskiy are semidiurnal. The mean spring range is 1.9m and the mean neap range is about 0.8m. The highest rise usually does not exceed 2.4m.

Tidal currents set N on the flood tide, at a rate of 1 to 2 knots, and S with the ebb tide, at a rate of 0.7 to 1 knot. The flood current usually runs longer than the ebb current.

Depths—Limitations.—Depths in the approaches are deep, 20m lying about 2 miles offshore in the vicinity of the port. The least depth in the approach to the anchorage area is 9.1m, but a 6.4m shoal lies about 0.8 mile N of the anchorage and should be avoided, especially in periods of swell. Most vessels can use the roadstead, anchoring according to draft.

Cargo is loaded and discharged by lighters. Small craft with drafts up to 2.6m can use the harbor basin.

Aspect.—In addition to Mys Zhonkiyer and the light structure on it, Skaly Tri Brata serve as an excellent mark in the final approach to the port. The distinction of the higher land S of Mys Zhonkiyer with the lower more densely wooded land to the NE is also prominent and useful.

Pilotage.—A government pilot station is situated at Aleksandrovsk-Sakhalinskiy, and since pilotage is compulsory for the upper and narrow part of the Tatar Strait, vessels intending to proceed through must first make arrangements with this station. Pilots will board at Reyd Aleksandrovskiy or from a pilot vessel stationed close to Lighted Buoy No. 1 (51°44'N., 141°22'E.) at the S end of Proliv Nevel'skogo. Requests for pilots must be made 5 days in advance.

There are no local roadstead pilots available.

Regulations.—Reyd Aleksandrovskiy is required to be approached and departed by a danger free fairway as indicated on the chart. The authorities recommend that the fairway should not be entered until the vessel's position has been closely determined and verified by all available means.

Anchorage.—Vessels can take anchorage between 0.9 mile NNE and 1.1 miles N of Mys Zhonkiyer in depths of 11 to 14m, sand and stones, poor holding ground.

Small vessels can anchor 0.5 mile NNW of the entrance to the basin in 8m, sand, where secure anchorage may be found during the strong S winds of summer.

Caution.—Caution should be exercised by large vessels so as not to approach the lighted buoy N of Mys Zhonkiyer within 0.5 mile, where depths of less than 6m lie.

Reyd Aleksandrovskiy To Proliv Nevel'skogo

8.22 Zaliv Aleksandrovskiy, an indentation in the coast between Mys Zhonkiyer and Mys Tangi, about 20 miles NNE, is fringed along its shores by numerous rocks. Although the depths off the shore bank deepen fairly rapidly, the bottom is mostly rock, providing poor holding ground, and during NW and W winds anchorage is dangerous.

Polovinka, a fishing village with a prominent pier, is situated about 3 miles NE of Mys Zhonkiyer. The anchorage is 1 mile W of the pier in 11m, with fair holding ground.

The town of Mgachi, about 3 miles farther NE, has a 170m coal pier. A buoy moored about 0.5 mile SW of the pier head marks a 4.6m shoal.

Several other towns with small piers are situated to the N of Mgachi, but are available only to small craft.

Mys Tangi (Gangi) is a prominent point lying about 9 miles NNW of Mgachi. A small stream lies N of the point. Tangi (Gangi) town is situated on the sandy beach S of the river mouth. There are two piers, each 45m long, at Tangi.

Mys Khoe (Khoy) (51°16'N., 142°10'E.), located nearly 3 miles NNW of Mys Tangi, is fairly high, densely wooded, and prominent. A rock, 7m high, lies about 0.5 mile NW of the point and there are numerous sunken rocks in the vicinity. Vessels with local knowledge can take anchorage, protected from SE winds, off the town of Khoe, about 2 miles NNW of the point, where there is a barge pier.

Mys Uandi, a moderately high rocky cape, lies about 10 miles NNW of Mys Khoe and about 2 miles NNW of Mys Boshnyak. The latter point can easily be identified by Kamen' Boshnyak, a white pillar rock about 12m high and 0.3 mile offshore. Numerous sunken rocks surround these points and several areas of shoaling have been reported up to 5 miles W and S of this section of the coast. A shoal patch, having a depth of 4.5m, is charted about 1.5 miles SW of Mys Uandi.

The coast to the N of Mys Uandi gradually descends until merging into sandy beach in the vicinity of Mys Voronina, the S entrance point of Zaliv Viakhtu, about 13 miles to the NW. The mountains E of Mys Uandi continue N while the coast trends more NW with the intervening land becoming lower and more swampy as the distance between the shore and the coastal range increases.

Between Zaliv Viakhtu and Mys Tyk, about 12 miles NW, the coast is bordered with dunes generally lacking distinctive features, except in a position about 5 miles NW of the bay, where there are several sandhills marked by landslide scars having conspicuous reddish-brown patches. (See paragraph 8.26 for a description of the coast N of Mys Tyk.)

Tatar Strait—North Part—Proliv Nevel'skogo—Amurskiy Liman

8.23 The N part of the Tatar Strait, generally considered to be that area lying N of 51°40'N, connects the waters of the S part of the strait with Sakhalinskiy Zaliv and consists mainly of Proliv Nevel'skogo in the S and Sakhalinskiy Farvater, leading through Amurskiy Liman, in the N.

Proliv Nevel'skogo is generally considered to be those waters S of **Mys Lazareva** (52°14'N., 141°32'E.). The waters N of Mys Lazareva connecting with Sakhalinskiy Zaliv are known as Amurskiy Liman.

Proliv Nevel'skogo and Amurskiy Liman are encumbered with shoals which dry or nearly dry and which are formed by the discharge of the Amur. In the vicinity of Mys Lazareva, Proliv Nevel'skogo is reduced to a width of about 4 miles.

Southern Channel, branching off from Sakhalinskiy Farvater at approximately 52°31'N, 141°26'E, leads along the W shore and forms the S approach to the Amur (See Sector 7).

Winds—Weather.—The primary obstacle to navigation during the navigational season is fog. As a rule fog occurs early in April, becoming particularly thick and continuous in June and July, but ceasing about the beginning of September. Proliv Nevel'skogo suffers from dense fog with SE winds, while Amurskiy Liman is more affected by NE winds. Generally, one area is clear while the other is fog bound.

Ice.—Because of the confining limits of the N part of the Tatar Strait, ice is a particular problem. Generally this section of the strait commences to freeze in November and is closed to navigation by heavy ice from December to about the middle of April. Drift ice is still a problem in May and usually navigation cannot be resumed until June.

Depths—Limitations.—The least known controlling depth through the main channel of the northern part of the Tatar Strait is 3.7m. The depths vary considerably with the seasons as the tides combine with the flow of the Amur (see Sector 7) to produce considerable rises, and drafts to 6.1m have been reported taken through at favorable times.

Southern Channel has a least charted depth of 2.7m and vessels with drafts greater than 3.6m usually must use Farvater Nevel'skogo (see Sector 7), the N approach to the Amur.

During the navigational season, the channels in the narrow part of the Tatar Strait are marked by lighted buoys. The buoys are lifted each fall and replaced in the spring after the channel has been resurveyed, and are not necessarily at or near their original positions.

Vessels using the N part of the Tatar Strait should exercise extreme caution because the charts are from old and imperfect surveys. The buoys are generally shifted each season, and the depths and channels are changed somewhat by the severity of the winters.

Pilotage.—Pilotage is compulsory for the N part of the Tatar Strait and for the Amur. Vessels requiring a pilot should notify the pilot station at Aleksandrovsk-Sakhalinskiy at least 5 days in advance. Pilots will board at Reyd Aleksandrovskiy or at the pilot vessel cruising in the vicinity of 51°44'N, 141°22'E. Pilots may also board and disembark in the vicinity of the No. 4 lighted buoy (51°55'N., 141°26'E.).

Caution.—Because of the low and inconspicuous land and the considerable shoaling off Mys Tyk, on the E side of the entrance to Proliv Nevel'skogo, it is much safer, especially in poor visibility, to approach position 51°41'N, 141°22'E from the SW instead of the SE.

There are also several restricted and prohibited areas SW of Mys Tyk which are permanently or temporarily dangerous to navigation and on which up to date information should be obtained before passing in or near.

Proliv Nevel'skogo—West Shore

8.24 Mys Sushcheva (51°41'N., 141°07'E.), the SW entrance point of Proliv Nevel'skogo, is the middle point of a three-point headland about 1.5 miles wide; it is steep and bold. The entire promontory, of which Mys Yuzhnyy and Mys Severnyy are the SW and NE extremities, respectively, is heavily wooded, but the central part can be easily identified because it is covered with guano and appears white. The entire headland is backed by a steep hill, 274m high, the E slope of

which terminates on its seaward side in a precipice conspicuous from the S.

The coast NE of Mys Sushcheva is generally high and cliffy with numerous points intervening. A considerable amount of shoaling lies offshore, especially in the N part, but vessels with local knowledge could find anchorage secure from W winds in Bukhta Sushcheva, N of Mys Severnyy.

Mys Nevel'skogo (51°57'N., 141°26'E.), the NE extremity of a large prominent headland, lies nearly 3 miles NNE of Mys Yekateriny, its S and higher extremity. This entire promontory consists of steep rugged cliffs, up to 40m high and reddish-colored in the vicinity of Mys Yekateriny. The promontory gradually becomes lower in height about half way to Mys Nevel'skogo.

Gora Shapka Nevel'skogo, a round-topped peak rising to a height of 275m about 3 miles WNW of Mys Nevel'skogo, is conspicuous from the S and E. A meteorological station has been reported on Mys Yekateriny.



West shore of Proliv Nevel'skogo

Bukhta Nevel'skogo, a large indentation in the W shore of Proliv Nevel'skogo, is shoal throughout its entire length, with the E edge of these banks being generally steep-to. Banka Nevel'skogo, with depths of less than 0.6m, lies in the SE part of the bay, abreast of the channel, and can be dangerous, especially when the tidal flow, which attains a velocity of 3 to 4 knots, sets down on it. Mys Murav'yeva, the N entrance point of Bukhta Nevel'skogo, is a moderately high point projecting SE with steep white slopes. Ostrov Popova, a flat rocky islet covered with grass, lies about 2 miles SW of the point.

Mys Lazareva (52°14'N., 141°32'E.), the NE extremity of a small peninsula extending N from the mainland, lies about 5 miles N of Mys Murav'yeva and has a small detached hill on it from which the land gradually rises in a saddle-back formation to a conspicuous 154m multi-peaked hill about 0.5 mile SW. The SE shore of the peninsula is steep and rocky and the town of Lazarev is situated about 1 mile within. Mys Lazarev Light is shown from the 20 May to 20 November. A radiobeacon transmits from the light.

Mys Sredniy, about 2 miles SSE of Mys Lazareva, is the E extremity of the hilly headland of which Mys Lazareva and Mys Murav'yeva form the N and S extremities. A vehicular underwater tunnel, approached by a short stone causeway at each end, is reported to extend between Mys Sredniy and Mys Pogobi, about 3 miles ENE.

Caution.—Anchorage is prohibited between Mys Lazareva and Mys Sredniy, and E to Sakhalin, due to the presence of numerous cables, pipelines, and underwater facilities.

Port Lazarev (52°14'N., 141°31'E.)

World Port Index No. 61045

8.25 Port Lazarev, situated on the N side of the peninsula of Mys Lazareva, is encompassed on its W and N side by a breakwater extending out to, and slightly beyond Ostrov Ogbi. The piers within are sheltered from all winds except those from the NE, and the harbor serves as the main seaport for the Amurskiy Liman area.

Winds—Weather.—Winds are predominantly W or NW from October to March, and SE to E from May to August. Gales occasionally occur in October and November during the onset of winter and may last for several days.

As a rule, fog occurs early in April, becoming particularly thick and continuous during June and July, but then ceasing about the beginning of September. Winds from the NE generally bring heavy fog, although it probably will occur in any E wind.

Ice.—The port of Lazarev and the nearby strait begin to freeze in November and are closed to normal navigation by heavy ice from December to about the middle of April. Drift ice is still heavy in May and usually safe navigation cannot be resumed until June.

Tides—Currents.—The normal spring rise is 2.2m and at neaps it is 1.6m. The Amur affects the depths in Amurskiy Liman during its flood stages and such information must be obtained from the local officials.

Flood currents set to the N and ebbs to the S. Maximum current rate usually does not exceed 4 knots.

Depths—Limitations.—The least depth in the channel approaching Lazarev is 5.8m. The harbor, although originally dredged to 6m, is subject to siltation. It was reported (1991) that the main cargo pier had depths alongside of 4.3 to 7m. The oil berth has a depth of 6.3m alongside.

In 1988, it was reported that a channel in the harbor, 50m wide, was being dredged to a depth of 6m.

Vessels up to 6,990 dwt and 114m in length have been handled at the port.

Cargo vessels normally load and discharge into barges at an anchorage close N of the harbor, or move out to the anchorage during loading.

Pilotage.—Pilotage is compulsory. The pilot station is at Aleksandrovsk-Sakhalinsky, and pilots must be requested at least 5 days in advance. Pilots board at Reyd Aleksandrovskiy or in the vicinity of 51°44'N, 141°22'E.

Anchorage.—Anchorage is available off Lazarev at the discretion of the pilot. Vessels have reported taking anchorage NE of Banka Klykova, but the tidal currents may be strong and caution is necessary. The anchorage berths are reported to have depths of 7 to 14m.

Anchorage is prohibited in a charted area S of the N extremity of Mys Lazareva.

Caution.—Lighted buoys mark the channel through Proliv Nevel'skogo. The buoys are removed each fall and replaced in the spring when the channel is clear. Because the channel is likely to shift somewhat during the winter, the buoys may not be laid in their previous positions.

In 1985, a stranded wreck was reported to be conspicuous, lying on her side off Mys Lazareva, a short distance E of the harbor entrance.

Proliv Nevel'skogo—East Shore

8.26 Mys Tyk (51°45'N., 141°41'E.), the E entrance point of Proliv Nevel'skogo, is low, sandy, and inconspicuous. Shoaling, with depths of less than 1.8m, extends over 10 miles WNW of the point and vessels are cautioned against attempting to approach this part of the coast.

To the N of Mys Tyk the shore is indented by Zaliv Tyk, a bay encumbered by numerous shoals, the N point of which is Mys Lakh. The shore here remains low, but has become more marshy with numerous salt lakes and creeks and is bordered by a large drying sand bank.

Mys Uangi, about 21 miles N of Mys Tyk, is a sandy projection with some fairly precipitous sandy hills in the vicinity. It is backed by marshy tundra and fringed by shoal water for about 2 miles to the WNW.

Mys Pogobi (52°13'N., 141°39'E.), a low sandy cape, can be identified at a distance by several buildings close inshore and a conspicuous landslide scar about 1 mile to the SE. Several dark-colored oil tanks are situated near the cape and a watch tower stands about 0.5 mile NE.

Amurskiy Liman—West Shore

8.27 Mys Tkhadgou (52°15'N., 141°21'E.), a low wooded point backed by several high hills, lies 7 miles WNW of Mys Lazareva and can be easily identified by a conspicuous landslip between it and Mys Ukhtomskogo, about 0.7 mile to the NW. When viewed from the NNE, Gora Ukhtomskogo, a prominent 506m conical peak nearly 4 miles inland, appears to back the above scar.

**Mys Tkhadgou from NNE**

Ostrova Chomy, two islands, are located about 2 miles off the mouth of Reka Chomy in the SW part of Amurskiy Liman. The E island, Ostrov Bol'shoye Chomy, is cliffy on its SE side and conspicuous from that direction. Both lie on the edge of a drying mudflat and the shore within is low and marshy with hills a short distance inland.

Ostrova Khagemif (52°28'N., 141°22'E.), a group of eight densely wooded islets centered about 15 miles NW of Mys Lazareva, attain a maximum elevation of 85m near the center of Ostrov Pilyamif, the largest islet. The latter island and Ostrov Chastye, about 2 miles N, form a good mark from most directions, but the rest of the islets are low and not easily seen from a distance.



Ostrov Bol'shoie Chomy from E

Mys Uarke (52°31'N., 141°13'E.), with a flat-topped hill on it, lies W of the N group of Ostrova Khagemif and is more prominent from the NE than from the SE. The coast N of the point is low and in places marshy with the land rising slowly about 3 miles within.

Mys Dzhaore (52°40'N., 141°17'E.), the E extremity of a high and precipitous ridge extending ESE from Gora Dzhaore, is thickly wooded and can be identified by a clearance cut through the trees near its seaward extremity. The semaphore tower is prominent and can be identified from a considerable distance.

Standard Russian tidal signals are shown from the signal mast on Mys Dzhaore. The signal station is also equipped with radio and connected to Mys Pronge and Nikolayevsk by telephone.

Gora Dzhaore, 383m high, rises with its summit about 5 miles WNW of Mys Dzhaore. Gora Markram, a twin-peaked 1,027m high mountain located about 17 miles NW of Mys Dzhaore, can clearly be seen in good weather, when N of its line of bearing with Gora Dzhaore.

Anchorage.—Vessels with local knowledge can take anchorage protected from W and S winds in a depth of 5m a short distance N of Mys Dzhaore.

The coast to the N of Mys Dhzaore is a succession of low points in a general indentation to the W. Southern Channel follows the trend of the coast fairly closely and carries its least depths in this vicinity.

Ostrov Uyuzyt, a small rocky islet about 16m high, lies on the coastal bank on the W side of the channel about 3 miles SW of Mys Pronge. This islet is covered with birch trees and has several buildings on the S side.

Mys Pronge (52°52'N., 141°15'E.), the NE extremity of a low peninsula projecting from the coast, is the S entrance point of the Amur and lies 12.5 miles N of Mys Dzhaore. The town of Alekseyevka, with several white buildings, is situated on the E side of the peninsula.

Standard Russian tidal signals are shown from a mast near the extremity of Mys Pronge. The signal station is also equipped with telephone and is connected with Mys Dzhaore and Nikolayevsk. A radio station at Mys Pronge has been reported to be transmitting tidal information every hour on 2250 kHz. Mys Prong Lights is shown from a red octagonal stone tower. The light is shown from 25 May to 15 November.

Caution.—The fairway channels in this area are subject to siltation and there may be less water than charted. (For the Amur, see Sector 7.)

Amurskiy Liman—East Shore

8.28 The coast to the N of **Mys Pogobi** (52°13'N., 141°39'E.) continues low and marshy with numerous sand hills and salt lakes forming open tundra for about 10 miles to the E. Extensive shoaling lies off this part of the estuary forcing the fairway of Sakhalinsky Farvater to run nearly up the center of Amurskiy Liman until approaching its N end. There are numerous sandy points and spits, with small fishing villages between, situated along this sector of the coast. Local knowledge would be required to make any approach to the shore.

Mys Khalezova (53°10'N., 141°50'E.), low and sandy, is notable only in the fact that N from here the shore becomes relatively steep-to with the main fairway approaching within 1 mile of the coast. Several settlements and numerous fishing villages lie N of the point.

Mys Tamleva (53°22'N., 141°46'E.) lies about 13 miles WNW of Mys Khalezova and is described along with the E coast of Sakhalinskiy Zaliv in Sector 7.

Tatar Strait

Mys Sushcheva to Zaliv Chikhacheva

8.29 **Mys Sushcheva** (51°41'N., 141°07'E.), previously described as the SW entrance point to the N part of the Tatar Strait, is also the N entrance point of Bukhta Tabo, an indentation in the coast extending about 15 miles SW to Mys Kastri. Protected on the N side by Gora Vorob'yeva and several other hills, the latter bay provides some protection from the NW winds in winter and occasionally provides anchorage for vessels with local knowledge.

Mys Kastri (Davydova), the N entrance point of Zaliv Chikhacheva, is rock-fringed and steep, being backed closely by Gora Kastri, a 257m rounded and wooded summit marked by a beacon. The NW side of the hill slopes gradually downward and flattens out about 1 mile inland.

A twin-peaked mountain rises to a height of 365m about 2 miles N of Mys Kastri and forms a good mark from the E.

Zaliv Chikhacheva (De Kastri) (51°28'N., 140°47'E.)

World Port Index No. 60810

8.30 Zaliv Chikhacheva, entered between Mys Kastri and Mys Kloster-Kamp (Orlova), about 4 miles to the S, serves as the anchorage area for the port of De Kastri, situated in Bukhta Somon at the W end of the bay. Formerly a military station, the harbor is primarily engaged in the export of timber and petroleum products and is a first port of entry only for vessels which have been granted prior permission to enter. Most of the loading operations are carried on at the anchorages using floating piers, barges, and tugs.

Winds—Weather.—The NW winds, which are prevalent during the winter, are accompanied by almost continuous fog and rather high humidity. A considerable amount of rain falls during the summer, but the fog becomes less frequent after the beginning of September. During the navigational season,

ordinarily from early May until late in November, October is the month with the finest weather.

Ice.—Ice begins to form in Zaliv Chikhacheva early in November, and the bay is completely frozen by the middle of December. The ice begins to break up early in April, and usually the bay is entirely free of ice by the third week in May. The ice here attains a maximum thickness of about 1.2m.

The movement of the drift ice is mainly dependent on the wind, and after or during NE winds the outer part of the bay may be filled with drift ice.

Tides—Currents.—The tides in Zaliv Chikhacheva are semi-diurnal and are fairly regular with diurnal inequalities hardly perceptible. The spring rise is nearly 2.3m and the neap rise is about 1.8m. The mean sea level is about 1.2m above the chart datum. The flood and the ebb current set in a NE and a SW direction, respectively; the ebb current attains velocities of 2 to 4 knots within the bay.

Depths—Limitations.—There are depths of 12 to 15m in the approach to the anchorages in Zaliv Chikhacheva. Although anchorage can be taken nearly anywhere in the bay, the preferred anchorages are in depths of 8 to 10m.

The pier at DeKastri is reported to be about 180m long and is reported to have berths for two vessels on its W side, with depths of 8 to 10m alongside. The channel leading to the pier has a reported depth of 6.7m.

It is reported that vessels up to 12,400 dwt and 150m in length have been handled with the port. The maximum draft which may be accommodated at all stages of the tide is 5m.

Aspect.—In addition to Mys and Gora Kastri, previously described, the most useful mark in the approach to the bay is Gora Arbat, a conspicuous bare-topped summit rising to a height of 547m, about 5 miles W of Mys Kloster-Kamp (Mys Orlova).

Mys Kloster-Kamp, the E extremity of an L-shaped peninsula, is joined to the mainland by a low narrow isthmus not visible from a few miles off. A main light is shown from a tower with a dwelling at Mys Kloster-Kamp. A radiobeacon is situated at the light. The top of the light structure on the point is often visible in fog when the land below is completely enveloped, and under these conditions vessels can approach to within a few miles of the coast until the entrance of the bay can be identified.

Seal Rock, a white pinnacle, 9m high, which from the offing appears as a sail, is located about 0.3 mile E of Mys Kloster-Kamp and forms a good mark in clear weather.

Within the bay Ostrov Bazal'tovyy, Ostrov Observatoriya and Ostrov Ustrichnyy form good marks for vessels approaching the anchorage.

Range lights, situated on the shore W of De Kastri, in line bearing 287°, lead into the bay between Banka Vostok and Mys Rikova.

Two lighted beacons situated on or near Mys Mongal in the W part of the bay, when in line bearing about 251°30', lead to the loading anchorage WNW of Ostrov Ustrichnyy. A group of tanks are situated NW of the same point and several other structures are situated in the vicinity.

Pilotage.—Pilotage is compulsory and prior permission to enter is required. The pilot generally boards at the quarantine anchorage about 1.2 miles NNW of Mys Kloster-Kamp.

During bad weather the pilot may instruct a vessel to proceed farther in where boarding can be accomplished in calmer water.

Pilotage is reported to be compulsory for the quarantine anchorage and the inner harbor, however, it is not mandatory for the outer anchorage.

Regulations.—Vessels should not proceed W of the meridian of Mys Kloster-Kamp without express permission to enter. The local authorities have instructed some vessels to make their approach and departure from a position about 12 miles E of Mys Kloster-Kamp.

Anchorage.—The best anchorage in Zaliv Chikhacheva is in depths of 8 to 10m, sand, about 0.5 mile WNW of Ostrov Ustrichnyy. Small vessels can anchor farther in, SSW of Ostrov Observatoriya, and large vessels farther out, E of that island, but there is no protection here from E winds.

The quarantine anchorage is reported (1991) to be established in the area 2.5 miles SE of the pier.

There is reported (1991) to be good holding ground, soft mud and shell, about 1.5 miles SSW of Mys Kastri.

Caution.—Banka Vostok, a rocky shoal with a depth of less than 0.2m, lies in the middle of the entrance to Zaliv Chikhacheva and is the primary danger in the approach. It is marked on its E side by a buoy and on its N, W, and S sides by spar buoys moored 0.1 to 0.3 mile from the edge of the reef.

Mys Rikova, about 1.2 miles NW of Mys Kloster-Kamp, slopes at its NW extremity and extends another 0.2 mile NW as a submerged reef. A spar buoy moored about 0.3 mile NW of the point marks the outer end of the danger.

Ostrov Ustrichnyy, about 1 mile WNW of Mys Rikova, is bordered by a reef which extends about 0.4 mile N of the island and is marked at its N extremity by two spar buoys.

Ostrov Observatoriya, about 1.5 mile NW of Ostrov Ustrichnyy, is surrounded by a reef and marked by a spar buoy on its SW side.

Banka Skala, with a depth of less than 1.8m, lies about 0.7 mile W of the W extremity of Ostrov Observatoriya and is marked on its S side by a lighted buoy.

The buoys in Zaliv Chikhacheva are removed each winter and replaced in the spring and their positions, even during the navigational season, should not be entirely relied upon.

It is reported (1984) that a floating dock was moored in the vicinity of Mys Rikova.

Zaliv Chikhacheva to Sovetskaya Gavan

8.31 Mys Sobornyy (51°22'N., 140°51'E.), a steep cliffy point conspicuous from the offing and lying about 3.5 miles S of Mys Kloster-Kamp, can be identified by a pillar rock which resembles a tower and dominates the surrounding cliffs. A white triangular pyramidal-shaped beacon, surmounted by a pole, stands on the point. When viewed from N or S, the point appears as an islet.

The coast trends SW from Mys Sobornyy, turning W at Mys Nakatova and forming an open bay between the latter and Mys Opasnosti, about 6 miles SSW. The shore is generally high and cliffy and bordered by numerous above and below-water rocks. Vessels should not proceed into depths of less than 9.1m, especially along the N shore.

Bukhta Mosolova, entered between Mys Opasnosti and a point about 2.5 miles SW, has high steep shores except at its head where the broad mouth of Reka Duy enters. The N entrance point can be identified by Ostrova Dugu, two small but conspicuous islets, which lie on a dangerous sunken ledge extending about 1 mile to the SSE. Ostrov Konstantina, the N islet, is 61m high and has a white pyramidal framework beacon on its E side.

Kamen' Kleopatri, a very conspicuous pillar rock, 25m high, lies in a position about 2.2 miles WSW of Mys Opasnosti and about 0.1 mile offshore. Another small rock lies nearby.

Anchorage.—Vessels can take anchorage in Bukhta Mosolova, with protection from NW winds, SE of Kamen Cleopatra and about 0.8 mile N of the S entrance point in depths of 9 to 11m, fine sand and good holding ground. Reka Duy, with a bar at its mouth having a depth of about 0.9m, can be ascended by boats for about 2.5 miles at HW.

Gora Svetlaya, about 4 miles SW of Mys Opasnosti, rises to a height of 309m and is thickly wooded with pine trees, the green color of which, in contrast to the dark background of the surrounding peaks, renders this mountain easy to identify.

Bukhta Krestovaya, a narrow and shoal inlet 1 mile in length, is entered between steep cliffs about 8 miles S of Bukhta Mosolova. There are some sunken rocks off the S entrance point and the inner portion of the bay is foul, but boats can enter at HW and find good shelter from all winds and the sea.

Anchorage.—Anchorage can be taken by vessels in a depth of 20m, about 0.8 mile off the entrance to the inlet. Anchorage should not be attempted in strong E winds.

Mys To (51°02'N., 140°41'E.), a rounded point about 5 miles S of Bukhta Krestovaya, slopes seaward between the coastal cliffs N and S. It is marked with a red patch on its seaward face, and a wide waterfall on the S side renders it conspicuous from that direction.

Mys Khoy, located about 5 miles SSW of Mys To, is a steep round cliff with a ledge extending off Mys Sivuchiy, its NE extremity. Two conspicuous pillar rocks, the inner one being 35m high and the outer only 3m high, lie on the above ledge and aid in the identification of the cape.

Gora Khoy, rising to a height of 564m about 7 miles W of Mys Khoy, forms a good mark, especially from the S, when it appears conical. Another peak, 430m high, rises about 2.5 miles NW of Mys Khoy and is also conspicuous.

Anchorage.—Vessels with local knowledge can take anchorage protected from W winds in the S part of the bight between Mys To and Mys Khoy.

8.32 Mys Solov'yeva (50°50'N., 140°32'E.), located about 9.5 miles SSW of Mys Khoy, is the termination of the steep seaward slope of a twin-peaked 550m mountain located close to the W. About 1 mile to the S of Mys Solov'yeva is a conspicuous cliffy point with a sharp black summit, 83m high. Several large black rocks lie off these points and several more lie close off the coast about 4 miles SW.

Gora Stolovaya, rising to a height of 916m about 7 miles WNW of Mys Solov'yeva, is the N and highest end of a long

ridge trending about 5 miles to the S. It is the highest peak in the coastal range and a good mark in clear weather.

Bukhta Sizimin (50°43'N., 140°27'E.), a small open bight about 1 mile across, is situated between Mys Nitusi, a flat-topped cliffy point to the N, and a lower rock-strewn point to the S. Reka Sizimin empties at the head of the bay and can be entered by boats at HW. A conspicuous hill, with white streaks discernible in clear weather from about 7 miles offshore, is located close S of the river entrance.

Anchorage.—Anchorage can be taken during good weather in the outer part of Bukhta Sizimin with depths of 11 to 14m, fair holding ground, about 0.7 mile E of the head of the bay. The anchorage should be cleared on any sign of increasing E winds.

The coast to the S of Bukhta Sizimin continues as rugged and rocky with isolated cliffs. A long bight is formed between Mys Murashko and Mys Mednyy, about 10 miles further S. The SW shore of this bight is bordered by numerous sunken rocks. The coast is backed by many mountains most of which are about 7 miles inland.

Mys Ivanova (50°20'N., 140°32'E.), a high point covered with trees, is precipitous on its E extremity. From N or S the point appears triangular. There are two below-water rocks close off the point.

Gora Topazovaya, an isolated conical peak rising to a height of 677m about 5 miles WNW of Mys Ivanova, forms the most conspicuous landmark in this vicinity and is useful from offshore in identifying the area.

8.33 Mys Syurkum (50°06'N., 140°42'E.), 97m high and lying about 16 miles SSE of Mys Ivanova, is the NE extremity of an elevated peninsula extending 7 miles E from the coastline. From its center it gradually slopes seaward and from N or S appears as four hills, which when seen from a distance have the appearance of an island with four summits. The point may be identified by a pinnacle rock, 9m high, lying about 90m off its N extremity. A light is shown on Mys Syurkum.

Reyd Syurkum and Bukhta Starka, situated on the N side of the above peninsula about 6 miles WNW of Mys Syurkum, are the roadstead and bay area for the coastal town of Syurkum.

Anchorage.—Anchorage may be obtained in Reid Syurkum, which is open N and E, a distance of 1 mile W of Mys Syurkum to 1.5 miles N of the entrance to Bukhta Starka. The holding ground is poor, consisting of rock and shingle, and local knowledge is necessary. Vessels should not anchor abreast of the entrance to Bukhta Starka.

Bukhta Starka, a triangular brackish lagoon, is separated from the sea by a sandspit which has a length of 3.5 miles and a width of 90m. The entrance channel, about 90m wide between the W extremity of the above sandspit and the mainland, is fronted by a bar with a maximum depth of 2.7m, but with depths of 3.7m to 5.5m inside.

Caution.—An explosives dumping area is situated 24 miles NE of Mys Syurkum. Navigation is restricted for certain vessels between Mys Ivanova and Mys Syurkum. Numerous danger and restricted areas also exist S of Mys Syurkum.

Reyd Aukan, a small bight in the coast about 17 miles SW of Mys Syurkum, provides good temporary anchorage during offshore winds. There are heights of over 500m within 2 miles N and 3 miles S of the anchorage area and considerable protection is also afforded from NE and SSE winds. The land is low in the vicinity of the mouth of Reka Aukan, at the head of the roadstead, but elsewhere the shores are precipitous.

8.34 Mys Bychiy (49°48'N., 140°32'E.), about 7.5 miles SE of Mys Aukan, is the NE extremity of a high and broad headland. The point is bold, precipitous, and steep-to. The land in the vicinity of the cape is thickly wooded and the shore on the N side consists of numerous cliffs rising steeply from the sea. There are depths of 36m close offshore.

Caution.—Two unlit mooring buoys are charted 20 miles ESE of Mys Bychiy.



Mys Bychiy from E, distant 6 miles

Skala Sangach, a very conspicuous square white rock about 33m high, is located 4 miles WNW of Mys Bychiy and forms a good landmark from the NE.

Mys Boena, located about 11 miles S of Mys Bychiy, is conspicuous. It is formed by the seaward slope of a fairly high hill which appears white because of numerous birch trees. The surrounding hills are rugged and intersected by narrow ravines, but along the coast are many sheer cliffs of red color. About 6 miles N of the point the coast becomes very precipitous, and with the mountains being close to the shore, makes a sheer descent to the sea producing a strikingly conspicuous appearance.

Bukhta Chumy-Dua, formed between Mys Boena and Mys Yuma, about 5 miles SSE, is a small cove indented in the coast close SW of a red granite projection.

Anchorage.—Vessels with local knowledge can take anchorage protected from all but SE winds, near the head of the cove in depths of 11 to 13m.

The coast between Mys Yuma and Mys Datta, about 12 miles SSW, is bold and generally steep-to except at Mys Namshuka, where depths of 8.6m extend nearly 1 mile offshore. Several waterfalls empty into the sea along this stretch of the coast, most originating in the numerous ravines of the coastal range.

8.35 Mys Datta (49°18'N., 140°26'E.), a precipitous headland, the slopes of which are thickly covered with grass, juts sharply to the SE and forms a conspicuous landmark. Farther inland the terrain becomes more wooded and the coastal chain attains a maximum height of 451m in a conspicuous rounded summit about 6 miles WNW of the point.

A light is shown on Mys Datta. A radiobeacon transmits from the lighthouse.

Bukhta Datta, with a low and marshy shore on its NW side, is formed by Mys Datta and Mys Sadika about 2.5 miles to the SW. The bay is entered at its head by Reka Tumnin, the mouth of which is fronted by a bar with depths of 1.2 to 2.2m. Within the entrance the river has a lagoon-like estuary about 1 mile wide and the channel deepens to about 7m for approximately 2 miles.

Anchorage.—Anchorage can be taken by vessels with local knowledge in depths of 8 to 10m, fine sand, about 0.8 mile SW of Mys Datta. There is good protection here from N and SW winds, but the bay is open to the E and SE.

Caution.—Two obstructions, consisting of sunken buoys, lie about 13 miles E of Mys Datta.



Mys Datta from SE, distant 8 miles

Bukhta Storozh, about 4 miles SW of Mys Datta, is entered between Mys Ekche and Mys Storozh, about 1 mile to the W. Vessels with a draft of not more than 6m can take anchorage, protected from all but S and E winds, in a position just inside the entrance in depths of 7 to 8m, fine sand. Small vessels can anchor farther in just off the NE shore and be protected from all but S winds.

Mys Dyuanko (49°12'N., 140°21'E.), a narrow rocky projection extending N from the coast, can be identified by Ostrov Dyuanko, which lies at the NE extremity of the point and connected to the mainland by a drying reef. From the N or S the islet appears as a cone-shaped pinnacle rock, but from the E or W it is flat-topped and oblong with a large rock lying close N.

A submerged rock, with a depth of 7.8m, lies a little over 1 mile NNE of Mys Dyuanko and is surrounded by depths of 12 to 14m.

Anchorage.—Good anchorage may be obtained in depths of 9 to 10m, fine sand, about 0.5 mile NW of Mys Dyuanko in the outer part of Bukhta Silant'yeva. Caution is necessary on entering to avoid the submerged rock N of Mys Dyuanko.

The coast to the S of Mys Dyuanko is indented by several small bays and trends S for about 6 miles to Mys Burnny. Mys Toki and Mys Aya, two fairly prominent capes, lie in the middle of this part of the coast and Ostrov Toki, a flat-topped islet, 19m high, lies close off the N part.

Mys Krasny Partizan (48°59'N., 140°23'E.), a conspicuous black bluff, about 43m high, lies 7 miles SSE of Mys Burnny with Bukhta Vanina and Sovetskaya Gavan between. The point is fringed by submerged and pinnacle rocks to a distance of about 0.1 mile. A light is shown from a tower adjoining a house on the point. A radiobeacon is situated at the tower.

Caution.—A mooring buoy is charted about 26 miles ENE of Mys Krasny Partizan.



Mys Krasny Partizan Light

Sovetskaya Gavan' (48°58'N., 140°17'E.)

World Port Index No. 60795

8.36 Sovetskaya Gavan', the largest naval base in the Tatar Strait area, is entered between Mys Milyutina, the SE extremity of Poluostrov Men'shikova, and Mys Putyatina, about 1.5 miles SE. It consists of the port divisions of Bukhta Okocha, Bukhta Kurikshi, Bukhta Severnaya, Bukhta Zapadnaya, and Bukhta Vanina. The first four are under the direct control of the Russian Navy and are not generally open to foreign vessels.

Bukhta Vanina, about 3 miles NW of the entrance to Sovetskaya Gavan', is the commercial port for the area and can normally be used by foreign vessels that have been granted permission to enter. The latter harbor is described separately after the description of the naval port.

Winds—Weather.—During the winter the prevailing winds are from the N half of the compass rose, principally from the NW. Winds from the S begin late in March.

The middle of June to the middle of August is the rainy season, during which rain may fall continuously for about two weeks. Clear and warm weather with warm nights lasts from September until the middle of October, when the morning frosts set in and the days become foggy. Winter commences about the middle of November.

Commencing late in April and lasting until the middle of June is a period of dense protracted fog, which renders navigation both difficult and dangerous. Frequently, when fog prevails in the offing, Sovetskaya Gavan' and its entrance are clear of fog.

Ice.—Ordinarily, ice appears during the first week in November, and the arms of Sovetskaya Gavan' are completely frozen by the last week of December. Vessels can approach the pier only with the assistance of an ice breaker. The request for ice breaker help must be submitted through an agent 4 hours before the approach. The request must have the following information:

1. Vessel name.
2. Vessel ice class.
3. Quality of cargo on board.
4. Draft forward and aft.
5. The time of approach to the ice edge or to the approach point with recommended heading.

Depending on the severity of the winter, the ice is from 0.9 to 1.8m thick. The ice begins to break in the last week of March, but the arms are not entirely free until the middle of May.

The dock area is enclosed with a compressed air piping system which mixes layers of water thus preventing freezing in winter. Ice breakers open the channels to the sea when vessels are expected.

Tides—Currents.—The spring rise is about 0.6m and the neap rise is 0.2m. The tidal currents in Sovetskaya Gavan' are generally weak, except near the mouths of rivers, where the flood currents sometimes attain a velocity of 1 knot.

Depths—Limitations.—Depths in the approach to Sovetskaya Gavan' are deep. The entrance channel has depths of 20 to 30m and the inner anchorage at Zaliv Khadzhi has general depths of 13 to 19m.

Depths at the shipyard berths in Bukhta Okocha and Bukhta Kurikshi run from 5.5 to 6.1m.

The cargo quay at Sovetskaya Gavan' has two 100m berths with depths of 9.7m alongside and can accommodate moderate-sized vessels with drafts to 9.1m.

Aspect.—Vessels proceeding from the S or E will sight Mys Krasny Partizan and its light before the lower points to the N. Gora Sovetskaya, rising to 561m about 8 miles SW of the point, is also a good mark especially from the SE. When the light on Mys Milyutina is identified the entrance can be made for, but caution is necessary in fog.

Pilotage.—Pilotage is compulsory. The request for pilot shall be submitted 48 hours in advance with confirmation within four hours before the approach. Pilots board in the vicinity of the entrance or in the event of bad weather in calmer water inside.

Regulations.—Sovetskaya Gavan' is approached through a Traffic Separation Scheme which is not IMO adopted. Mariners are advised that Rule 10 of the International Regulations for Preventing Collisions at Sea (1972) apply. Recommended tracks are shown on the chart. The maximum speed within the harbor is 9 knots. Passing is prohibited in the water area of Sovetskaya Gavan'.

Since Sovetskaya Gavan' is a naval base generally closed to foreign vessels, it is necessary to have definite permission to enter before approaching the entrance. The harbor is patrolled and guarded by submarine nets, and vessels in difficulty seeking shelter or repairs should make for Bukhta Vanino and not attempt Sovetskaya Gavan'. Vessels must maintain a radio watch on channel 16 while in the roadstead.

Anchorage.—Vessels granted permission to enter Sovetskaya Gavan' usually take anchorage in Zaliv Khadzhi (Yugozapadnaya) at the SW part of the harbor. Depths of 13 to 18m are available and the bottom is mud with good holding ground.

Large deep-draft vessels can take anchorage about 0.4 mile WSW of Ostrov Ustritsa in depths of 22 to 24m, mud.

Bukhta Vanino (49°05'N., 140°17'E.)

World Port Index No. 60800

8.37 Bukhta Vanino (Bukhta Vanina), the commercial port for Sovetskaya Gavan' area, maintains its own harbormaster and pilots, but is under secondary control of the Russian Navy.

The port is open to foreign vessels which have been granted permission to enter and is maintained throughout the year by icebreakers and compressed air systems. The berthing facilities are situated about 1 mile W of Mys Okoktoko and the bay, which is the estuary of Reka Uy, is entered between the latter point and Mys Kapaycha about 0.8 mile to the S.

For information on winds, weather, tides, ice, and landmarks, see *Sovetskaya Gavan'*.

Depths—Limitations.—Depths in the approach to Bukhta Vanino range from 14 to 20m over a sandy bottom. A rocky shoal, with a depth of 9.1m, lies about 0.4 mile NE of Mys Kapaycha with lesser depths within. Bukhta Vanino has general depths of 10 to 14m with depths of 5 to 9.1m alongside the berths.

It is reported that vessels up to 44,400 dwt and 182m in length have been handled at the port.

Aspect.—Range lights, in line bearing 280°, are shown from three light towers in Vinino and lead into the inner roadstead.

Pilotage.—Pilotage is compulsory. Pilots usually board about 1 mile E of the entrance to Bukhta Vanino, however, if the weather is bad the pilot boat may lead a vessel into the harbor and calmer water.

Regulations.—There are numerous restricted and danger areas in the approach to Bukhta Vanino and vessels should consult the North Pacific Planning Guide before proceeding into this area.

A lighted buoy, equipped with a radar reflector, is moored about 2.5 miles E of Mys Veselyy.

Anchorage.—Vessels can take anchorage in 15 to 17m, fine sand, about 0.8 mile N of Mys Veselyy. This anchorage is unsafe in E and SE winds, but sheltered from other quarters.

Caution.—It has been reported (1998) that a stranded wreck lies 0.4 mile W of Mys Khy in position 49°04'3"N, 140°18'6"E.

Savetskaya Gavan' to Mys Peschanny

8.38 The coast to the S of Mys Krasnyy Partizan is steep and mountainous with numerous rocks bordering the shore. Mys Kekurnyy, conspicuous and located about 3.5 miles SSW of the above point, is formed by the steep seaward slope to Gora Kekurnaya rising close W of the cape. About 1 mile SW of Mys Kekurnyy the coast becomes steep-to and nearly inaccessible with high cliffs that are closely backed by mountains, attaining heights of 500m or more.

Caution.—Several prohibited and dangerous areas exist between Mys Krasnyy Partizan and Mys Peschanny. Vessels navigating near this area should consult the North Pacific Planning Guide for details.

Mys Mapatsa (48°49'N., 140°15'E.), located about 12 miles SW of Mys Krasnyy Partizan, is a sloping projection marked with a fishing station near its extremity. The coast on either side of the point is sheer and steep-to, and Gora Okhrovaya, a 192m hill about 2 miles to the SSW, terminates at its seaward slope in a precipitous landslide.

Mys Gydzhu, a cliffy point about 5 miles SSW of Mys Mapatsa, has several rocks close off which lie a steep-to shoal extending about 1 mile to the E. The coast between this point and Bukhta Innokentiya, about 8 miles S, presents a wall-like formation of steep cliffs backed by numerous coastal hills and mountains farther inland.

Bukhta Innokentiya (48°36'N., 140°11'E.), a small cove, has a depth of about 7.9m in its center.

Anchorage.—Local vessels find good anchorage in a depth of about 7m, with shelter from all W winds in the NE part of Bukhta Innokentiya. The N entrance point of this bay gives added protection.

The cove is protected from all but E winds. Entrance is difficult due to off-lying prohibited areas. A light is shown from the S entrance point of the bay.

Caution.—A local magnetic anomaly is located in the vicinity of the coast between Bukhta Innokentiya and Mys Mapatsa.

Gora Puchi, a conspicuous craggy peak with a height of 597m, rises about 4.5 miles WNW of the entrance of Bukhta Innokentiya and from offshore has the appearance of a triangular cliff.

Bukhta Andreyia (48°33'N., 140°11'E.), lying 3 miles S of Bukhta Innokentiya, is bordered on its N side by conspicuous terraced land and on its S side, just above Mys Travyanoy, by a sheer cliff. The bay has depths of 13m at its entrance and 9m at its center. The bay shoals rapidly in its W part terminating in a sandy beach which is interrupted on its SW side by the mouth of Reka Koppi. The settlement of Koppi, with a large fishing station, is situated on the S shore of the river entrance and is quite conspicuous.

Anchorage.—Small vessels with local knowledge can take anchorage protected from all W winds in a depth of 7.3m, sand and shingle, about 0.5 mile E of the mouth of Reka Koppi. The bar of the river ordinarily has about 1.8m and can usually be crossed by boats. Strong E winds cause the bar to shift and reduce in depth and caution is recommended.

The coast from Bukhta Andreyia to Mys Peschanny, (described in Sector 9) about 6 miles to the S, is steep and cliffy with several large rocks close offshore, but about 1 mile inland the land flattens out to a plain for about 2 miles before rising again.