

МІНІСТЕРСТВО ІНФРАСТРУКТУРИ УКРАЇНИ
ДЕРЖАВНА УСТАНОВА «ДЕРЖГІДРОГРАФІЯ»



ПОВІДОМЛЕННЯ МОРЕПЛАВЦЯМ

Повідомлення №

526–535

Випуск № 45

Дата: 2 грудня 2016 р.

За повідомленнями мореплавцям, надрукованими у цьому випуску, потрібно виправити навігаційні карти і посібники для плавання.

Повідомлення мореплавцям виходять окремими випусками, нумерація яких є безперервною протягом календарного року.

Повідомлення мореплавцям видаються з метою вчасного оповіщення морекористувачів про зміни у навігаційній обстановці та режимі плавання.

Для постійного підтримування на рівні сучасності карт, лоцій та інших посібників для плавання державна установа «Держгідрографія» просить мореплавців та інші організації надсилати відомості про:

- 1) нові, виявлені під час плавання, перешкоди: банки, обмілини, камені, скелі, вулканічні утворення тощо;
- 2) випадки розбіжностей карт, лоцій та посібників для плавання з місцевістю;
- 3) необхідні для нанесення на карти примітні пункти, об'єкти, а також іншу інформацію, що полегшує визначення місця і сприяє безпечному мореплавству.

При повідомленні даних про перешкоди необхідно якомога чіткіше вказувати їх місцезнаходження.

При посиланні на книжкові джерела слід вказувати рік видання книг і їх сторінку. При посиланні на карти і повідомленні географічних координат обов'язково необхідно вказувати номер карти, до якої належать повідомлювані дані, і рік її друку.

Адреса державної установи «Держгідрографія»:
пр-т Гагаріна, 23, м. Київ, 02094
тел. (044) 296-60-40, тел./факс: (044) 292-12-17
e-mail: office@hydro.gov.ua

MINISTRY OF INFRASTRUCTURE OF UKRAINE
STATE HYDROGRAPHIC SERVICE OF UKRAINE



NOTICES TO MARINERS

Notice No.

526–535

Edition No. 45

Date: December 2, 2016

Nautical charts and sailing directions should be updated according to the Notices to Mariners, printed in this edition.

Notices to Mariners are published as separate edition; NtM numeration is keeping continuously during the calendar year.

Notices to Mariners are issued in order to inform mariners timely about all changes of navigational situation and regime of navigation.

To update charts and sailing directions mariners and other agencies are requested to inform State Hydrographic Service of Ukraine about the following:

- 1) new detected obstructions like banks, shoals, stones, rocks, volcanic formations, etc.;
- 2) all divergences between charts, sailing directions and locality;
- 3) necessity to chart information on conspicuous marks, objects and other information to facilitate position-finding and ensure safe navigation.

Reporting data about obstructions it is necessary to indicate their location as clear as possible.

Referring to publications it is necessary to point out the year of books edition and page number. Referring to charts and reporting geographic coordinates it is obligatory to indicate the number of chart concerned and year of its edition.

Address of State Hydrographic Service of Ukraine:
23, Gagarina Ave., Kyiv, 02094
tel. (044) 296-60-40, tel./fax: (044) 292-12-17
e-mail: office@hydro.gov.ua

ДО ВІДОМА МОРЕПЛАВЦІВ

Положення об'єктів у Повідомленнях мореплавцям наведено у географічних або полярних координатах, довготу вказано від Гринвіча. Координати коректурних даних для карт наведено за картою найбільшого масштабу.

Напрямки подано дійсні у градусах або румбах.

Напрямок створу дано подвійний: перший – з моря від переднього знака до заднього; другий – з берега. Напрямки меж секторів освітлюваності у градусах подаються від джерела світла і відраховуються за годинниковою стрілкою.

Висоти наведено у метрах. Висоти природних об'єктів (гір, пагорбів, островів, скель тощо), а також вогнів засобів навігаційного обладнання подано від рівня моря, прийнятого на картах цього району для відрахунку висот, а висоти споруд – від їх основи. Якщо висоту споруди дано від рівня моря, то про це обов'язково застерігається.

Дальність видимості вогнів засобів навігаційного обладнання подано у милях.

Глибини наведено у метрах від рівня, який на картах відповідного району прийнято за нуль глибин.

З питань придбання карт і посібників для плавання просимо звертатися за адресою:

**Державна установа «Держгідрографія»
пр-т Гагаріна, 23, м. Київ, 02094
тел. (044) 296-60-40, тел./факс: (044) 292-12-17
e-mail: office@hydro.gov.ua
www.charts.gov.ua**

INFORMATION TO MARINERS

Location of objects in the Notices to Mariners are given in geographical and polar coordinates; longitudes are counted from the Greenwich. Coordinates for chart updating are given by the largest scale chart.

Directions in degrees or bearings are real.

Directions of the leading lines are dual: first – from the sea (from the front mark to the rear), second – from the shore. Directions of the lighted sectors' limits are given from the light source and measured in degrees clockwise.

Heights are given in metres. The heights of natural objects (mountains, hills, islands, rocks, etc.) and elevation of aids to navigation lights are given from the sea level. This level is adopted in specific area charts for height calculation. Elevation of structures is given from the ground. If elevation of structure is given from the sea level it is specified.

Range of light visibility is given in nautical miles.

Depths are given in metres from datum which is adopted in specific area charts as a chart datum.

To purchase charts and sailing directions please contact:

**State Hydrographic Service of Ukraine
23, Gagarina Ave., Kyiv, 02094
tel. (044) 296-60-40, tel./fax: (044) 292-12-17
e-mail: office@hydro.gov.ua
www.charts.gov.ua**

ПЕРЕЛІК ВИДАНЬ, ЯКІ ПІДЛЯГАЮТЬ КОРЕКТУРИ
LIST OF EDITIONS TO BE UPDATED

Карти
Charts

Номер Number	Повідомлення мореплавцям Notice to Mariners	Номер Number	Повідомлення мореплавцям Notice to Mariners	Номер Number	Повідомлення мореплавцям Notice to Mariners
3102	530				
3104	530				
3106	530				
3205	529				
3410 INT 3883	529				
3413	528				
3428 A	531				
3428 B	531				
3512	532				
3530	533				
3530-1	533				
3531	533				
3531-16	533				
24001	532				

Книги Books

Номер, рік видання Number, year of edition	Повідомлення мореплавцям Notice to Mariners	Номер, рік видання Number, year of edition	Повідомлення мореплавцям Notice to Mariners	Номер, рік видання Number, year of edition	Повідомлення мореплавцям Notice to Mariners
103-2006 105-2012	534 535				

ЗМІСТ

	<i>Стор.</i>
Розділ I. Загальна інформація	7
Розділ II. Коректура карт	21
Розділ III. Зміни навігаційної обстановки в морському регіоні та на внутрішніх водних шляхах України	-
Розділ IV. Коректура посібників для плавання	25
Розділ V. Коректура каталогу карт і книг	-

CONTENT

	<i>Page</i>
Section I. General information	7
Section II. Chart updating	21
Section III. Changes of navigational situation in maritime region and inland waterways of Ukraine	-
Section IV. Updating of sailing directions	25
Section V. Updating of chart catalogue and books	-

Розділ I. **ЗАГАЛЬНА ІНФОРМАЦІЯ**
Section I. **GENERAL INFORMATION**

Чорне та Азовське моря
Black Sea and Sea of Azov

526. Оголошення

До відновлення конституційного ладу України на тимчасово окупованій території Автономної Республіки Крим та міста Севастополя закрити морські порти Керч, Севастополь, Феодосія, Ялта, Євпаторія.

Наказ Міністерства інфраструктури України від 16.06.2014 № 255

Засоби навігаційного обладнання на узбережжі Кримського півострова тимчасово перебувають поза контролем Держгідрографії України. Мореплавцям слід бути обережними. ПРИП 187/14

Про всі зміни навігаційної обстановки, що впливають на безпеку мореплавства, просимо оперативного інформувати Центр навігаційно-гідрографічної інформації (ЦНГІ) Держгідрографії України.

Звертатися слід за адресою:

ЦНГІ Держгідрографії України
пр-т Гагаріна, 23, м. Київ, 02094

тел./факс: +38 044 292 41 20

моб. тел.: +38 050 411 84 73

e-mail: navtex@ukr.net, navtexukr@gmail.com

Notice

Kerch, Sevastopol, Feodosiia, Yalta and Yevpatoriia sea ports shall be closed till recovery of the constitutional order of Ukraine in the temporarily occupied territory of the Autonomous Republic of Crimea and the City of Sevastopol.

According to the Ministry of Infrastructure of Ukraine Order No. 255 dated 16.06.2014

Aids to navigation on coast of the Crimean Peninsula are temporarily out of control of the State Hydrographic Service of Ukraine. Mariners are requested to proceed with caution. Coastal warning 187/14

You are requested to inform the Centre of Navigational and Hydrographic Information (CNHI) of the State Hydrographic Service of Ukraine operationally about any changes in navigational circumstances affecting safety of navigation.

Please apply to the following address:

CNHI of State Hydrographic Service of Ukraine
23, Gagarina Ave., Kyiv, 02094

tel./fax: +38 044 292 41 20

mob. tel.: +38 050 411 84 73

e-mail: navtex@ukr.net, navtexukr@gmail.com

527. Оголошення

RULES OF ICE ESCORT OF VESSELS

(Approved by the Ministry of Infrastructure of Ukraine Order No. 14 dd. 12.03.2011
and registered by the Ministry of Justice of Ukraine Order No. 447/19185 dd. 04.04.2011)

(In the text of the Rules the word «Ukrmorrhichflot» in all the cases is replaced by the word «Ukrmorrhichinspektsiia» in appropriate cases in accordance with the Order No. 147 dd. March 11, 2013 of the Ministry of Infrastructure of Ukraine)
(In the text of the Rules the word «Ukrmorrhichinspektsiia» in all the cases is replaced by the word «Ukrtransbezpeka» in an appropriate case in accordance with the Order No. 278 dd. August 16, 2016 of the Ministry of Infrastructure of Ukraine)

I. General Provisions

1.1. Force of these Rules covers commercial vessels, which perform navigation in ice conditions in the territorial sea of Ukraine and in the inland waterways.

Vessels navigating under the State Flag of Ukraine in the territorial waters of other countries and staying beyond polar waters, beside these Rules, are also applied the law of the countries in whose territorial waters navigation is performed.

Vessels navigating under the State Flag of Ukraine in the polar waters are additionally applied requirements of the Resolution A.1024 (26) «Guidelines for Ships Navigating in Polar Waters» accepted by the International Maritime Organization Assembly on 02.12.2009 as well as the relative intergovernmental agreements.

1.2. In these Rules, terms have the following meaning:

- heavy ice – ice 60 cm and more in thickness as well as hummocked ice;
- long signal – signal approximately 4-6 sec duration;
- short signal – signal approximately 1 sec duration;
- icebreaker – vessel destined for escort, chipping, towing of vessels and performance of rescue and other operations in ice conditions;
- light ice – ice up to 60 cm in thickness which is freely passed by icebreakers, and by vessels with forced hull reinforcement – under favourable conditions;
- ice situation – ice distribution under different characteristics in the area of shipping;
- ice class – class assigned to a vessel by a classification society; this class, according to the hull strength of the vessel, entitles it to perform shipping in certain ice conditions;
- non-polar waters – waters which do not belong to the waters of arctic and antarctic regions of the Earth;
- unfavourable ice conditions – availability of ice of 7 points concentration and more as well as fast ice;
- sparse ice – floating ice of different type, predominantly brash ice, evenly distributed, which occupies up to 30 % of the apparent surface of sea (of 1-3 points concentration);
- discontinuous ice – brash sailing ice of different type, which occupies about a half of the apparent surface (of 4-6 points concentration);
- accumulated ice – concentration of floating pieces of ice, which cover about 80 % of the apparent surface (of 7-9 points concentration);

- favourable ice conditions – availability of concentration of ice up to 3 points;
- ice compression – compressing of ice under influence of wind and stream;
- vessels for ice navigation – vessels destined for running voyage in ice conditions (with possible crossing of ice connections) or shipping in ice under an icebreaker escort;
- hummocks – agglomeration of ice fragments in a sheet ice;
- hummocking – type of ice blocks formation, when breakages, collision and compression of ice make hummocks.

1.3. Taking into account an actual ice condition and its change, masters (navigators) of vessels and icebreakers, in order to secure safe navigation of vessels in ice conditions and/or for avoidance of a maritime casualty in ice conditions, can take decisions with regard to a convoy formation and maneuvering in ice conditions other than those stipulated in sections IV, V and VI of these Rules.

II. Ice Classification

2.1. Ice in non-polar waters differs in age, shape and structure.

2.2. According to age, ice in non-polar waters is divided into such types:

- initial ice formations;
- new ice of 5-15 cm in thickness;
- winter ice of 15-200 cm in thickness.

2.3. According to shape, ice is divided into such types:

- immovable ice;
- sailing or floating ice.

2.4. According to structure of ice and state of its surface, there are:

- flat ice;
- telescoped ice;
- hummocked ice;
- bare ice;
- snow-covered ice and drizzle.

2.5. Under influence of winds and streams, ice can drift and compress, can be in state of discontinuity and hummocking.

III. Vessels Preparation for Navigation in Ice Conditions

3.1. During preparation of a vessel to navigation in ice conditions, it is necessary to take the following measures:

- thorough inspection of a vessel hull (in a dock, if required), and in case of defects detection, to eliminate them. In this regard special attention shall be paid to strength and waterproofness of a hull, and good condition of a steering wheel and propeller screws. In case of necessity one must additionally strengthen hull parts which are subject to maximum loading during operation in ice, particularly forward end in the area of a changeable water line;
- inspection and repair (in case of necessity) of internal parts of a vessel hull (framing, weathertight closures, board casing and double bottom in the area of hold compartments);
- inspection and reparation of bailers, both main (fixed ones) and auxiliary (mobile) ones.

3.2. Flood valves and all intake holes located under waterline must be protected with covers or nets against inflow of light ice and fine-cracked ice.

3.3. It is necessary to check additionally operation of propelling engines, auxiliary engines, all the vessel equipment, communication means, navigational and radio-navigation devices.

3.4. Deck machinery must be prepared for navigation at low temperatures; fresh and sea water pipelines, placed on the upper decks, must be insulated, or water supply must be equipped through other lines, situated not on open decks.

3.5. All the machinery and equipment whose operation is not essential and not related to unfreezing danger, must be turned off and preserved.

3.6. During preparation for ice navigation, vessels must be provided with common marine material and technical supplies and equipage, particularly:

- cement which quickly sets solid;
- sand according to cement quantity;
- ice picks with handles, pickers, diggers and other equipage.

3.7. If it is possible, vessels are additionally provided with:

- additional propeller and a set of blades, if they are replaceable;
- two ice drags for vessels mooring to ice floes;
- mobile monoblock pump as an auxiliary emergency means (as well as for water delivery from ice);
- hoses to a monoblock pump (suction and bleed ones).

3.8. Before start of navigation in ice conditions, masters (navigators) must learn these Rules, international signals used for communication between an icebreaker and vessels which are escorted, local features which characterize upcoming changes of ice situation; develop a passage plan, and perform a preliminary charting of the scheduled course on a navigational chart.

3.9. Distribution of cargo in holds must provide a continuous up-pitch angle of a vessel during the voyage in order to protect a propeller screw and a steering wheel from ice impact.

3.10. During scheduling of the vessel loading and during the vessel loading it is recommended to consider possibility of its unloading at any of the foreseen entry stations without cargo transshipment in the holds in case the situation in the first port of call does not allow to perform unloading.

3.11. In case of possibility, cargoes in holds are allocated so as to provide possibility of penetration to the place of the casing and framing damage, and take measures to secure the vessel floatability and protect the cargo from getting wet.

3.12. It is recommended to place the cargoes which are less affected from getting wet (timber, coal, iron products, cargoes in steel barrels etc.) into foreholds.

3.13. Allocating deck cargoes, one should leave foreholds hatches unobstructed in order to provide free access to cargo premises for their inspection, and to leave places of sounding pipes allocation unobstructed.

IV. Running Voyage of Vessels in Ice Conditions

4.1. Running voyage of a vessel in ice conditions is allowed only in case a vessel has an appropriate ice class, assigned by the classification society.

4.2. Having obtained an information about ice condition, the vessel master considers the time of provision of the ice condition information, its reliability as well as changes which could take place in ice condition due to different hydrometeorological factors within the time which passed upon the information receipt.

4.3. Actual environmental ice condition should be laid down upon the chart of the navigation area at a convenient scale.

4.4. Approaching the area of ice location, the vessel master (navigator) must ensure its timely identification in order to slacken the vessel speed or stop and choose a safe way in accordance with the actual situation.

4.5. Before ice entry it is necessary to slacken the vessel speed in advance, prepare all the water discharge means, increase sea surveillance, provide an observer on the vessel head.

4.6. Vessel speed is chosen depending on the general ice situation and the distance at which ice can be identified.

4.7. Decision about ice entry is taken by the vessel master (navigator) upon thorough analysis of ice situation, if there is no possibility to go round the ice region in ice-free water.

4.8. Vessel can enter ice only in case the ice in this area is passable for the vessel ice class, and available weather forecasts do not foresee significant deterioration of ice situation.

4.9. Ice entry by a vessel on leeward is possible only after receipt of reliable information on ice passability and a permit from persons managing ice operations.

4.10. Before ice entry by a vessel aweather, it is necessary previously to pass along the edge in order to find a place where ice is less tight. Ice entry should be performed into a deep curve or a tongue of the edge which outstands, where waves action is felt less and the ice itself is weaker and sludgier, at the slowest speed, keeping controllability, ideally at right angle to direction of ice edge in the place of entry and avoiding putting the rudder over at big angles in order not to damage the rudder or a propeller in case of keen backing up of a stern.

4.11. In case of inevitable collision with pieces of ice while entry into ice floe edge, a vessel (in case of possibility) must be posed so that an ice impact falls within the strongest part of a hull, namely stem.

4.12. It is not recommended to enter ice under the following conditions:

- in case of remarkable shift of ice near the edge;
- in case of ice drift to the side of any obstructions (shelves, isle, coast, heavy ice);
- in case of unfavourable weather forecast;
- under conditions of limited visibility;
- during the period of intensive ice formation.

4.13. During movement in ice, a vessel must keep the general routing recommended to it.

4.14. In order to back out dangerous pieces of ice, it is possible to deviate from the scheduled route, having changed movement direction or a vessel speed. In this regard, a vessel chooses movement in places of the least concentration of ice and in ice leads between ice.

4.15. Ice leads chain is chosen so that its general direction to be as close as possible to the mean course of the vessel, and connections between ice leads to be passable for a vessel (in order to avoid entering an «ice sack»).

4.16. In order to obtain full information about ice character and to choose the way in ice leads, it is necessary to analyze ice within the limits of the actual sea horizon visually through binoculars from the highest possible elevation and by means of a radar station and other technical means, if available.

4.17. Having chosen the most advantageous direction of navigation, a vessel in the process of movement must systematically specify ice situation onward.

4.18. During maneuvering in ice, the vessel speed must be such as its master (navigator) to have time in advance to determine ice character, to choose a safe way beforehand and to avoid big pieces of ice.

4.19. Taking decision concerning increase of a vessel speed in ice, the master (navigator) must consider maneuvering properties of his vessel, that is possibility to stop in time or avoid collision with a dangerous piece of ice.

4.20. If a vessel needs to perform a sharp turn, it is necessary to slacken the speed in advance in order to avoid collision of a head, propeller or wheel with a piece of ice.

4.21. In narrow passage between pieces of ice one should move (if possible) at straight course; turn must be performed only after a vessel head passes the narrow place.

4.22. When passing from one ice lead to another it is possible to force connections of accumulated ice, which it is recommended to perform wind ahead or by the wind.

4.23. A vessel can force a narrow connection of nonheavy ice from little running away which do not exceed the vessel hull length.

4.24. During ice forcing, the vessel crew must carefully supervise the vessel hull, measure bilge water level out of schedule and (if possible) to perform inspection of the casing and framing inside the vessel.

4.25. During sternway movement of a vessel, an experienced observer must stay astern. The wheel must be placed straight and a propeller screw must rotate all the time at sternway in order to avoid the propeller blades break.

4.26. After back movement is stopped, the vessel must be given ahead running from the least frequency of rotation in order to dilute somewhat ice in the area of propellers at first. In case of change of backward running to ahead running, a steering wheel can be changed from straight position only when the vessel starts movement forward.

4.27. End connections of ice floes, which are very compressed, are not recommended to force in order to avoid a vessel cramping.

4.28. If on its way a vessel meets accumulated ice connection, which is to be overcome by the vessel, by the edge of the accumulated ice, a place with the weakest ice must be chosen to get through the connection. Having approached this place with almost stopped momentum and having run into the ice by a stem, it is necessary to push the vessel gradually to move ice apart and to provide uniform speed of the vessel.

4.29. Having come out of the accumulated ice to an ice lead, it is necessary to slacken the vessel speed in order to snub it and not to allow an ice impact on the opposite edge of the ice lead.

4.30. In order to conduct a turn in unbroken or accumulated ice, a vessel which hardly moves forward, should be led away back by the channel passed by the vessel, to clear ice beside the stern, moving at minimum forward speed, put a wheel onboard and give full throttle forward. After turn at some angle, the maneuver must be repeated.

4.31. To avoid a vessel cramping in ice, one should not enter again into narrow channels among unbroken ice and force ice, if its contraction is noticed or compression under influence of wind or stream can be expected.

4.32. In case of temporary stop in accumulated ice, a vessel must not remain unmoved, it is necessary to run ahead and back by turns, infusing motion to the vessel.

4.33. A vessel compressed by ice can be released by means of:

- putting the wheel from hard over to hard over with the engines operating at full speed;
- abrupt change of running from full ahead running to full backward running and vice versa in order to move the vessel out of location;
- conduct of a heeling test or hull balance;
- ice destruction by explosions;
- application of ice anchors.

V. Icebreaker Assistance

5.1. Icebreaker assistance is provided in cold-water seaports and approaches to them for the purpose of ensuring their navigational accessibility and safety in conditions of ice formation.

5.2. To request icebreaker assistance, vessel masters must, in addition to information on arrival at the seaport, inform the harbour master of the following:

- displacement of the vessel;
- type, power and number of main engines;
- ice class (ice strengthening category, if any);
- aspects of vessel's technical state affecting ice escort;
- number of propellers;
- propeller material;
- amount of fuel, water and provisions, as well as their daily consumption.

5.3. The beginning and end of ice campaigns in individual regions of Ukraine are announced by an order of the State Service of Ukraine for Transport Safety based on the information received from regional ice operation coordinators and are promulgated in Notices to Mariners by the State Hydrographic Service of Ukraine.

(the first paragraph of clause 5.3, as amended according to Order of the Ministry of Infrastructure of Ukraine No 147 dated 11.03.2013)

If no beginning or end of an ice campaign has been announced by the State Service of Ukraine for Transport Safety and the ice conditions in the area of a port quickly deteriorate or improve, the harbour master of the port may announce the beginning or end of an ice campaign on his/her own authority, in which case he/she must inform the State Service of Ukraine for Transport Safety as soon as possible.

Based on the information received from the harbour master, the State Service of Ukraine for Transport Safety will issue an order announcing the beginning or end of an ice campaign in the port's operation zone.

During an ice campaign, vessels must be escorted only by icebreakers, except for vessels with an ice class that enables safe passage under current ice conditions in a navigation area.

5.4. For the period of icebreaker assistance, vessels may approach and leave berths or roadstead anchorages of the port only when assisted by an icebreaker from the ice edge to the berth or anchorage and vice versa.

5.5. For the period of icebreaker assistance, harbour masters must promulgate information on ice conditions in their ports and approaches to them, types of vessels (in accordance with limitations under ice navigation regime) exempted from or permitted icebreaker assistance and announce the procedure for icebreaker assistance and its starting place.

5.6. Vessels subject to icebreaker assistance under certain ice conditions must have an appropriate ice class assigned by a classification society.

Such vessels must have sufficient emergency supplies according to the established norms and be equipped with serviceable drainage facilities and a two-way radio.

In case of failure of a vessel to meet these requirements, the harbour master may deny it icebreaker assistance.

5.7. Applications for ice escort must be forwarded by vessel masters: in ports, to the port manager and harbour master; at sea, additionally to the icebreaker's master.

If a vessel is included in a convoy, the vessel master (navigator) must apply to the managers of ice operations for recommendations about proceeding to the place of convoy assemblage and the name of the icebreaker (or main and auxiliary icebreakers, if the convoy includes more than one).

5.8. The place of convoy assemblage should be chosen in free water space, several miles from the ice edge, so that the navigators can get used to collective navigation and check their communication means before the convoy enters the ice area.

5.9. The position of a vessel in a convoy must be assigned considering its size, hull strength, engine power, maneuvering characteristics, load, technical state, vessel master's experience and current ice conditions. Large vessels which are only slightly narrower than the icebreaker should be the first behind it.

The rear of a convoy should be made up of vessels with high-power engines and masters experienced in ice navigation, since such vessels have to proceed under more difficult conditions. In heavy ice, vessels with high-power engines and stronger hulls should come first, straightening the channel after the icebreaker and clearing it of remaining ice floes.

5.10. Vessels following the icebreaker must maintain their position in the convoy and maintain distance between other vessels, which is defined by the icebreaker's master. Vessels must be ready to order the engine full astern at short notice. Furthermore, if a vessel begins to move backward, the navigator must put the helm midships.

5.11. Depending on ice conditions, convoys of different structures may be formed:

- a simple convoy, made up of one icebreaker and vessels that follow it. The number of vessels to be assisted is determined according to the length of the ice-free channel which will be left behind the icebreaker. Open sea icebreakers should assist three to four vessels. In case of pack ice or ice compacting which causes the channel to immediately close behind the icebreaker, no more than one vessel should be assisted;
- a complex convoy, where the main icebreaker precedes a group of vessels followed by an auxiliary icebreaker which leads yet another group. The auxiliary icebreaker also watches the vessels ahead of it and breaks ice around it, if necessary. Such convoys should be completed by a vessel with a high ice class which can also, in case of necessity, break ice around vessels proceeding ahead of it;

- for escorting in pack or fast ice, small convoys should be formed: 2 icebreakers and 3 to 4 cargo vessels. The auxiliary icebreaker follows the main one and precedes the cargo vessels. Thus, the main icebreaker can move further ahead and clear a path for the convoy in advance, forcing ice bridges, while the auxiliary icebreaker is engaged in escorting only.
- other convoys, depending on ice conditions and the number, size and engine power of vessels and icebreakers.

5.12. If one icebreaker is to assist a convoy of 3 to 4 vessels, the convoy should be formed in the following manner: the icebreaker should be followed by the vessel with the least strong hull and/or least power plant capacity. When necessary, the icebreaker should take such a vessel in close tow.

5.13. When forming a convoy out of vessels of several types, vessels with a higher engine power should be positioned first. In such case, the convoy will have the following structure: high-powered vessel – low-powered vessel – high-powered vessel – low-powered vessel. When vessels have significant difference in width and length, a narrower vessel should follow a wider one. This is due to wide vessels preventing channels from closing and causing wide ice divergence which facilitates navigation of narrower vessels.

5.14. Vessels towed in ice by an icebreaker must not go ahead without an order from the icebreaker's master. Such vessels must always be ready to cast off the towline on command from the icebreaker's master and go astern.

5.15. The speed of a convoy must be defined by the master of the main icebreaker. In defining it, the master must take into account the technical capabilities of the vessel with the least engine power in the convoy, as well as its ice class, maneuvering characteristics and hull strength, e.g. the speed of the convoy is restricted by the allowable speed of such a vessel.

5.16. The time and procedure for icebreaker assistance, including the number of vessels to be assisted simultaneously, must be defined by the harbour master, by agreement with the icebreaker's master.

5.17. The procedure for icebreaker assistance must be established according to the schedule for the navigation and arrangement of vessels approved by the harbour master, with consideration of possible changes in hydrometeorological situation and the time when the vessels are to approach or commence navigation. During ice escort, the arrangement of vessels may change.

5.18. Vessels must be assisted in the following order:

- vessels involved in an accident or vessels in distress;
- vessels with a sick person onboard or proceeding to provide assistance;
- vessels with dangerous cargo;
- vessels with representatives of official foreign delegations onboard;
- regular line and passenger vessels;
- vessels with perishable cargo;
- vessels with live animals, except for small pets belonging to physical persons;
- other vessels.

5.19. The master of a vessel assisted by an icebreaker must follow directions of the icebreaker's master concerning ice navigation and act in accordance with them.

5.20. Vessels assisted by an icebreaker must follow signals made by acoustic and/or visual or radio communication means. Any signal made by the icebreaker or another vessel must be sequentially repeated by each vessel that follows it, starting from the vessel closest to the icebreaker or vessel that has made the signal. Directions of the icebreaker transmitted by such signals must be promptly executed.

5.21. In case of an accident or when necessary to immediately change the navigational regime of vessels in a convoy, such commands as 'slow down', 'stop your vessel instantly' and 'I am operating astern propulsion' must be repeated by making appropriate acoustic and/or visual signals.

5.22. International signals applied for communication between icebreakers and assisted vessels are given in Annex 1.

5.23. Signal 'K' (Kilo) (1 long, 1 short, 1 long) transmitted by acoustic or visual means may be used by icebreakers to remind vessels of their obligation to keep permanent radio watch.

5.24. If more than one vessel is assisted, the distance between vessels should be as constant as possible; for this purpose, each vessel must watch its own speed and the speed of the vessel ahead. If a vessel's speed reduces, it must signal to the vessel that follows it.

5.25. Usage of signals for communication between icebreakers and vessels does not relieve such vessels from complying with the International Regulations for Preventing Collisions at Sea (1972).

5.26. Signal '2 short, 1 long, 2 short' transmitted by an icebreaker means 'stop your headway' and is given only to a vessel in the ice-channel ahead of and approaching or distancing from the icebreaker. The same signal given to an icebreaker by a vessel means 'I am stopping headway'. This signal must not be made by radio.

5.27. Single letter signals used by vessels during ice escort according to the International Regulations for Preventing Collisions at Sea (1972) are given in Annex 2.

5.28. Single letter signals, when made between an icebreaker and assisted vessels, must be made by sound, visual or radio communication means.

In addition to single letter signals listed in Annex 2, icebreakers may also give two-letter signals:

- 'WM' (Whiskey Mike) – icebreaker assistance is now commencing, use special signals for communication between the icebreakers and assisted vessels and keep continuous watch for sound, visual or radio signals;
- 'WO' (Whiskey Oscar) – icebreaker assistance is finished, proceed to your destination.

VI. Towing by Icebreakers

6.1. When under heavy ice conditions or damaged during icebreaker assistance, a vessel may need to be taken in tow. Assisted vessels must prepare for towing in advance, namely:

- anchors must be stowed on deck, which is necessary for pulling the icebreaker's tow sling through the chain-holes and preventing damage to anchors and the icebreaker's side, should it dash against the vessel. On a vessel with chain-holes close to the water line, anchors should be stowed on deck before entering ice, since they may be damaged by hummocks and individual ice floes turning edgeways near the stem;

- at the bow, sufficient amount of heaving lines and messenger wires with towing shackles must be prepared. A towline is given from the icebreaker either in a regular way or using a sling to be passed through the towed vessel's chain-holes;
- all equipment necessary to receive and belay slings on deck must be prepared. For this purpose, steel messenger wires with shackles are passed through the chain-holes to connect with the ends of the slings that are to be reeved through the chain-holes to the deck;
- the vessel must be ready to let go the sling given from the icebreaker at short notice. One way to secure a sling is to tie its eyes, which come out of the chain-holes to the deck, by manila or hemp rope. If a tow sling needs to be let go immediately, it is cut. To perform this without delay, the lashing is put on a wooden bar. When a vessel is towed, a watchman with an axe is stationed in a safe place near the lashing. A towline may also be secured by a log drawn through the eyes of its slings. This method is not recommended for large vessels due to the difficulty of letting go a towline quickly and danger of working with a log;
- if the icebreaker's towline is not equipped with a sling to be passed through the towed vessel's chain-holes, the vessel must prepare a sling to be extended overboard through the chain-holes or make a bridle to be passed around deck superstructures securely attached to the vessel's hull. It is more convenient to make a sling or bridle whose overboard part can be taken on deck, which will allow easy connection of a towline received from the icebreaker to the vessel's towing gear. Letting the connected towline overboard, a reliable guy rope must be attached at the securing point to be used for heaving the towline on deck when it is to be cast off;
- icebreakers should have towing winches with towlines and special towing bits, chain-holes and stoppers. For close towing, a special 'whisker' sling must be used – a short wire rope with eyes at its ends for passing through a towed vessel's chain-holes.

6.2. During icebreaker assistance in close heavy or hummocked ice, icebreakers should perform close towing. To use this method, an icebreaker pulls the towed vessel into its stern notch. With the bow attached to the stern notch and engines running, the towed vessel increases the total power necessary to overcome the resistance of ice. Close towing is also performed when a convoy is in compact ice.

6.3. An icebreaker with a vessel in close tow may not reverse its engines until its master has determined the state of ice astern. Hereafter, on command from the icebreaker, the vessel must go half or full ahead to cause the ice to diverge by a powerful stream. To prevent damage to propellers, engine speed must be increased gradually.

6.4. After causing ice divergence astern, upon command from the icebreaker, the vessel must reverse its engines. The icebreaker, if equipped with three propellers, must reverse all engines by gradually increasing their speed and, when in motion, reverse the middle propeller to 'slow ahead' while maintaining backward motion by the side propellers. This allows to dead the inertia, if necessary, by sharply increasing the speed of the middle propeller to 'full ahead' while reducing the speed of the side propellers.

If an icebreaker fails to overcome an obstacle in one or two strikes, it must cast off the towline and clear a channel on its own.

6.5. For towing in heavy ice, towlines must not be secured to mooring bitts, which are not designed for heavy loads and will be cut off or twisted out under their pressure. It is also forbidden to secure towlines to windlasses, since they may be damaged or torn off the foundation when jerked.

6.6. A towed vessel must move within the centerline of the icebreaker and, on command from the icebreaker, keep the helm so as to improve the icebreaker's steerability, that is avoid striking with its sides the edges of the channel cleared by the icebreaker.

6.7. On sharp curves in ice, icebreakers must reduce their speed to prevent breakage of the tow sling. When towing long or high-displacement vessels, the steerability of icebreakers decreases. In such cases, navigators must put the helm to the direction opposite the curve and commence regular steering as soon as the icebreaker starts to align itself with the channel or its course.

6.8. During close towing, the following safety measures must be taken:

- before entering a bridge of heavy ice or a large hummock, an 'icebreaker – vessel' tandem must reduce its speed and align the towed vessel to the icebreaker's centerline;
- icebreakers must begin forcing ice fields along the normal (or close to it) to the ice edge, excluding the possibility of being cast aside;
- when navigating among large ice pieces which cast the icebreaker aside, speed must be reduced;
- if an 'icebreaker – vessel' tandem loses steerability, the towed vessel must reverse its engines;
- when passing sharp curves in a solidly packed channel, speed must be reduced;
- it must be kept in mind that any case of the icebreaker cast aside may cause breakage of the tow sling and allision.

When choosing a route, the master (navigator) of an icebreaker must analyze the ice conditions, planning maneuvers to avoid a dangerous situation beforehand. This is most important in areas where an icebreaker may be cast aside. Therefore, if a channel can remain, it must be cleared in advance; otherwise, a leading icebreaker capable of safely assisting a vessel must proceed ahead.

Head of Ukrrichflot

S. Kryzhanovskyi

**International Signals Used for Communication
between Icebreakers and Assisted Vessels**

No	Signal	Meaning	
		Icebreaker	Assisted vessel
1	"A" (Alpha) (1 short, 1 long)	Go ahead (proceed along the ice channel).	I am going ahead (I am proceeding along the ice channel).
2	"G" (Golf) (2 long, 1 short, 1 long)	I am going ahead; follow me.	I am going ahead; I am following you.
3	"J" (Julliett) (1 short, 2 long)	Do not follow me (proceed along the ice channel).	I will not follow you (I will proceed along the ice channel).
4	"P" (Papa) (1 short, 2 long, 1 short)	Slow down.	I am slowing down.
5	"N" (November) (1 long, 1 short)	Stop your engines.	I am stopping my engines.
6	"H" (Hotel) (4 short)	Reverse your engines.	I am reversing my engines.
7	"L" (Lima) (1 short, 1 long, 2 short)	You must stop your vessel instantly.	I am stopping my vessel.
8	"4" (Kartefour) (4 short, 1 long)	Stop. I am icebound.	Stop. I am icebound.
9	"Q" (Quebek) (2 long, 1 short, 1 long)	Shorten the distance between vessels.	I am shortening the distance between vessels.
10	"B" (Bravo) (1 long, 3 short)	Increase the distance between vessels.	I am increasing the distance between vessels.
11	"5" (Pantafive) (5 short)	Attention.	Attention.
12	"Y" (Yankee) (1 long, 1 short, 2 long)	Be ready to take (or cast off) the towline.	I am ready to take (or cast off) the towline.

**Single Letter Signals Used by Vessels
during Ice Escort according to International Regulations
for Preventing Collisions at Sea (1972)**

Signal	Meaning
"E" (Ecko) (1 short)	I am altering my course to starboard.
"I" (India) (2 short)	I am altering my course to port.
"S" (Sierra) (3 short)	I am operating astern propulsion.
"M" (Mike) (2 long)	My vessel is stopped and making no way through the water.

Розділ II. **КОРЕКТУРА КАРТ**
Section II. **CHART UPDATING**

Північно-західна частина Чорного моря
North-Western part of the Black Sea

Порт Констанца
Constanța Port

528. Карта (Chart) 3413

Скасувати Світний буй
Delete (Light buoy) 44°06'05" N 28°43'01" E Рос. 5262/16
Система координат WGS-84
(WGS-84 Datum) Russia 5262/16

Узбережжя Криму
Crimea Coast

529. Карти (Charts) 3410 INT 3883, 3205

Нанести Район № 134, заборонений для плавання,
Insert (Area No. 134, prohibited for sailing, between coastline and positions) 44°32'31.4" N 34°17'01.7" E Рос. 5408/16
44°32'26.4" N 34°17'47.7" E Russia 5408/16
44°32'51.4" N 34°20'12.7" E
Система координат WGS-84
(WGS-84 Datum)

Підходи до Керченської протоки
Approaches to Kerchenska Strait

530. (Т) Карти (Charts) 3102, 3104, 3106

Нанести Пунсон і напис
Insert «притоп. прилади» (Marker and legend «Submerged devices») 43°33.29' N 36°23.11' E Рос. 5260/16
Система координат WGS-84
(WGS-84 Datum) Russia 5260/16

Північно-східна частина Чорного моря
North-Eastern part of the Black Sea

Внутрішній рейд порту Туансе
Inner Roadstead of Tuapse Port

531. (Т) Карти (Charts) 3428 А, 3428 В

Додати Напис «погаш.» біля
світного знака Рос. 5261/16
Add (legend «Extinguished» near
light mark) 44°05'33.6" N 39°04'29.6" E Russia 5261/16
Система координат WGS-84
(WGS-84 Datum)

Протока Босфор
Bosporus Strait

532. Карти (Charts) 3512, 24001

Виправити Дальність видимості на 16М біля
вогню світного знака Туреч. 026/16
Amend (Range of visibility to 16M near
light of light mark) 41°00.06' N 28°57.92' E Turkey 026/16
Система координат WGS-84
(WGS-84 Datum)

Річка Дніпро
Dnipro River

533. Карти (Charts) 3530-1 (1, 2), 3531-16 (3, 4), 3530 (5), 3531 (6)

Виправити 1. Дніпродзержинська ГЕС на Лист № 249-СЗ
Середньодніпровська ГЕС від 28.11.2016
Amend (Dniprodzerzhynska Hydroelectric Power Station to
Serednodniprovska Hydroelectric Power Station) 48°32'56.8" N 34°32'19.6" E Letter No. 249-СЗ
dated 28.11.2016
2. Дніпродзержинська ГЕС на
Середньодніпровська ГЕС
(Dniprodzerzhynska Hydroelectric Power Station to
Serednodniprovska Hydroelectric Power Station) 48°33'03.0" N 34°32'05.0" E
3. Дніпродзержинська ГЕС на
Середньодніпровська ГЕС
(Dniprodzerzhynska Hydroelectric Power Station to
Serednodniprovska Hydroelectric Power Station) 48°32'57.2" N 34°32'48.4" E

4. Дніпродзержинської ГЕС на Середньодніпровської ГЕС
(Dniprodzerzhynska Hydroelectric Power Station to Serednodniprovska Hydroelectric Power Station) 48°31'26.0" N 34°33'46.0" E
 5. У навігаційно-гідрографічному нарисі, навігаційному нарисі і алфавітному покажчику географічних назв виправити назву Дніпродзержинська ГЕС на Середньодніпровська ГЕС
 6. У навігаційно-гідрографічному нарисі, навігаційному нарисі і алфавітному покажчику географічних назв виправити назву Дніпродзержинська ГЕС на Середньодніпровська ГЕС
- Система координат WGS-84
(WGS-84 Datum)

Розділ IV. КОРЕКТУРА ПОСІБНИКІВ ДЛЯ ПЛАВАННЯ
Section IV. UPDATING OF SAILING DIRECTIONS

534. Книга 103, вид. 2006 р.

1. Стор. 148. Рядки 14–21 викреслити і натомість помістити:

Контактні телефони:

Начальник філії – (04841) 2 10 08;

Капітан порту – (04841) 2 05 37;

Начальник зміни СКМП (цілодобово) – (04841) 9 80 56, (067) 448 93 38;

Головний диспетчер – (067) 488 66 05;

Змінний диспетчер – (04841) 2 06 38, (067) 448 93 37;

Начальник служби морської безпеки – (04841) 9 80 62, (067) 448 88 04. ПМ 534/16

2. Стор. 149. Рядки 14–21 викреслити і натомість помістити:

Контактные телефоны:

Начальник филиала – (04841) 2 10 08;

Капитан порта – (04841) 2 05 37;

Начальник смены СКМП (круглосуточно) – (04841) 9 80 56, (067) 448 93 38;

Главный диспетчер – (067) 488 66 05;

Сменный диспетчер – (04841) 2 06 38, (067) 448 93 37;

Начальник службы морской безопасности – (04841) 9 80 62, (067) 448 88 04.

ПМ 534/16

3. Стор. 150. У таблиці «Радіозв'язок» коректуру за ПМ 373/09(7) не враховувати.

ПМ 534/16

4. Стор. 150. Таблицю «Радіозв'язок» викреслити і натомість помістити:

№ п/п	Назва абонента	Позивний	Канали УКХ	
			Виклик	Робочий
1	Пост регулювання руху суден (ПРРС)	«Ізмаїл-трафік-контроль»	67	67
2	Центральний пост СКМП	«Ізмаїл-радіо-2»	16 9	9
3	Лоцманська служба	«Ізмаїл-радіо-11»	14	14
4	Головна диспетчерська ДП «ІЗМ МТП»	«Ізмаїл-радіо-4»	13	13
5	Диспетчерська ВПК-1 ДП «ІЗМ МТП»	«Ізмаїл-радіо-5»	13	13
6	Диспетчерська ВПК-2 ДП «ІЗМ МТП»	«Причал-2»	13	13
7	Диспетчерська ВПК-3 ДП «ІЗМ МТП»	«Причал-3»	13	13
8	Диспетчерська портового флоту ДП «ІЗМ МТП»	«Ізмаїл-радіо-14»	13	13
9	ВПС (відділ прикордонної служби)	«Прибій-2»	14	14
10	Підмінна команда ПрАТ «УДП»	«Радіо-29»	13	13
11	Головна диспетчерська (ГД) адміністрації Ізмаїльського морського порту	«Ізмаїл-радіо-1»	13	13
12	Служба морської безпеки	«Ізмаїл-радіо-7»	13	13

ПМ 534/16

5. Стр. 151. У таблиці «Радиосвязь» коректуру за ПМ 373/09(8) не враховувати.
ПМ 534/16

6. Стр. 151. Таблицю «Радиосвязь» викреслити і натомість помістити:

№ п/п	Название абонента	Позывной	Каналы УКХ	
			Вызов	Рабочий
1	Пост регулирования движения судов (ПРДС)	«Измаил-трафик-контроль»	67	67
2	Центральный пост СКМП	«Измаил-радио-2»	16 9	9
3	Лоцманская служба	«Измаил-радио-11»	14	14
4	Главная диспетчерская ГП «ИЗМ МТП»	«Измаил-радио-4»	13	13
5	Диспетчерская ППК-1 ГП «ИЗМ МТП»	«Измаил-радио-5»	13	13
6	Диспетчерская ППК-2 ГП «ИЗМ МТП»	«Причал-2»	13	13
7	Диспетчерская ППК-3 ГП «ИЗМ МТП»	«Причал-3»	13	13
8	Диспетчерская портового флота ГП «ИЗМ МТП»	«Измаил-радио-14»	13	13
9	ОПС (отдел пограничной службы)	«Прибой-2»	14	14
10	Подменная команда ЧАО «УДП»	«Радио-29»	13	13
11	Главная диспетчерская (ГД) администрации Измаильского морского порта	«Измаил-радио-1»	13	13
12	Служба морской безопасности	«Измаил-радио-7»	13	13

ПМ 534/16

7. Стр. 184. Рядки 9–14 викреслити і натомість помістити:

Контактні телефони:

Начальник адміністрації морського порту Рені – (04840) 4 35 48.

Капітан морського порту Рені – (04840) 4 49 78.

Головний диспетчер – (04840) 2 64 02.

Змінний диспетчер – (04840) 2 69 15.

Начальник служби морської безпеки – (04840) 4 04 22.

Начальник портофлоту – (04840) 2 61 37.

E-mail: chief@dp.portreni.com.ua; http://portreni.com.ua.

ПМ 534/16

8. Стр. 184. У таблиці «Радиозв'язок» коректуру за ПМ 436/09(3) не враховувати.
ПМ 534/16

9. Стор. 184. Таблицю «Радіозв'язок» викреслити і натомість помістити:

№ п/п	Назва абонента	Позивний	Канал зв'язку	Час роботи
1	Пост регулювання руху суден	Рені-трафік-контроль	робочий 73 черговий 16	цілодобово
2	Служба капітана порту	Рені-радіо-5	робочий 12	цілодобово
3	Диспетчер морського порту	Рені-радіо-2	робочий 12	цілодобово
4	Портовий флот	Рені-радіо-6	робочий 12	за необхідності

ПМ 534/16

10. Стор. 185. Рядки 9–14 викреслити і натомість помістити:

Контактные телефоны:

Начальник администрации морского порта Рени – (04840) 4 35 48.

Капитан морского порта Рени – (04840) 4 49 78.

Главный диспетчер – (04840) 2 64 02.

Сменный диспетчер – (04840) 2 69 15.

Начальник службы морской безопасности – (04840) 4 04 22.

Начальник портфлота – (04840) 2 61 37.

E-mail: chief@dp.portreni.com.ua; http://portreni.com.ua.

ПМ 534/16

11. Стор. 185. У таблиці «Радиосвязь» коректуру за ПМ 436/09(4) не враховувати.

ПМ 534/16

12. Стор. 185. Таблицю «Радиосвязь» викреслити і натомість помістити:

№ п/п	Название абонента	Позывной	Канал связи	Время работы
1	Пост регулирования движения судов	Рени-трафик-контроль	робочий 73 дежурный 16	круглосуточно
2	Служба капитана порта	Рени-радио-5	робочий 12	круглосуточно
3	Диспетчер морского порта	Рени-радио-2	робочий 12	круглосуточно
4	Портовый флот	Рени-радио-6	робочий 12	по необходимости

ПМ 534/16

535. Книга 105, вид. 2012 р.

1. Стор. 17. У загальному огляді у тексті, таблицях та на схемах Лоційного опису річки Дніпро користувачам необхідно виправити назву Дніпродзержинська ГЕС на Середньодніпровська ГЕС. ПМ 535/16

2. Стор. 78. У розділі 3 у тексті та на схемі Лоційного опису річки Дніпро користувачам необхідно виправити назву Дніпродзержинська ГЕС на Середньодніпровська ГЕС. ПМ 535/16

3. Стор. 112. У розділі 4 у тексті та на схемі Лоційного опису річки Дніпро користувачам необхідно виправити назву Дніпродзержинська ГЕС на Середньодніпровська ГЕС. ПМ 535/16

Book 105, ed. 2012

1. Page 198. In general review in text, tables and schemes of Dnipro River Pilot users must amend name Dniprodzerzhynska Hydroelectric Power Station to Serednodniprovska Hydroelectric Power Station. NtM 535/16

2. Page 260. In chapter 3 in text and scheme of Dnipro River Pilot users must amend name Dniprodzerzhynska Hydroelectric Power Station to Serednodniprovska Hydroelectric Power Station. NtM 535/16

3. Page 293. In chapter 4 in text and scheme of Dnipro River Pilot users must amend name Dniprodzerzhynska Hydroelectric Power Station to Serednodniprovska Hydroelectric Power Station. NtM 535/16

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