



# The Black Sea

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## Caution

Every effort has been made to ensure the accuracy of this supplement. However, it contains selected information and thus is not definitive and does not include all known information on the subject in hand. The authors, the RCC Pilotage Foundation and Imray Laurie Norie & Wilson Ltd believe this supplement to be a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

With the increasing precision of modern position fixing methods, allowance must be made for inaccuracies in latitude and longitude on many charts, inevitably perpetuated on some harbour plans. Modern surveys specify which datum is used together with correction figures if required, but older editions should be used with caution, particularly in restricted visibility.

This supplement contains amendments and corrections sent in by a number of cruising yachtsmen and women, in addition to those culled from official sources such as *Notices to Mariners*.

Note where lights have been modified in this text do please remember to alter them on the appropriate plan.

### Author's Caution

It must be emphasised that none of the charts, plans or sketch plans shown in this guide should be used for navigation, nor should they be in any way considered as substitutes for the official charts and other nautical reference materials which every vessel is obliged by international law to have on board.

This supplement is cumulative and the latest information is printed in blue.

### Acknowledgments

The authors wish to thank cruising sailors who contributed to this 2015 supplement: Steve Jones, Alexander Maslennikov, Jim and Katie Thomsen, and Ruud van Breemen.

Note Russia's annexation of the Crimean Peninsula in March 2014 has greatly increased the Yacht Caution Zone (page 8) to include the entire NE quadrant of the Black Sea, from Poti, Georgia, to at least Skadovsk, Ukraine. The authors received no reports of any foreign yachts visiting Ukraine in 2014, so conditions for yachting N of the Danube River mouth at Sulina, Romania, are unknown. This leaves Odessa, Ukraine, the largest and most beautiful city on the Black Sea coast, in the shadow of increasingly rigorous national security operations reported in Turkey and, presumably, also in Ukraine.

In previous years, the Turkish coastguard informally allowed yachts travelling between Bulgaria and the Bosphorus or the N coast of Turkey to anchor in the secure

harbour at İğneada, although it was not an official Port of Entry. Increasingly strict entry prohibitions at İğneada in 2013 and 2014 now require a much longer passage between the excellent cruising grounds of Burgas Bay, Bulgaria, and the ports along the N coast of Turkey.

The Turkish Sahil Güvenlik (coastguard) is reported to interact more intensively with yachts than in previous years; active tracking and observation from a distance has been superseded by active daily checking of documentation, both at sea and ashore. Despite increased security measures, foreign yachtsmen report no problems and enjoyable cruising in Turkey, Georgia, Romania, and Bulgaria.

## Turkey East of the Bosphorus

### Caution

Silting reported in harbour entrances along this coast due to winter storms. Care should be taken when entering ports, especially smaller ones where prior silting problems have been reported.

A deep draft yacht (2.95m) reported problems in 2012 in the following harbours: Şile, Akcakoca, and Konakli Liman (see notes below).

During the commercial fishing season, large trawlers are out at night along this stretch of coast, and their nets might lay a long way astern. Cruising yachts are advised not to be at sea after dark. Cruising yachts report experiencing difficulty with this and appropriate caution should be taken.

### Page 4 Update Passage Note

Steve Jones reported finding no harbour W of Trabzon where he felt a boat could be safely over-wintered.

### Page 7 West Istanbul Marina

40°57'·46N 28°39'·49E

The 2012 KAYRA Black Sea Rally used the West Istanbul Marina as a point of departure. This relatively new marina offers another alternative for cruising sailors preparing for a voyage to the Black Sea from Istanbul. The full service marina is reportedly convenient for crew changes. For more information, visit the marina website: <http://www.westistanbulmarina.com>.

### Page 12 KAYRA Black Sea Rally

The most recent KAYRA Black Sea Rally was organized by the Marmara Offshore Sailing Club (MAYK), in 2012. The rally website contains contact details for MAYK and useful information about visiting the Turkish coast of the Black Sea, including a map of their sailing route: <http://www.mayk.org.tr/English/Kayra2012ENG.html>.

**Page 39 Poyrazköy**

The buoy marking above-and-below-water rocks extending from shore was reported missing in 2014.

**Page 41 Şile**

In 2012, maximum depth of 3-4m at entrance at a distance of 10-15m from N breakwater. In 2014, the ruined castle tower NE of the harbour had scaffolding around it, and restoration underway. The S mole has been extended slightly improving the shelter and both lights were working. Depth close to the N mole is reported to be only 1-7m, increasing to 2-7m a little farther off. The harbourmaster, Mehmet Ta Pinar, will ask to see your transit log and passports if you visit him.

**Şile to Kefken**

A cruiser who lacked recommended Navtex for receiving marine alerts reported encountering an active firing range on this passage. Notification is also available on the Sahil G venlick web site (<http://www.sgk.tsk.tr/>) in the notice to mariners section.

**Page 44 Kefken**

A new beach area was reported to be noisy overnight, but provisions and internet were available in the town.

**Page 48 Akçakoca**

Fisherman's Cooperative levied a mooring fee during the fishing season. Maximum depth near quay at mooring position is reported at 2-5m.

**Page 49 Ereğli**

An agent is now required to check in and out of Turkey.

ATMs and small shops are located 10 minutes' walk N of the sailing club, including a place that sells cold beer to take away. A small local supermarket is across the road, and a petrol station is close to the port authorities; these are far more convenient than the one at Kozlu Zonguldak.

**Fishing harbours west of Ereğli**

Take care approaching these ports due to silting at the harbour entrances. Gradients can be steep, sometimes shoaling as much as 2-3m in a boat length. Considering that you may want to keep momentum up in a cross swell, this can be a problem. Using seawater colour was reported as not a reliable method for yachts with low freeboard.

**Page 52 Zonguldak**

Steve Jones reports that the approach to Kozlu Zonguldak, just W of Zonguldak, is slightly confusing because there is a new breakwater W of the harbour entrance, offering better protection from wind and swell. 'It is a good arrangement and was not difficult to work out in daylight and clear weather but might have been more confusing at night. The new mole has a green light so from sea you would be presented with two green and one red light. All three were working when we were there. The result of the new seawall, however, is a very snug harbour.'

The petrol station is located outside of the harbour entrance and the opposite side of the coastal highway, accessed over a pedestrian bridge across the busy dual carriageway. This makes Ereğli a more convenient place for filling jerry cans of fuel.

**Page 53 Kilimli**

Add: harbour 3M east of Zonguldak ...

**Page 56 Amasra**

Approaching Amasra from the W, stand off the island (Ayıbalığı Adası) and the headland until the outer harbour arm is in view.

On entering the harbour, there are 4 moorings extending from shore in 5-6m but with no information about whether these are suitable for large yachts. Anchorage is reported secure between the mooring farthest out and the 'no go' zone near the Coast Guard dock.

A new marina inside the harbour is suitable for small yachts, with a locked gate, except between 1730-2100. Floating pontoons are in the NW corner, the outer section of which had space with over 4m depth on the outer edge. This area was reported to be secure. A fence with the locked gate requires visiting yachts to use a dinghy to get ashore. A key can be borrowed at the parking guard shack; the person at the information centre can provide assistance.

The women's market now operates daily, with larger selections on Tuesdays and Fridays.



Photo: New marina in Amasra harbour.

Source: Jim and Katie Thomsen, [www.tenayatravels.com](http://www.tenayatravels.com)  
Used with permission

**Page 61 Karucaşile**

In 2014, there is a minimum of 6m entering the harbour and 5m at the mooring. The harbour lights were working.

**Page 64 Doğanyurt**

More extensive silting was reported in the harbour entrance, causing problems for deeper draft yachts. The shallows to the N end of the quay are now more extensive and steeply shoaling. Anchoring off is advised unless signs of recent dredging indicate otherwise. The outer light was working in 2014, but the inner light was not working.

**Page 66 Inebolu**

There is no difficulty mooring on the quay in the NW corner, almost exactly where shown in the photo. Harbour lights were working.

**Page 69 Konaklı Liman**

Entrance depth is now reported at 2-6m. In 2014, over 3m at the W end of the quay. Harbour lights were working, but there was little other light after dark.

**Page 70 Caylioğlu**

With very strong winds from the NE, a sea can build in the port.

### **Page 73 Sinop**

Lat/Long correction: 42°01'03 Problems reported with overcrowding of fishing harbour during the fishing season and damage to yachts due to careless behaviour of large fishing boats.

Additional reports that Sinop was far more crowded in 2014 than in 2010. A small yacht might be able to raft up outside of a fishing boat with just enough room to manoeuvre, but this might not be suitable for a larger yacht.

Depths alongside the wall in the passenger harbour are reported to be less than 2m.

### **Sinop to Yakakent**

The charted fish farms off Yakakent have been moved, but they are clearly visible and have a ring of orange buoys around them marking the area you must not enter.

### **Page 77 Yakakent**

There are two distinct sections to the harbour, as shown in the plan, with little space in the inner fishing harbour. This area does not look like the plan but this is not a problem. There is more quayside than shown, though much of it is occupied. The shore was crowded with wooden trawlers undergoing maintenance.

### **Page 79 Alaçam**

A new concrete quay has been constructed along the inner harbour arm, with room to tie up in 3m.

### **Page 83 Samsun**

Website: [www.samsunyelken.org.tr](http://www.samsunyelken.org.tr)

In 2014, the quoted rate for the Samsun Sailing Club was 60 euros per day but the actual rate is less if staying for several days or more.

A new Sheraton Hotel behind the harbour was reported as a useful landmark.

Steve Jones reported that the approach to Samsun is confusing: 'The main harbour breakwater is clearly visible a long way off but the yacht club breakwater merges with that of the main harbour and coastal protection, making it very difficult to pick out.' The breakwater for the yacht harbour is reported to be in a state of disrepair.

Entering Samsun Yacht Harbour, Jones advises standing well off the breakwater. Yachts are moored fore and aft to the quay at the western end. In 2014, yachts were instructed to drop an anchor and moor stern to the quay on the seaward side of this line. Tailed mooring lines were no longer available.

In 2014, one yacht advised avoiding Samsun, but others, including the authors, consistently report it as a convenient place to stop or to leave your yacht for inland travel.

### **Page 85 Terme**

In 2014, lights were reported working, but the boatyard seemed dormant. Plenty of water is reported at the entrance of the harbour, and large vessels were moored along the northern arm. Room for mooring alongside concrete quays inside the southern harbour arm among the smaller fishing vessels, in over 3m.

### **Page 89 Yaliköy**

Harbour lights reported working in 2014.

### **Page 91 Ordu**

Keep 1M off while rounding Cape Jason due to many floats in clusters off the headland that are not clearly visible and

flotsam from converging currents.

In 2014, mooring possible alongside the concrete wharf on the western arm. Both harbour lights were reported to be derelict and neither was working.

### **Page 94 Giresun**

The mooring location in the commercial harbour near the 'planned' Yacht Club is no longer recommended for security reasons. If other local boats are using this location, request permission from local contacts and/or port authorities. Although more crowded, the adjacent fishing harbour may be a better and more secure option.

Giresun was reported by Steve Jones to be a 'perplexing, large town' but this should not dissuade cruisers from visiting this interesting port. The main commercial harbour was vast with long crane-lined wharfs and commercial buildings, all empty except for three trawlers rafted up near the entrance. The local sailing club was still reported closed in 2014, and even though the large commercial harbour is almost entirely empty, yachts are advised to moor in the crowded fishing harbour, as previously reported. Moor in the outer fishing harbour if possible. He advised, 'Look up Volkan (a local contact) if you stop here, you will not regret it.'

### **Page 97 Tirebolu**

The light on the cardinal marking the rocks off the headland east of Giresun is reported to be working again in 2014. The passage to Tirebolu was straightforward after rounding these offshore rocks except for the many, poorly visible floats around Çam Burnu.

Tirebolu has had a landward extension added to the outer harbour arm not shown on the plan, making the harbour a little snugger than it appears, but it is still open to swell from the east.

### **Page 103 Akçaabat**

An unknown obstacle was reported, marked with four large buoys, which looked like fishing boats in the early morning light, just E of Tirebolu harbour in 2014. A pipeline is shown on the Admiralty chart, and these may mark it.

Leave plenty of sea room when rounding the headlands to avoid fishing floats and flotsam.

Entering the harbour, head close to the inner mole, which contradicts the plan.

### **Page 105 Trabzon Yacht Harbour**

The waypoint for Trabzon Yacht club may not be plotted correctly, though it is close enough to find the location and the harbour and make safe entry. In 2014, the harbour lights were not working and may have been removed.

The pontoons are concrete and have heavy wooden rubbing strakes to protect vessels but are reported to be too high for low freeboard yachts and the wood was in a dangerously poor condition.

## **Georgia**

### **Page 122 Batumi**

At least one foreign (motor) yacht visited Batumi in 2014. Ruud van Breemen reports that the approach to Batumi from the Turkish border can now be made by staying a minimum of 600m off the coast while entering Georgian territory, rather than going out 12M to avoid a previously reported restricted zone.

The Batumi yacht harbour is now a government-owned harbour. In 2014, foreign-flagged yachts paid 5 Georgian *lari* per metre. Georgian flagged yachts paid 1 *lari* per metre. Water/electricity included.

Contact information for David Pirtskhalaishvili, local yacht owner, includes a correction to the mobile phone number: +995 599 14 9177. New email address: batumiyahtclub@gmail.com. David has consistently proven to be a reliable contact that helps with border authority-contacts, fueling, boat repairs, and security.

Dimitri 'Smart One' Ship Chandlery no longer exists, according to van Breeman.

#### Page 125 Poti

The commercial harbour is now owned by Maersk, an international shipping company. The yachting part of the harbour, including the Poti Yacht Club, no longer exists and the restaurant is closed. This port is no longer recommended for cruising yachts.

#### Page 129 Abkhazia

Consistent with the 2010 advice regarding the Yachting Caution Zone, Alexander E. Maslennikov, a Russian citizen, recommended avoiding Abkhazia, even by land from other ports in Georgia, both because of the prevalence of crime there and because having an Abkhazia stamp in a passport would cause problems in Georgia, which considers Abkhazia to be a part of Georgia, thus having no valid passport stamps.

### Russian Federation

The Yacht Caution Zone identified in 2010 covered the offshore region from Poti, Georgia, to Feodosia, in the Crimean Peninsula. Russian annexation of the Crimea in March 2014 effectively expanded the caution zone to include Abkhazia, Russia, and the entire Crimea.

Maslennikov reported that in 2014 it was possible for him and his family (Russian citizens) to clear in and out of Anapa, Novorossiysk, and Sochi in their sailboat. Novorossiysk was the most convenient, and everything generally went smoothly. Non-Russian speakers are advised to use an agent for clearance procedures. Consistent with previous instructions, Russia still does not have clearance procedures for private yachts. No foreign-owned yachts are known to have cleared into Russian ports on the Black Sea in recent years. For advice about visiting Russia by yacht, contact Alexander Maslennikov at: alexander.e.maslennikov@gmail.com.

Maslennikov noted that some sailors are very concerned by frequent contact on VHF by Russian border protection, but an AIS transponder will minimize these calls. Russian border protection tracks by radar every vessel moving in territorial waters, within 12M with a separate department every 10–20M.

### Ukraine

The Yacht Caution Zone, identified in 2010 as covering the coastline of Abkhazia, Russia, and the Kerch Strait, was expanded in 2014 to include the entire Crimean Peninsula as a result of Russian annexation in March 2014. The authors have received no reports of yachts attempting to visit the Crimean portion of Ukraine or the Ukrainian coastline W of Crimea, from Skadovsk to the Romanian border, including Odessa.

#### Page 134 Crimean Peninsula

The Yacht Caution Zone in the northeastern portion of the Black Sea is being extended to include the Crimean Peninsula due to the situation in Ukraine. Crimea is currently under Russian control, and the Russian Federation has no procedures for visiting foreign yachts. Cruising sailors are advised to avoid Crimean ports, including Yalta, Balaklava and Sevastopol until the situation changes.

#### Page 150 Sevastopol

New Yacht Marina: Royal Pier  
Lat/Long: 44°35'·875N 33°31'·641E

A new marina opened in the South Bay of Sevastopol's large harbour in September 2011. They have three finger piers and can accommodate vessels from 10–40m in length.

*Navigation* There are no hazards to navigation when approaching the marina from the entrance of South Bay. Yachts should clear customs and immigration before entering South Bay.

*Depth in marina* 3.5–12m.

*Charges* 80UAH per square metre per month.  
*Services:* Showers and toilet facilities, car parking space in guarded lot, rescue service, security cameras, 24/7 security services, telephone, free WiFi, metered electricity and water. Can arrange airport transfers, technical services and repairs. No yacht lift services.

*Contact* Inna, pilot-h@mail.ru ☎ +38 (0692) 487150/  
+38 (0954) 638707 www.royal-pier.com.ua

### Romania

#### Passage from Sulina to Port Tomas

British Admiralty charts for the Black Sea cruising include warnings about their accuracy when using GPS, but any errors are reported to be minor and should not trouble navigation in all but the very poorest visibility. However, depths are often out-of-date where silting or erosion is taking place. No active hydrographic surveys were observed in any of the Black Sea countries in 2013.

#### Page 166 Constan a Port Tomis

Winter storm/ice damage in 2012 has been repaired.

~~Winter storm/ice damage reported on floating pontoons in 2012. Repairs are underway and expected to be completed by June 2013. Port authorities indicate that there is still plenty of space for visiting yachts to find a secure mooring.~~

The leading lights at Port Tomas were reported in good order in 2013.

Staff member Magdalena Ion is now working at the marina in Eforie Nord (see below for new contact information).

#### Page 168 Eforie Nord

The approach to the small harbour is more confusing than found in 2010. The entrance to the small harbour was marked with an S-shaped channel marked by orange and white buoys in 2013. The Border Police in Constanta instruct yachts to go to the south of the entrance and head to the centre of the harbour mouth. Stephen Jones reported going much closer to the eastern groin and following a course curving to the centre. An inflatable from the port is available to direct yachts in.

Marina staff member Magdalena Ion, who is helpful and speaks very good English, is now located at this marina. *Email office@marina-eforie.ro.*

#### **Page 169 Mangalia**

In 2013, the harbour approach is reported to be well-buoyed, and in daylight, presented no navigational problems. The harbour plan remains accurate. All lights were reported to be working on the outer harbour arm and the marina approach.

## **Bulgaria**

#### **Page 176 Balchik**

In 2014, on entering the harbour of Balchik yachts may be called over to a wharf on the landward side of the industrial port inside the eastern breakwater to be checked into Bulgaria.

#### **Varna Lake**

Steve Jones reported that after checking in, Varna Lake is an option if you are anticipating a longer stop. See the Admiralty Chart for Varna. The buoyed approach to Varna continues westward through a narrow but deep-water channel (marked as a river on the harbour plan) and under a high bridge, which no cruising yacht will need to worry about clearing. Just after the bridge there are moorings on the north bank, where the staff are very welcoming, but the location is subject to constant swell from the large commercial vessels using the channel. Continue into the lake where there is an unmarked harbour shown on the Admiralty chart on the south side. Steve Jones's GPS gave a fix of 43°11.6' N, 027°51.7' E on the western groin at the entrance, which corresponds pretty well with the charted position.

Two channels converge just off the harbour entrance, roughly in mid-channel, and a buoy marks the convergence, which appears white as you approach it. All the other channel markers are conventionally red and green, however, so it is easy to locate. Continue until you are within 10m or so of this buoy and head in towards the harbour entrance on a bearing of about 156° T, entering at the centre of the harbour mouth. Following this course, Jones recorded nothing less than 3m depth until inside the harbour. Do not trust the charted depths on the admiralty chart and try to cut the corner to the east, as it is much shallower than shown. Visibility is normally good in the cruising season, except occasionally in the early morning and in heavy thunderstorms. This is an almost enclosed estuary, and depths are affected by wind strength, duration and direction.

Inside the eastern (seawards) side of this harbour is Marina Hydrodynamic. It has floating pontoons and fuel. However, the western, scruffy, side was very welcoming. Do not go into the inner harbour without instructions, as there is an unmarked obstruction. Deeper draft boats are moored fore and aft along the inside of the western harbour arm but, as in most places in this region, space is limited.

Veseley, the daughter of the harbourmaster Borislav, speaks good English and German but is not always there. There is usually someone around who can speak some English.

There is a yard within the grounds where Jones reported having extensive welding repairs at very competitive prices, though language was a problem. There are also a couple of resident marine mechanics, one of whom has lived in America and so speaks good English and is very helpful. Most of the boats in the harbour are locally built steel craft

that get regular use. There are no showers, toilets or other facilities. There are haul-out facilities with a mobile crane. Jones noted that this is not a place for the smart set, but he recommended it.

#### **Burgas Bay**

The cruising information for this area was mainly still valid in the summer of 2014, but Jones reported that the area suffers far more from the negative side of mass tourism than Varna.

In 2014, yachts were turned away from the small marina in Nessebar even though there appeared to be space, and advised to go to some floating pontoons almost opposite on the eastern side of the causeway. This is a new (and for Bulgaria expensive) marina where yachts moor aft to the pontoon from a mooring float. Water and electricity is available but no toilets or showers.

Instructions for Sozopol remain much the same as described in 2010, but it is recommended to stand well off Sveti Ivan as you approach, to avoid the floating nets, which were extensive.

Upon departure to points south, a coast guard vessel may stop and question you about your intended passage and details. Procedures were conducted in a friendly manner.

#### **Page 193 Tsarevo**

Jones reports the approach to Tsarevo as slightly more confusing than suggested. He found the conspicuous buildings were not easy to distinguish and could not see the entrance until rounding the last headland, but the waypoint is good for leading in. Additional advice is to stand off until adjacent with the entrance when the approach and markers should be clearly visible, then proceed with the 2010 instructions.

The light on the northern harbour arm is fashioned after the fine Dacian stone carvings in the tomb at Sveshtari near Ispirih in the north of Bulgaria and makes a fine harbour light. All lights were reported working in 2014. Vessels are moored fore and aft along the northern quay. Try to get a space further seaward, where the swell that works into the harbour is less pronounced and vessels that arrive late in the day for customs and immigration will not disturb you.

In 2014, it was reported that Turkish *lira* were not available for purchase. This can become a problem on entering Turkey, so it is advised to allow plenty of time to seek Turkish currency before leaving Bulgaria.

Upon departure from Tsarevo, authorities may allow you to check out the evening before in order to leave at first light.

## **Turkey West of the Bosphorus**

A cruising vessel can no longer stop anywhere along the Turkish coast from the Bulgarian border to Istanbul or, if heading eastward, to Ereğli, the first port of entry east of the Bosphorus.

You cannot legally check into or even moor anywhere in Turkey to the West of The Bosphorus. This means that when you leave Bulgaria or Romania you will have to make a passage to Istanbul, Ereğli or a port of entry further east, which will involve a long passage crossing busy shipping lanes.

#### **Page 195 Iğneada**

It is reported that Iğneada is no longer available for overnight stops in transit to a port of entry in Turkey. The

Sahil Güvenlik will ask you to go immediately to Istanbul to have your passports stamped. Advice is therefore to head directly from Tsarevo to Istanbul or Ereğli.

**Page 198 Karaburun**

At Karaburun, located west of the Bosphorus, yachts can raft alongside local fishermen. Reports from 2014 confirm that the approach would be hazardous in a blow, but it is secure in strong north-easterlies.