



## EAST AEGEAN

Supplement No.1

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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 author 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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

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*.

Page references are made to *East Aegean* 1st Edition, 2007.

The last input of technical information was April 2009.

### Page 23 Mobile phones update

Turkish Authorities are clamping down on illegal/stolen mobile phones. You must register your mobile phone's IMEI number with customs officials when you enter Turkey. You are advised to carry proof of ownership. Failure to register it will mean your phone may cease to work after a few days. This new directive seems to be rather cumbersome, as all holiday makers who wish to use their mobiles whilst on holiday must do this – it is likely to cause huge hold-ups at airports, and it is possible this directive might not last long in this form.

### Page 25 Turkish Transit Logs

From April 2009 all Transit Logs will be issued digitally, and vessels will receive a printout.

It is not clear how this will affect check-in procedures or costs.

### Turkish Tonnage Charges

New charges are being brought in relative to a vessel's tonnage.

Basically this relates to the NRT, similar to the Thames Measurement for yachts:

Under 11 NRT there is no charge.

Up to 45 NRT the charge is 7YTL.

This will probably cover most yachts up to around 18m LOA.

The issue is really that this payment must currently be made using an agent, who is likely to charge a minimum fee for completing the payment.

At the moment this fee is around €100–200, which includes all clearance procedures.

*Note* This has not been confirmed by the authorities, and it is only our best interpretation of this new regulation. We will try to post more information in a later supplement.

### Page 34 Windfinder

[www.windfinder.com](http://www.windfinder.com)

Graphic wind forecasts for the Aegean and Med coasts of Turkey.

### Page 40 Skala Patmos

Water from tanker reported brackish. Check before filling tanks.

### Page 45 Port Augusta (Arki)

The new quay on the E side is reserved for ferries.

### Page 46 N. Marathos

Three tavernas with mooring buoys for visitors.

### Page 47 Ay Yeoryios (Agathonisi)

Coastguard berths on N end of W quay. Ferry berths on S end of W quay. Yachts berth in centre of W quay, and on the N quay. There is also room to anchor with a long line ashore in the N of the bay.

If anchoring in the N bay on the W side of the inlet, care needed of a sunken fishing boat hull.

### Page 51 Lipso

Water and electricity on the quay.

### Page 52 Lera Lipso

Four mooring buoys off the (noisy) taverna in the central bay.

### Page 55 Lakki Marina

VHF Ch 11, 72. 40 berths. Max LOA 35m. Charge band 2. Wi-Fi. Fuel by tanker. Laundry. Café.

New pontoon due to be operational 2009 will increase berths to 110.

New 400-ton travel-lift at the boatyard in Partheni.

### Page 55 Leros Marina (Evros boatyard)

Breakwater now complete. Laid moorings at all berths. Pontoons to be installed soon. Water and electricity. (Water brackish). Fuel dock planned.

### Page 61 Pandeli

If the harbour is full anchor and take a long line to a ring in the rocks just outside the harbour. No restriction reported here during August. Otherwise go alongside the breakwater and/or raft up to other yachts (October).

### Page 62 Xerokambos

Breakwater has been extended. Good holding in 5m clear of moorings, or pick up a buoy from the taverna.

### Page 67 Kalimnos

Quay between Kalimna Yachting and Port Police for visitors. Water and electricity.

**Page 72 Emborios (Kalimnos)**

Care needed as moorings are of different lengths/spaces. You may be very close to your neighbour if the wind changes.

**Page 75 O. Pserimos**

An old mooring chain crosses the harbour. Use a trip line. The bottom is sand and rock, indifferent holding in places.

**Ak Roussa**

Lunch stop anchorage on W side of headland. Anchor off the beach in 5m on sand, good holding. 0.5 knot current (anti-clockwise) reported in the bay.

**Page 76 O. Vathi**

The large bay on the E side of N.Pserimos.

**Page 84 Kos Marina**

Port police not always on site. Charge band 4. New AB supermarket close to marina (take 1st left off road into town).

**Page 85 Kardamena**

Max depths just 2.2m.

**Page 94 Palon (Nisiros)**

The W breakwater has been extended in an arc such that the entrance to the harbour is now from the E. Harbour dredged to 3m. New quays on S and E side.

**Page 97 Livadhi (Tilos)**

Laid moorings tailed to the quay. Water and electricity on the quay. Wi-Fi at Café Remezzo.

**Page 101 Simi**

Harbourmaster office now on SE side between ferry berths and fuel dock. Yachts reported to be using the SE quay.

**Page 131 Fuel deliveries in Turkey**

Delivery of diesel fuel by tanker or mini-tanker is now prohibited along parts of the Turkish coast. It appears to be in order to prevent pollution from spills in environmentally sensitive areas, or in areas where clean-up facilities are not available. Therefore it is advisable to top up with diesel at dedicated fuel stations such as those in marinas, and not rely on obtaining fuel from remoter places where it is delivered by tanker or mini-tanker.

**Page 137/8 Didim Marina**

A new marina on the northern shores of the Gulf of Gulluk.

**Pilotage**

VHF Ch 72, 16. From the S, the buildings of Altinkum around the shores of the bay are unmissable. From the N the town will not be seen, but the new marina is easy to identify on the headland 4M E of Tekebag Burnu, and 1M SW of the gulet quay at Altinkum.

**Mooring**

**Berths** Contact the marina on VHF and a marina RIB will meet you and help you to moor. This new marina looks to provide good all-round shelter. Charge band 4.

**D-Marin Didim**

☎ 0256 813 7526

Email dmarindidim@dogusgrubu.com.tr

www.dogusmarina.com.tr/didim

**Facilities**

**Services** Water and electricity. Wi-Fi. Waste water pump-outs. Showers and toilets.

**Fuel** On the quay at the head of the N breakwater.

**Eating out** Bars, cafés, restaurants in the marina.

**Provisions** Supermarket in the marina.

**Other** ATM. Taxis. Car hire.

**General**

As part of the Dogus Group, Didim Marina is likely to provide a similar level of service as found at Turgutreis Marina. The marina is due to open in April 2009, with 15% discount in prices for the rest of 2009.

**Page 142 Kazikli Iskelesi**

Mussel farms reported to have been removed. Restaurant jetty looking rickety.

**Page 144 Asin Limani**

The sunken breakwater is marked with seven red buoys along it. Reasonable shopping for provisions including fresh fish.

**Page 160 Gumusluk**

Close north of the jetty there are also mooring buoys available for visitors. Space between the buoys is limited and it is best to tie back to the shore to avoid swinging into your neighbour.

**Page 166 Aspat Koyu**

Jetty and watersports base in N cove restricts anchoring room.

**Page 170 Bodrum Marina**

A new T-pontoon on the E side of the harbour is used exclusively by gulets.

Marina charge band 4.

**Page 182 Gokova Specially Protected Area**

A local yachtsman, Sadun Boro, has successfully campaigned to have the area from Ören to Knidos established as a nature reserve. Sadun, a celebrity in Turkey since he became the first Turkish national to sail around the world, hopes to restrict hotel development in order to keep this remote area in its present natural state – a sentiment I cannot help but share, having spent many pleasant days pottering in and out of the bays and coves along this coast. Unfortunately, the government decided to site a low-grade coal-burning power station near Ören, and this caused much anger in Bodrum over the ecological damage it will do. The anger of the locals even caused the government to delay the start-up date for the power station. As mentioned above, part of the gulf is now designated Specially Environment Protection Areas (SEPA) under the Turkish Government's EPASA (Environmental Protection Agency for Special Areas) programme to promote Integrated Coastal and Marina Management

(ICMM). Hopefully this project will do more than develop complex acronyms and make a real difference to protecting the coastal environment. For more information see [www.smap.eu](http://www.smap.eu) or [www.sadafag.org](http://www.sadafag.org)

#### **Badem the Mediterranean Monk Seal**

In December 2006 a badly dehydrated and abandoned monk seal pup was rescued from a beach near Didim, and taken to the Monk Seal Rehabilitation Centre near Foca. After several months' care *Badem* – meaning almond in Turkish – was deemed ready for re-release back into the wild in the spring of 2007. A suitable site in the Gulf of Gokova was selected, and *Badem* was transported down from Foca, her care and expenses paid for by a local businessman. As sometimes happens with seals following rehabilitation, *Badem* has found it difficult to disassociate with humans, and was seen in several places around the gulf playing on the beaches and around small boats, even climbing into the cockpits of charter boats, much to the amusement of tourists. It was clear that *Badem* needed a few more lessons in how to be a wild Monk Seal, and so a further period of rehabilitation ensued. During this time the rescue centre also mounted a campaign of awareness for the local community and tourists, to inform them of the best way to discourage *Badem's* interaction with humans, that she might make a complete return to her natural state. Look out for *Badem* next time you are sailing around the gulf, and out towards Datca, and enjoy the fact that you are watching one of the world's most endangered species frolicking around you, but please follow the advice of the experts, and do not encourage direct interaction with her – it may just make the difference between her, and others like *Badem*, survival or extinction. And besides, she bites! For more information on *Badem* see [www.sadafag.org](http://www.sadafag.org) or [www.monachus-guardian.org](http://www.monachus-guardian.org)

#### **Page 185 Sehir Adalari**

Reported prohibited to visit Cleopatra's beach. Restaurant closed (2008).

It is prohibited to go ashore after the warden leaves. If yachtsmen persist it is quite possible that overnight anchoring here will be prohibited.

#### **Page 196 Amazon Creek**

Call *Amazon* on VHF Ch77 and you will be picked up by jeep and taken to the Amazon Club restaurant.

#### **Page 202 Knidos**

Most yachts berth alongside the extended T-pier, rafting up when necessary. Depths less than 2m past the last electricity box. Water and electricity (after 2000). No laid moorings.

#### **Page 219 Selimiye**

New pontoon on the end of the headland off W side of the village. Yachts can go stern or bows-to with laid moorings tailed to the quay. Yachts can also berth on the new boardwalk inside the new pontoon which has been built out over the ballast off the quay. Depths are sufficient to go stern-to although if using the innermost berths care is needed of some remaining ballast and going bows-to would be better. Some laid moorings. Water and electricity at most berths.

The Aurora restaurant has a jetty where yachts berth stern-to with depths of 2–3m off the end. Water and electricity. Fresh bread in the mornings. Internet café in the village.

#### **Page 226 Sogut Limani (Bozburun)**

Octopus Restaurant jetty has water, electricity, showers, Wi-Fi, laundry. Berthing can be tricky with afternoon breeze blowing beam on.

#### **Page 228 Marmaris Netsel Marina**

[www.seturmarinas.com](http://www.seturmarinas.com)  
[www.netselmarina.com](http://www.netselmarina.com)  
email [netsel@netselmarina.com](mailto:netsel@netselmarina.com)

#### **Marmaris Yacht Marine**

The layout has changed – pontoon B is now joined to the end of A, with a new basin and pontoons between A and C.

#### **Page 255 Kapi Creek**

Pontoon in place to increase berths (2008).

#### **Page 263/4 Gocek**

Note The new tunnel from Dalaman was completed in 2006. It is now just 15 minutes to Dalaman International airport from Gocek, with much improved roads (Toll 2.50YTL for cars).

#### **Village Marina**

##### **Pilotage**

This new marina lies at the head of the bay between Skopea Marina and Port Gocek technical services yard. The T-pontoon is easily seen once into the bay.

##### **Mooring**

Berths Where directed. Laid moorings tailed to the pontoon.

Shelter as at Skopea Marina. Charge band 3.

Village Marina ☎ 0252 645 2229

##### **Facilities**

*Services* Water and electricity (220V) at all berths. Toilets and showers planned.

##### **General**

This new marina is already open, but work continues ashore developing the usual marina and boatyard facilities.

*NOTE* A new superyacht marina close to Club Marina in the approaches to Gocek is also under construction. No further details were available at the time of writing, although the plan has been mooted for some time and completion dates in 2008–09 have been given for some of the work.

**Page 275 Karacaoren**

The rocks are now marked with three cardinal beacons, with the S cardinal lit Q(6)+LFl.15s.

**Page 279 Ince Burun to Ada Burnu**

On passage from or past Kalkan towards Kas there are a number of islets and shoals which on the chart can look tricky to navigate, but with a little care on a daytime passage it is easy to sort out what is where. Below are some which are not so easy to pick out.

1. Jura Shoal. Least depth over it of 4.6m. Lies  $\frac{1}{4}$  of a mile SSW of Ince Burun (north side of shoal in position  $36^{\circ}13'.10N$   $29^{\circ}24'.49E$  WGS84). It is easily seen in calm weather.

2. Siren Rock An uncharted underwater rock pillar with least depth over it of 4.8m. Lying in position  $36^{\circ}12'.30N$   $29^{\circ}27'.31E$  WGS84 (approx 200m E of Saribelen Adasi and marked on some charts as 48m depth). Care is needed if passing N of Heybeli Adasi. There are least depths of 35m in the fairway between Saribelen Adasi and Heybeli Adasi.

3. Underwater rock with least depths over it of 3m, in position  $36^{\circ}11'.62N$   $29^{\circ}28'.79E$  WGS84 (to the north of N. AY Yeoryios). It is now marked by a S cardinal buoy YB (lit Q(6)+L.Fl15s). A bearing of  $085^{\circ}$  or less on Gurmenli Adasi leads clear to seaward of it.

**Page 286 Kas Bucak Marina**

Work has re-started on this unfinished marina. The work is linked to the construction of a new coast road, which will allow more room for shore-side infrastructure. The completion of the marina is planned for 2010, although we are told that some laid moorings have already been installed, and progress installing pontoons will continue through 2009.

**Kas Harbour**

Work in progress (Spring 2009) extending the quay along the breakwater to increase the number of berths available.

Please keep checking this website to ensure you have the latest information.

We would like to thank everyone who sent in information for inclusion in this supplement, especially all at the CA and RCC, including Dick and Janice Taverne, C. Garner, Chris Kropacsy, C. Haire, PJ Bartlett, Nick Thomas, M. Solano, R. Young, Jan Ledochowski, John Iles, Richard Cresswell, Peter Rhode, Chris and Anne Kropacsy, Tony Cross, Birgitta Wakely, Brian Atherton, and Mike Nixon.

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Thanks to all at Imrays for their care and attention.

As always we are happy to receive any new data via Imrays.

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