

NP 24

BLACK SEA AND SEA OF AZOV PILOT

**Marmara Denizi, Black Sea and Sea of Azov
with adjacent coasts of Turkey, Bulgaria,
Romania, Ukraine, Russia and Georgia**

**FIRST EDITION
2003**

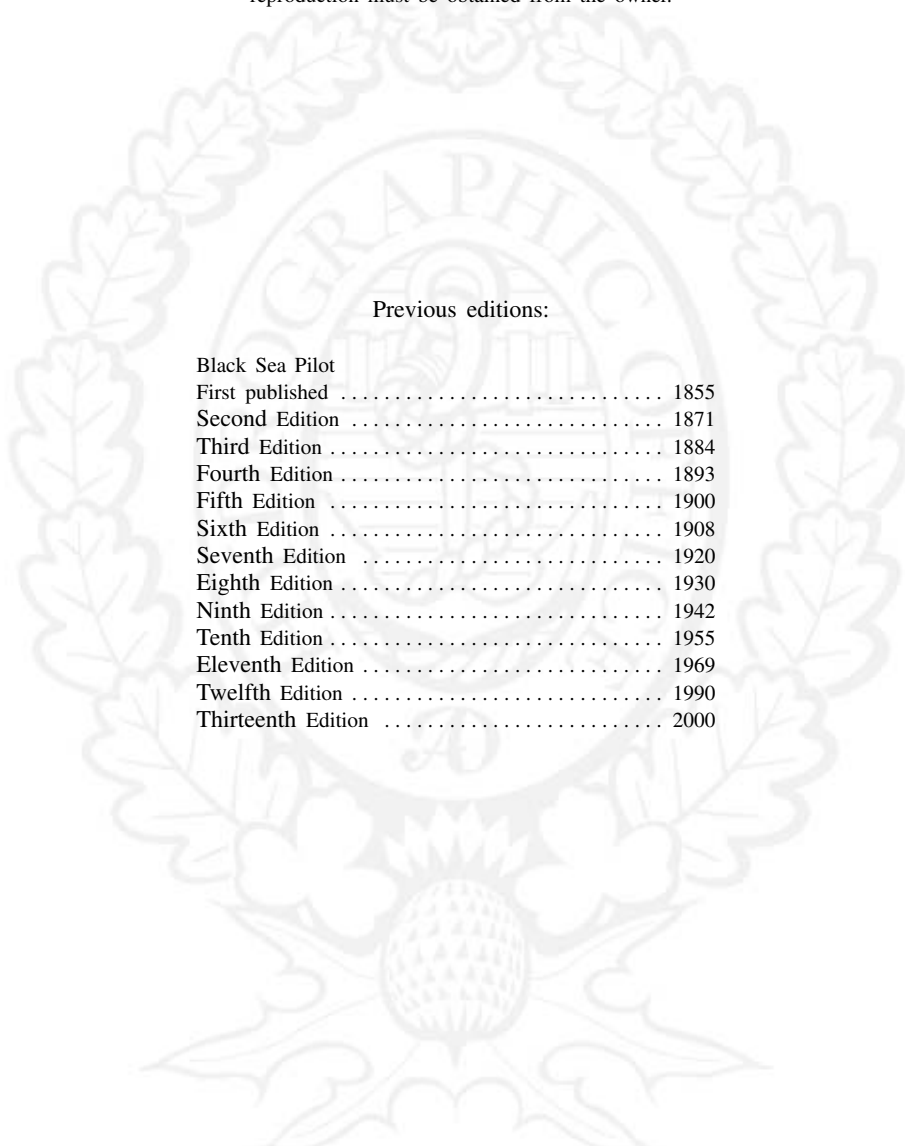
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Previous editions:



Black Sea Pilot	
First published	1855
Second Edition	1871
Third Edition	1884
Fourth Edition	1893
Fifth Edition	1900
Sixth Edition	1908
Seventh Edition	1920
Eighth Edition	1930
Ninth Edition	1942
Tenth Edition	1955
Eleventh Edition	1969
Twelfth Edition	1990
Thirteenth Edition	2000

KERCH STRAIT

GENERAL INFORMATION

Charts 2234, 2216, 2242

Route and topography**8.11**

- 1 Kerch Strait, known to the Russians as Kerchens'kyy Pivostriv, separates the E part of Krymsk'yy Pivostriv (Crimea) from Tamanskiy Poluostriv and connects the Black Sea with Sea of Azov. The strait varies much in width and is encumbered by extensive shallow banks and shoals, through which the Kerch-Yenikal'skiy Kanal has been dredged.

Limiting depths**8.12**

- 1 The limiting depths in Kerch Strait are those in Kerch-Yenikal'skiy Kanal. See 8.41.

Railway ferry**8.13**

- 1 Railway ferry crossing area (45°21'N, 36°39'E). See 8.44.

Principal marks**8.14**

- 1 The following peaks are visible from all parts of the strait:
- Hora Mitridat (45°21'N, 36°28'E) (8.47).
 - Gora Gorelaya (45°20'N, 36°49'E) (8.47).
 - Hora Khrony (45°23'N, 36°36'E) (8.47).

Pilotage**8.15**

- 1 North-bound, Pilots embark at No 1 Light-buoy (W cardinal) (45°12'N, 36°28'E), close S of the entrance to the Kerch-Yenikal'skiy Kanal.
- South-bound, Pilots board in position 45°27'·5N, 36°41'·5E.

Ship Movement Control Service.**8.16**

- 1 **Location.** A Ship Movement Control Service is controlled from the Mys Zmeynyy Control and Radar Centre (45°20'·8N, 36°32'·7E) that controls and coordinates shipping movements in the area between Anchorage area No 450 (45°11'N, 36°29'E) and Anchorage areas No 453 (45°29'N, 36°38'E) and No 454 (45°29'N, 36°45'E).
- 2 **GMDSS.** A GMDSS station is located within the Mys Zmeynyy Control and Radar Centre.

Communications. All vessels approaching this area must keep constant watch on VHF. See *Admiralty List of Radio Signals Volume 6(3)* for details.

Regulations for navigation of Kerch Strait**8.17**

- 1 The following instructions are extracts from the Regulations of the Port of Kerch' (1978 edition):
- Notice of ETA. See *Admiralty List of Radio Signals Volume 6(3)* for details.
- No vessels may enter the area (8.16) controlled under the Traffic Management System without permission.
- This permission is in force for 30 minutes, after which time, permission must be requested again.
- 2 The passage draught allowed for the navigation of Kerch Strait will be promulgated by the Harbour Master at Kerch'.
- Speed limitations:

Vessels with draught of less than 5 m—11 kn.

Other vessels—9 kn.

except between the meridians 36°35'·0E and 36°37'·5E, where the speed of ships must not exceed 6 kn.

- 3 Vessels with a draught of 7·5 m and above must carry lights and shapes as prescribed by Rule 28 of *The International Rules for Preventing Collisions at Sea (1972)*.
- During fog, haze and falling snow, navigation in the channel is prohibited except where carried out with permission under the Ship Movement Control Service.
- 4 Vessels leaving lateral channels to join the main channel, and leaving the main channel to join lateral channels, must give way to vessels proceeding along the main channel.
- Overtaking of ships in the channel is permitted.
- Right of way at canal turns:
- Vessels with a draught of less than 7·5 m give way to other vessels.
- 5 If both vessels have a draught of 7·5 m or more, the vessel making a turn to port has right of way.
- Vessels giving way must remain 5 cables from the turn until the other vessel is clear.

Natural conditions**8.18**

- 1 **Ice** appears almost every year in Kerch Strait in the second half of December. The ice cover is often broken up under the influence of the current and winds. In very severe winters when the winds are from the NW, the passage is covered by relatively firm ice. Ice normally clears in the second half of March.
- 2 Ice from Sea of Azov usually enters the passage in masses and piles up on the Kosa Chushka (45°23'N, 36°44'E) (8.52) and Kosa Tuzla (45°16'N, 36°33'E). A considerable amount of the ice penetrates into the S part of the strait.

8.19

- 1 **Currents** in Kerch Strait depend mainly on the winds and to a lesser extent on the flow of water from Sea of Azov. A S current is most common particularly when winds are from the N. A N current from the Black Sea is less common and usually occurs when the winds are S.
- 2 Mean speed of currents is between 0·1 and 0·5 kn, but in the narrows when there is a strong wind, the strength of the current may reach 3 kn. The strongest and best established current has been observed between Mys Fanar (45°23'N, 36°39'E) (8.47) and Kosa Chushka and between Mys Pavlovskyy (45°18'N, 36°29'E) (8.47) and Kosa Tuzla, 2 miles SE.

8.20

- 1 **Water level.** Strong NE winds lower, and SW winds raise the level of the water in the strait. A difference of as much as 1 m has been observed in this level.

8.21

- 1 **Local magnetic anomaly** is reported to exist in the strait.

SOUTH APPROACHES TO KERCH STRAIT**General information**

Charts 2233, 2216, 2242

Route**8.22**

- 1 Recommended routes Nos 85 and 86 lead N and S, respectively, between their junctions with routes Nos 83 and 84 (44°10'N, 36°30'E) and the S end of the traffic separation scheme (44°50'N, 36°30'E) (8.25) as shown on the chart.