

WEST AEGEAN

Supplement No.2 May 2007

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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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.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 *West Aegean* 1st Edition, 2002.

The last input of technical information was May 2007.

INTRODUCTION

Page 5 Modern Greece

In 2002 the Euro was adopted as official currency by Greece and 10 other EU members, and in 2003 the presidency of the European Commission moved to Greece for the first time.

In 2004 the Olympic Games returned to its spiritual home for the first time since the first modern Olympics were held here in 1896, bringing with it huge improvements to the transport and sporting infrastructure in Athens. The games were hailed as a success, despite dire warnings that the infrastructure would not be completed in time for the opening ceremony.

Costas Karamanlis, nephew of the former Greek President, and leader of the New Democracy Party is the current Greek Prime Minister. The elections in March 2004 ended 10 years of PASOK (Pan Hellenic Socialist Movement) governance, in the latest switch between these two parties who have dominated Greek politics since 1980.

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Telecommunications

Some Greek SIM cards also allow data transmission at reasonable rates (see below).

Note Recent changes to the law have forced European mobile telecom companies to lower their international call prices and bring them into line with domestic pricing. From August 2007 rates should be capped at 30p/minute.

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Email

In many marinas, cafés, bars, libraries and internet cafés have wi-fi networks, some of which are provided free of charge, or unsecured, others require a password. It is likely that wi-fi technology will continue to develop, and will probably become the standard method of accessing the internet using phones, PDAs, handheld computers and laptops.

Note Wi-fi is a generic term used here to describe all wireless networks.

Voice over Internet Protocol (VoIP)

Using a laptop with a broadband connection and a simple headset, many people are using VoIP to make telephone calls. You need to subscribe to a VoIP provider, and set up an account and username to use the service. Call charges are a fraction of those incurred using a GSM phone, and calls between subscribers of the same provider are free. The only downside for travellers is the need to be connected to a broadband network. Skype is probably the best known service, although there are now many companies offering similar services.

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Health & Medicines

The old paper form E111 has been replaced with the European Health Insurance Card (EHIC). Application forms are stamped and processed by the post office and the new credit card sized official looking EHIC (valid for five years) will be sent to you. This entitles you to free or reduced costs for medical treatment throughout the EEA and Switzerland. (The EEA or European Economic Area comprises all the EU countries plus Iceland, Liechtenstein and Norway).

If you have to pay any charges, keep the receipts and apply at the local health authority for a refund. For prescriptions show your EHIC to the pharmacist; some medicines are free; some have a non-refundable fee. The EHIC does not usually afford discounts for private healthcare.

For more information see the Department of Health website www.dh.gov.uk

Fish Farms

Note Fish farms in shallower bays must be moved at regular intervals because of the build-up of detritus and toxins around the pens. Consequently the location of the fish farms on the plans may vary from those shown and should be interpreted as a general guide to the vicinity of a fish farm, not a precise position.

ENTRY FORMALITIES

All yachts entering Greece should fly the Greek courtesy ensign and should proceed to a port of entry.

The authorities should be visited in the following order: PASSPORT CONTROL (IMMIGRATION) – HEALTH - CUSTOMS - PORT POLICE

All yachts entering from countries outside the EU should fly a Q flag, and will need to complete full immigration and customs clearance.

Yachts entering Greece from within the EU are not required to clear customs, but non-EU registered yachts need to obtain a Transit Log from customs officials. Non-EU passport holders will first need to complete immigration formalities and obtain visas if necessary.

Transit Log

The Transit Log is a customs record for non-EU yachts visiting the EU. It is valid for six months, and an extension for up to twelve months may be applied for. The Transit Log must be surrendered when the yacht leaves Greece, and all non-EU registered yachts (except those from the EEA) are subject to a Reciprocal Tax of 15 per metre, every three months, levied at the end of the period.

Traffic Document (DEKPA)

All yachts over 10m LOA must purchase a Traffic Document (DEKPA) from the Port Police. The DEKPA is valid for fifty ports of call, and should be presented to Port Police to stamp on entering and leaving each port, when harbour dues will also be collected. It may be re-used even after the yacht has left and re-entered Greece. The cost of the DEKPA is 30.

OTHER DOCUMENTS

Yacht registration papers will usually be requested. Proof of VAT status, insurance cover, radio licenses and certificates of competence may also be requested.

Marinas and boatyards at a Port of Entry will usually assist with the paperwork.

PORT FORMALITIES

Each time a yacht moors in a Greek harbour, the skipper should visit the Port Police to get the DEKPA stamped, and to pay port dues. The dues are made up of two parts, a docking fee and a mooring fee.

Thus a 12m yacht mooring stern-to should pay a total of 9.42 per day including tax. The reality in some of the busier places is that a representative will come along the quay once a day to collect a flat fee of around 10. Since many of these town quays now have good access to water, and sometimes electricity, this doesn't seem to be an unfair arrangement.

Notes

1. Port dues are usually included in marina berthing fees.

2. It is reported that if a yacht has proof of an annual contract with a marina they do not have to pay the docking fee, as it is understood that this is included in the annual marina fee.

Diving & Antiquities Regulations

The restrictions on pleasure diving with tanks have been eased recently, and diving is permitted in most places. If any antiquities are discovered during a dive, you must not touch or photograph them, they must not be moved, or brought to the surface, and must be reported immediately to the authorities or to the nearest archaeological department. It is strongly advised to speak to a local dive company before using SCUBA gear, to ensure you are not diving in restricted areas.

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Note

There are regulations in some Mediterranean countries which restrict motoring and anchoring close to the coast. It is assumed that this is a safety and pollution issue, keeping boats out of the vicinity of swimmers. During the Olympic Games this regulation was enforced in some bays around Athens, but it was more likely to be a security issue than anything else. We are not aware of any specific restrictions, but you may find that anchoring within 300m of the coast, particularly in secluded anchorages, now brings the yacht to the attention of patrolling coastguard and Port Police officials. Provided you do not obstruct obvious swimming areas by anchoring too close to a beach, and do not pump out grey or black water, there should be few problems.

	Fees (Euros in 2006)	Docking Fee	Mooring (Stern-to)	(Alongside)
Charter yacht	0.07/m	0.08/m/day	0.11/m/day	
Private yacht	>5m with cabin	0.30/m	0.36/m/day	0.45/m/day
Private boat	>5m open boat	0.04/m	0.36/m/day	

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Safety & Rescue Services**Aspropirgos Attikis (SXE) JRCC Hellenic Coastguard**

MMSI 002 391 000

VHF Ch 16, 07 DSC VHF

DSC MF

DSC HF

☎ 210 557 3247 Fax 210 557 1769

Telemedical Maritime Advice Service (MEDICO)Medical Advice Centre of the Hellenic Red Cross
Using Olympia Radio CRS in Greek or English

☎ 210 523 0880 Fax 210 522 8888

SOLAS

R34 Safe Navigation and Avoidance of Dangerous Situations. Vessels must be able to demonstrate that adequate passage planning has been undertaken. Things like weather, tides, vessel limitations, crew, navigational dangers, and contingency plans should be addressed.

Page 26

Weather on the Internet**National Observatory of Athens, NOA** www.noa.gr
Not the easiest site to navigate, but has simple graphic forecasts.**Hellenic National Meteorological Service**www.hnms.gr

Text forecasts as broadcast on Olympia Radio, and broadcast schedules for all Maritime Safety Information (MSI) broadcasts.

Hellenic Weather sitewww.meteo.gr/sailingmapf.asp

All in Greek, but this link takes you directly to a map where you select your sea area for clear graphic wind forecasts.

Page 36 **Zea Marina**

☎ 210 455 9000 Fax 210 455 9031

www.medmarinas.com

Fuel on the quay.

Page 40 **Neo Faliro Marina**

Approach

This new marina was developed as part of the regeneration of the Faliron waterfront for the 2004 Olympics. The entrance lies close N of Mounikas Marina.

Conspicuous The Olympic stadium overlooks the marina and is conspicuous from some distance off.

VHF Ch 09 (0700–2200).

Mooring*Data* 200 berths. Max LOA 100m (inner basin 28m). Depths 4–6m.*Berths* Go stern or bows-to where directed. Laid moorings tailed to the pontoons.*Shelter* Good shelter from the prevailing winds. Strong southerlies can create a surge, making the outer berths uncomfortable.*Authorities* Marina staff. Charge band 3.

☎ 210 485 3200 Fax 210 485 3300

www.faliro-marina.gr

Note Prices are based on a calendar day, ie The first night you will pay for two days, and thereafter one for each night.

Facilities*Services* Water & electricity (220/380V). Telephone. Pump-out facilities at most berths for grey and black water. Toilets and showers. Wi-fi.*Fuel* Fuel can be delivered by mini-tanker.*Provisions* Good shopping in Faliron*Eating out* Cafés, restaurants and tavernas in Faliron.*Other* Buses, trams and metro stops are all adjacent to the marina. Spata Airport 15 mins (c. 25).**Limeniskos Delta Faliron**

This basin in the NE corner of Ormos Falirou is currently home to the Tzitzifis Kallithea Yacht Club (NOTK).

Data 500 berths. Max LOA c.15m. Depths 2–3m.*Facilities* There are few facilities at present.*Note* The marina is under the control of Hellenic Olympic Properties and is awaiting further development, which is likely to include new pontoons for yachts in transit, as well as providing a base for local yacht club boats.

☎ 210 413 819 Fax 210 413 1549

Email info@notk.grwww.notk.gr**Flisvos Marina**

300 berths. A port of entry. Port police and customs. Marina staff. Charge band 4.

☎ 210 987 1000-2

Fax 210 988 7354 / 210 987 1060

Email info@flisvosmarina.comwww.flisvosmarina.com

Page 41 **Alimos Marina**

☎ 210 988 0166 Fax 210 988 0001

Email alimosmarine@ath.forthnet.grwww.alimos-marina.gr**Ayios Kosmas***Data* c.200 berths.*Facilities* Basic infrastructure is in place.*Note* The marina remains under the control of Hellenic Olympic Properties and is awaiting further development. At present use is limited to exhibitions.

Page 43 **Glifadha 4**

☎ 210 894 7920

Vrak Mermingia

⊕ 1M W of Vrak Mermingia 37°50'·5N 23°42'·5E

On passage up or down the coast from Faliron to Nisi Fleves care is needed of numerous reefs and rock off the coast. Vrak Mermingia is a detached reef extending nearly 1M SW of AK Aixoni. The reef is difficult to identify by day until close to. It is marked with a small light (Fl.3s7m4M) which is not easily seen against the lights of Athens.

Page 52 Olympic Marina

Charge band 4.

Wi-fi. Internet access.

Page 54 Lavrion

New quay along W side. Detached breakwater reported under construction outside the entrance to the harbour.

Port Authority ☎ 22920 25249.

Lavrion has undergone something of a transformation over the last few years. Not long ago it was a scruffy 'has-been' port, with piles of slag and ore littering the coast, and long-delayed plans to develop the harbour. Spurred on by the prospect of being a base for several cruise ships during the 2004 Olympic games, the town and harbour underwent a make-over. Restaurants and café bars now line the waterfront and new docks replace the tatty quays and slag heaps of a few years ago. Behind the harbour, Lavrion

Page 56 Porto Rafti

There are numerous disused moorings on the bottom in the NW corner, and a trip-line is recommended.

Page 64 Nea Epidhavros

⊕ 37°40'·74N 23°09'·14E WGS84

Go alongside the end of the stubby mole. Alternatively anchor and take a long line to the breakwater, ensuring your anchor is well in as the prevailing NE winds will be beam on here.

Water from the taverna on the beach. The taverna on the E side opens only in high season. Very limited provisions.

Page 69 Vathi (Methana)

⊕ 37°35'·59N 23°20'·33E WGS84

Strong SW-W winds in the spring and autumn can make berths uncomfortable, and possibly untenable.

Authorities Harbourmaster. Charge band 2.

☎ Costas 22980 92785 or 6977 246 691

Page 71 Methana Ferry Harbour

⊕ 37°34'·75N 23°23'·57E WGS84

When the yacht harbour is full, or in the event of bad weather, yachts are permitted to berth at the ferry harbour. Go stern-to on the quay where shown, keeping clear of the ferry berths. The inside ferry berth is not frequently used, and yachts here may be asked to vacate it when necessary.

Good shelter from the prevailing wind on the S side of the ferry mole. Open S.

Page 73 Aigina

Because of its proximity to Athens, Aigina is busy from Thursday right through the weekend and into Monday. Charter yachts stop off when heading to and from their bases near Athens, and Greek boats come out for the weekend from Athens.

Care is needed when mooring to ensure your anchor is holding, and you are well pulled off the quay, as the ferries entering the harbour cause considerable wash.

Anchorage Anchor off to the S of the harbour in 3–6m on mud, sand and weed, good holding in the sandy patches. Good shelter from the prevailing wind.

Page 78 Ayia Marina

Alternatively there may be room to go stern or bows-to on the new jetty.

Shelter The afternoon Bouka Doura SE wind blows straight in here.

Page 81 Angistri**Angistri Yacht Harbour**

Go stern or bows-to on the quay, where directed or where there is room. Laid moorings tailed to the quay. Good depths off the quay, shallowing gently to 2·5m in the centre of the harbour.

Note There are plans to build a sheltering breakwater for the new harbour, but no dates were available at the time of writing.

Page 88 Poros**Poros Yachting Centre**

Email evikos@panafonet.gr

Anchorage

5. *Navy Bay* The prohibited area off the naval base has been reduced in recent years, and yachts are permitted to anchor in the bay. Depths are mostly 12–18m until quite close in. Care is needed of old moorings on the bottom.

Page 93 Ermioni

The hammerhead end of the SE mole is complete. Yachts berth on either side of the mole.

Note Water charges here can be expensive. Agree a price before filling up.

Page 102 O. Skindos

It is deep until close to the shore. You could be anchoring in 10–15m.

Page 107 Spezia New Harbour

This is a popular spot for semi-resident gin-palaces during the summer, and you will be lucky to find a berth. And if you do, as a friend put it, with the constant whirr and fumes of the neighbours' generators it is akin to mooring in a truck park on the M1.

Page 114 Argolikos Kolpos

The prevailing summer wind here is the SE sea breeze or *Bouka Doura*. After a calm morning it gets up at around midday, and gains in strength through the afternoon, typically blowing 10–15 knots, before dropping again in the evening. Across the bottom of the gulf the *Meltemi* has more influence than up in the gulf. Yachts on passage from Athens down this way will have an easy downwind ride, but those heading back up are advised to wait until after lunch before heading from the Peloponnese to the Saronic. The afternoon *Bouka Doura* will fill in and either lessen the effect of strong *Meltemi* winds, or overpower moderate N winds, giving a broad reach back across the bottom of the gulf and up towards the Saronic.

NOTE

Ferry services to the Argolic Gulf and the Eastern Peloponnese were cut in 2005. Services up to and including Porto Kheli are unchanged, but beyond this, from Koiladhia to Monemvasia, services are virtually non-existent. Ferry quays remain marked on the plans, in case services are resumed in the future. As it stands these ferry berths are often available for additional berths to visiting yachts.

Page 130 Leonidhion

⊕ 37°08'·66N 22°53'·66E WGS84

Yachts also raft up alongside or go stern or bows-to on the hydrofoil berth when it is not in use.

Page 133 Kiparissi

⊕ 36°58'·89N 23°00'·55E WGS84

Go alongside or stern-to the end of the pier.

Shelter The bay is open to any groundswell which will work its way around into most parts. This will create a surge at berths on the quay, and can make it roly for yachts at anchor. The best shelter is on the N quay, but this is also the least picturesque place in this pretty bay.

Note Care is needed of a fishing net laid adjoining the coast in the S approaches.

Page 137 Monemvasia

Yachts go stern or bows-to the pontoons where shown. The pontoons are in very poor condition; one has already been lost, while the others are creaking badly, with many of the joins fractured and mooring chains broken. These pontoons will not last much longer.

There are large boulders off the N mole and a trip line is recommended. With W winds yachts can also berth stern-to on the ferry ramp off the SE corner of the harbour. Depths are considerable off the quay, and you will need to have plenty of chain ready to veer. With any moderate winds there is a surge here and you will probably be better off anchoring in the bay on the S side of the causeway.

Water may be taken with the agreement of the fishermen. A small payment is usually appreciated.

Page 165 O. Koutala – Serifos

In the NW cove care must be taken of two large mooring chains running out from the beach. The shore end of both chains is mark by a pillar, and the S chain is also marked by a large rusty barrel on the beach. Local small craft are moored off the chains close to the beach.

Page 168 O. Vathi – Sifnos

The bottom here is rock, weed and soft sandy mud, poor holding.

Water on the quay. The key is at the house next to the taverna on the W side of the church. A small charge is made.

The spring tap by the church is very slow running.

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USEFUL WAYPOINTS

Approaches to Ormos Milou

36°46'·01N 24°22'·14E WGS84

Mid-channel Steno Milou-Kimolou

36°46'·23N 24°31'·92E WGS84

0·6M S of N. Poliagos

36°43'·88N 24°38'·64E WGS84

Page 176 Adhamas – Milos

⊕ Entrance to O. Milou 36°44'·42N 24°24'·14E WGS84

Data 50 berths. Max LOA c.50m. Depths 1–5m.

Berths Go stern or bows-to on the W side of the E pier or on the town quay. Care is needed of ballast close in to the quay at some berths. Berths on the E side of the yacht pier are reserved for fishing and trip boats. Further yacht berths are available on the W side of the ferry pier. It is not unusual for yachts to accumulate here, as people wait in hope of a break in the *meltemi* before heading back up to the Saronic. Most berths are subject to ferry wash, but in general it causes few problems provided you are pulled adequately off the quay, and your anchor is holding well. Laid moorings tailed to the quay along the pier have been reported, but were not in evidence in 2006.

General

Adhamas has been rejuvenated in recent years as a typical Cycladic port town, running largely to the rhythm of the ferry arrivals. Port police blow whistles to chivvy along the queuing cars; busy cafés play host to visitors before they leave or disperse throughout the island. The evening volta along the waterfront brings all ages out before choosing a place to eat, or perhaps just for a drink or ice-cream; the place is as popular with Greek tourists as any other.

The island's long association with mining is described in an interesting museum to the NW of the town.

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Pollonia (Apollonia) – Milos

In calm weather go alongside the E side of the pier. Min depths 2m. The end is used by ferry and trip boats.



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

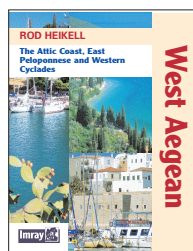
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Also thanks as always to all at Imrays for their care and attention.

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

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Page 22 GSM weather forecast

Dial 108 from a mobile phone. Give the area required for the forecast, and a 12/24hr forecast is given in English. Available throughout Greek waters.

Page 24 West Aegean Plan

Inset scale is incorrect. Use latitude scale to obtain correct distances.

Delete WP10 and insert in position given at page 25 below.

Page 25 Useful Waypoints

Amend WP 10 to read:

⊕ 10 0.75M E of Ak Tourlos light
37°45'73N 23°34'91E WGS84

Page 27 Corinth to Sounion plan

Inset scale is incorrect. Refer to plan on page 24 or Imray-Tetra Chart G141/G14 for more detail.

Page 40 Flisvos Marina (Faliron)

Improvements planned to increase number of berths to 300 including a number of superyacht berths. Scheduled for completion during the first half of 2005.

☎ 210 987 1000 Fax 210 988 7354/210 987 1060

Email info@flisvosmarina.com

www.flisvosmarina.com

Page 49 Gaidhouronisi

The channel between the island and the mainland is partially obstructed by extensive fish farms off the N side of the island.

Page 93 Ermioni

Approach

Works in progress extending the hammerhead pier to the ESE and widening the quay in the N harbour.

Page 131 Leonidhion

Facilities Fuel delivered by tanker. Bread may be ordered for next day collection at the store.

Page 135 Ieraka

Facilities Metered water available on the quay near Taverna Maestral. Depths here 1.5–2m.

Page 141 Monemvasia – Facilities

Water by tanker only. Minimum cost 15.

Acknowledgements

Thanks to Fred Minchin, Jim Clarke, and Patrick Monnet, who sent in information. Also thanks as always to all at Imrays for their care and attention.

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

Rod Heikell and Lu Michell
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