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The Pilotage Foundation is grateful to John Lawson who was the author of all our Passage Planning routes flowing out from the South Coast of England to Iceland, The Baltic, the Atlantic Islands and the Mediterranean.

This Route was updated by John Marchment in 2008

## Route 9A

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## Gibraltar to Adriatic, Corinth or Cape Malea via Balearics, South Sardinia and Straits of Messina also to Malta via Sardinia and Tunisia Updated 4<sup>th</sup> February 2008

SEE INITIAL ROUTE 9 FOR FORMALITIES, SEARCH AND RESCUE, NAVTEX  
AND WEATHER FORECASTS, FUEL AND DOMESTIC GAS AND ROUTEING  
RECOMMENDATIONS

### Weather and sea states

#### Gibraltar to Sicily

The wind blows either E or W in the Straits of Gibraltar and this feature will be noticed as far E as Cabo de Gata. From here to the Balearics and beyond the wind direction and strength become unpredictable especially in the summer but are predominantly from the NW. Land and sea breezes will be apparent within 10M of the coast and are worth making use of in periods of fine weather and light or non-existent winds. Periods of nine or ten days of fine summer weather often end in a day or two of gales or strong winds even during the summer.

#### Sicily to Greece

The predominant wind direction is from the N or NE becoming NW as the Greek coast is approached. Gales blow for less than 1% of the time in the summer usually from this direction. Winds in the Gulf of Corinth tend to blow along the Gulf but predominantly from the W in the summer.

#### Adriatic

Winds are usually light over most of the Adriatic during the summer months but NE gales (*bura*) can occur unexpectedly, are strongest in the more northern part and are often unforecast. The southerly *sirocco* or *yugo* can also occur, is usually forecast and sets in gently but can rise to gale force + after a day or so. Thunderstorms, sometimes creating strong local winds for short periods occur especially in the autumn. Waterspouts in the southern Adriatic can also occur.

Seas in the Mediterranean tend to be shorter than in the Atlantic but can be no less unpleasant. They tend to become higher and more irregular off headlands but, except in the vicinity of the Straits of Gibraltar there are no significant tidal streams or currents to run in opposition.

Swell is created by any depression crossing the area or strong winds. A feature of spring and late autumn in the Mediterranean is a low and confused swell resulting from various disturbances which is present until a long spell of settled summer weather has set in. Swell is less of a problem in the Adriatic.

The sea temperature in the summer is 23°C in the N and 25-26°C in the S.

Fog is rare throughout the region except for the northern Adriatic where it can be common in the spring and autumn. The southern *sirocco* often brings sand from the Sahara and reduces visibility while it blows.

## **Currents**

The surface flow in to the Mediterranean reaches its peak in the Straits of Gibraltar at up to 2 knots E. This eases off but continues along the North African coast through the Malta Channel where it can reach 1½ knots SE. On the Spanish coast E of Cabo de Gata a noticeable SW-going counter current close inshore of 1-1½ knots should be allowed for. Currents are variable and not significant from the Balearics eastward.

The current circulation in the Adriatic is counter-clockwise; it rarely exceeds ½ knot NW'ly along the Croatian coast but can accelerate up to 3 knots by the time it reaches SE Italy. However winds blowing for any length of time counter to this current will reduce the rate or even reverse it, and tidal streams in the northern part although small will also influence it on the Croatian side.

## **Tidal streams**

Must be reckoned with in the Straits of Gibraltar and Messina but not in the rest of the Mediterranean except for some flow in the northern Adriatic on the Croatian side.

## **Tides and sea level**

The range at Gibraltar is 0.9m and can be discounted after Cabo de Gata except for the Adriatic; here the range is at its maximum of 0.9m at Venice, decreasing to 0.5m off Albania. The sea level in the Adriatic can be raised or lowered significantly by wind and barometric pressure. At least 1m latitude should be allowed on charted depths in harbours and anchorages for planning purposes in the Adriatic.

## Distance table

	GIBRALTAR	BENALMADENA	Motril	Almeria	P. de Garrucha	CARTAGENA	TORREVIEJA	ALTEA	IBIZA	PALMA	MAHON	Carloforte	CAGLIARI	Palermo	St. of Messina	Crotone	CORFU	Argostoli	Corinth Canal W.	Navarino	Cape Malea
GIBRALTAR	***	55	105	160	212	260	302	352	422	492	587	687	747	867	982	1107	1242	1232	1362	1292	1380
BENALMADENA	55	***	50	105	157	205	247	297	367	437	532	632	692	812	927	1052	1187	1177	1307	1237	1325
Motril	105	50	***	45	107	155	197	247	317	387	482	582	642	762	877	1002	1137	1127	1257	1187	1275
Almeria	160	105	45	***	42	100	142	192	262	332	427	527	587	707	822	947	1082	1072	1202	1132	1220
P. de Garrucha	212	157	107	42	***	48	90	140	210	280	375	475	535	655	770	895	1030	1020	1150	1080	1168
CARTAGENA	260	205	155	100	48	***	42	92	162	232	327	427	487	697	722	847	982	972	1102	1032	1120
TORREVIEJA	302	247	197	142	90	42	***	50	120	190	285	385	445	565	680	805	940	930	1060	990	1048
ALTEA	352	297	247	192	140	92	50	***	70	140	235	380	420	540	750	875	1010	1000	1130	1060	1148
IBIZA	422	367	317	262	210	162	120	70	***	70	165	300	350	470	680	805	940	930	1060	990	1078
PALMA	492	437	387	332	280	232	190	140	70	***	95	240	320	440	610	735	870	860	990	920	1008
MAHON	587	532	482	427	375	327	285	235	165	95	***	180	240	360	515	640	775	765	895	825	913
Carloforte	687	632	582	527	475	427	385	380	300	240	180	***	60	180	295	420	555	545	675	605	693
CAGLIARI	747	692	642	587	535	487	445	420	350	320	240	60	***	120	235	360	495	485	615	545	633
Palermo	867	812	762	707	655	607	565	540	470	440	360	180	120	***	115	240	375	365	495	425	513
St. of Messina	982	927	877	822	770	722	880	750	680	610	515	295	235	115	***	125	260	250	380	310	398
Crotone	1107	1052	1002	947	895	847	805	875	805	736	640	420	360	240	125	***	135	125	255	185	273
CORFU	1242	1187	1137	1082	103	982	940	1010	940	870	775	555	495	375	260	135	***	***	120	50	***
Argostoli	1232	1177	1127	1072	1020	972	930	1000	930	860	765	545	485	365	250	125	***	***	130	60	148
Corinth Canal W	1362	1307	1257	1202	1150	1102	1060	1130	1060	990	895	675	615	495	380	255	120	130	***	***	***
Navarino	1292	1237	1187	1132	1080	1032	990	1060	990	920	825	605	545	425	310	185	50	60	***	***	88
Cape Malea	1380	1325	1275	1220	1168	1120	1048	1148	1078	1008	913	693	633	513	398	273	***	148	***	88	***

The distances are direct between any two ports in different columns. Interpolated distances between ports in the same column will not necessarily be correct.

## Ports on the route

Port names in capital letters indicate a port with major marina facilities including slipping with all kinds of repair, electricity and water on the pontoons with the resources of a town or city nearby. Other ports will have many of these facilities but with any omissions noted.

### Port categories

Ports are categorised for their accessibility in all weathers and the security of shelter.

- A Port of refuge in storms; complete shelter.
- A\* Qualified storm port of refuge and haven
- B Port accessible in gales with good shelter
- B\* Qualified gale port of refuge and haven.
- C Entry subject to wind, tide and swell conditions with some shelter inside.

## ROUTE GIBRALTAR TO SOUTH SARDINIA VIA BALEARICS

In the 340 miles between Gibraltar and Cabo de Nao, where the mainland can be left for the Balearics, there are many marinas, harbours and anchorages. The ones selected are about 50M apart and have most of the facilities. Alternatively the mainland coast can be left after Cabo de Gata and the direct crossing made to Sardinia (640M) or the N Sicilian coast (710M) although no great distance is saved thereby.

The main problem along this route is the overcrowding of all the marinas along the Spanish coast and the practice of turning away any arrivals when full. Some will not allow entry at night. An increasing number of suitable anchorages in bays are becoming cluttered with fish farms. The situation is the same in the Balearic marinas but less crowded outside them. The ports below have not been selected on the basis of the possibility of being emptier than others.

### **GIBRALTAR A**

A large commercial and ex-Naval harbour on the W side of the Rock ([www.gibraltarport.com/html\\_files/port.cfm](http://www.gibraltarport.com/html_files/port.cfm)). It has four marinas and is increasingly widening its facilities for yachtsmen at this focal point at the entrance to the Mediterranean; accessible in all weathers but the three marinas are subject to a greater or lesser extent to swell in strong westerlies and all are buffeted by downdraughts in strong *levanters*; a duty free port with excellent facilities for yachtsmen.

Vessels up to 90m and at least 3.5m draught can be accepted in the marinas; Marina Bay ([www.marinabay.gi](http://www.marinabay.gi)), Queensway Quay (Email [qqmarine@gibnet.gi](mailto:qqmarine@gibnet.gi)), Sheppards ([www.sheppard.gi](http://www.sheppard.gi)) and Ocean Village ([www.oceanvillagegibraltar.com](http://www.oceanvillagegibraltar.com)). Larger vessels in the commercial part of the harbour; 40 ton travel lift at Sheppards and the largest yacht can be handled at Cammell Lairds in the old Dockyard; good medical facilities on the NHS for UK residents. Daily flights to the UK and Madrid.

An alternative to Gibraltar is Sotogrande, a large marina complex 10M NNE. ([www.puertotogrande.com](http://www.puertotogrande.com))

### **BENALMADENA A\***

Qualified because of a shallow area in approaches which breaks in heavy westerly weather; a huge marina complex with good shelter inside and all the facilities needed ([www.benalmadena.es](http://www.benalmadena.es)); max length 30m, draught 3-5m; 50 ton travel lift and craneage; supermarket in the marina; fuel in any quantity by pump; good bus and rail connections with an international airport at Malaga 5M to the E.

### **Motril A\***

A commercial and fishing port with a small marina ([www.eppa.es](http://www.eppa.es)); 20m limit in the latter but no limitation in the former; there is a confused sea at the entrance with onshore winds; 100 ton slipway and some craneage; fuel by pump but there may be depth limitation to berth, otherwise by tanker; small supermarket close by otherwise 2M to other shops; only bus communication to the outside world.

There are a number of marinas between Motril and Almeria providing reasonable shelter including Almerimar and Agudulce.

**Almeria A\*** Access in all weathers but uncomfortable inside in strong easterlies; a large commercial and fishing harbour with some yacht facilities ([www.apalmeria.com](http://www.apalmeria.com)); 15m limitation in the latter with 2-5m in the berths; slipping and repair facilities geared to fishing boats; fuel by pump; adequate shops and market close by with more 1M away; rail and bus links and local year-round airport with flights to Madrid, charter flights to UK.

### **Puerto de Garrucha B\***

A small fishing and commercial harbour with some yachting facilities ([www.eppa.es](http://www.eppa.es)); can be entered in any weather but open to the S and uncomfortable inside in these conditions; limitation 12m in yachting part but longer

in commercial section, 3 – 4.5m draught; slipping and repair facilities geared to fishing boats; duty paid fuel by pump; shops fairly close but only a bus service to the outside world.

### **CARTAGENA A**

A medium sized marina in a large naval and commercial port ([www.yachtportcartagena.com](http://www.yachtportcartagena.com)). Maximum length in marina 25m, 4m+ draught; craneage up to 20 tons; duty paid diesel by pump; a bit of a hike to the shops but taxis easily available; rail and bus services with Murcia international airport 30 minutes by taxi.

Between Cartagena and Torrevieja there are a number of yacht harbours offering shelter including San Pedro del Pinatar and Horadada (Exposed to S).

### **PUERTO DE TORREVIEJA B\***

Can be approached in all weathers but uncomfortable inside in strong S to SW winds; a big commercial harbour with large and extensive yachting facilities ([www.rcnt.com](http://www.rcnt.com)) which are often full; maximum length 40m; 80 ton travel lift; good chandlery and shops close by; duty paid fuel by pump; rail and road communications.

After Torrevieja there are plenty of options including Santa Pola, Alicante and Villajoyosa.

### **PUERTO DE ALTEA A\***

An all weather approach but may be uncomfortable in strong S winds; a busy fishing harbour with an excellent yacht facility ([www.cnaltea.com](http://www.cnaltea.com)); maximum length 23m, depth 1.9m – 4m; 100 ton slipway, 30 ton travel lift, good repair facilities; duty paid diesel and petrol by pump; a few shops near marina, more within walking distance; bus and rail services.

From Altea it is some 70M to Ibiza, another 70M to Palma, Mallorca and 95M from there to Mahon.

### **PUERTO DE IBIZA A\***

A deep water and safe approach in all weathers but uncomfortable inside in strong S to SE winds; there are two marinas with all the facilities needed, Marina Botafoch ([www.marinabotafoch.com](http://www.marinabotafoch.com)) and Puerto Deportivo Nueva (Email [Ibiza.nueva@pmi.servicom.es](mailto:Ibiza.nueva@pmi.servicom.es)). Length limitation 40m, depth 3.5m – 4m; travel lifts up to 100 tons, boatyards and full repair facilities. Berths for visitors at Club Nautico de Ibiza ([www.clubnauticoibiza.com](http://www.clubnauticoibiza.com)). Supermarket and shops close by; duty paid fuel in both marinas; international airport 4M.

Puerto de Ibiza is very crowded in the summer and the marina at **Puerto de Santa Eulalia** 5M to the N has very similar facilities and may have room. Santa Eulalia would be more convenient for a quick fuelling and shopping stop.

Another alternative is **Formentera** with two small marinas to the SE of Ibiza.

### **PALMA, MALLORCA A\***

A very large commercial, naval and fishing harbour most of which is occupied with three large marinas; Club de Mar ([www.clubdemar-mallorca.com](http://www.clubdemar-mallorca.com)), Real Club Nautico ([www.realclubnauticopalma.com](http://www.realclubnauticopalma.com)) and Marina Port de Mallorca ([www.portdemallorca.com](http://www.portdemallorca.com)) and one smaller one, Pier 46. In addition there are mooring pontoons at Marina Alboran and two yacht berthing complexes; the latter are untenable in strong E or SE winds. It also becomes very crowded but there are 5 more marinas within 8M. Palma is the home of a number of megayachts up to 120m and there is no restriction on size or depth. Every possible facility can be found here although 24 hour fuelling is not available; the best shopping berth is at Club del Mar; full hospital and medical facilities and a busy international airport close by.

North of Palma there are excellent marinas with good facilities at Alcudia ([www.alcudiamar.es](http://www.alcudiamar.es)) and Pollensa.

### **PUERTO DE MAHON A**

A beautiful, well-sheltered port accessible in all weathers but deeper draught yachts may have to resort to dinghy work to provision. The small Marina Port de Mao ([www.portsdebalears.com](http://www.portsdebalears.com)) is limited to 15m with only a few berths over 2m depth and is also a long way from the shops; other alongside berths may be available for short shopping/ watering/fuelling stops. Other yacht mooring and berthing controlled by Ribera del Puerto SL ([www.riberadelpuerto.com](http://www.riberadelpuerto.com)). All facilities are available but somewhat scattered around the harbour; fuelling during working hours up to any quantity from fuel depot; hospital, and an airport close by with occasional direct flights to the UK.

The crossing to Carloforte in Sardinia is 180M

### **Carloforte C**

A small harbour on the Isola di San Pietro, SW Sardinia, with a shallow approach and wide open to the E sector but now with three small marinas. Not for yachts drawing much more than 2.5m; otherwise a useful victualling and watering stop.

### **CAGLIARI A\***

An all-weather approach but uncomfortable inside in westerlies; a large commercial port and a port of entry not welcoming to visiting yachts who must berth on the outer quays; fuel and water available. It may be preferable to go to **Marina Piccola Poetto** round the headland to the E where there is 2 – 3m, fuel and water on the quay but it is a private marina and very crowded.

Other options close to Cagliari are modern marinas at Perd'e'Sali about 10M W, Porto Armando 10M E ([www.marinadicapitana.it](http://www.marinadicapitana.it)) or Villasimius 20M E ([www.marinavillasimius.it](http://www.marinavillasimius.it)).

## Route Sardinia to Malta via Tunisia

SEE ROUTE 9 FOR DISTANCE TABLE

It is 330M from southern Sardinia to Malta, rather more if a stop is made in Tunisia.

### **Bizerte(Tunisia) A**

A large commercial and naval port with separate yacht facilities in the Port de Plaisance ([www.bizerte1.com/portplaisance/](http://www.bizerte1.com/portplaisance/)); a port of entry; no length restrictions but 2.5m at most of yacht section; minor repair facilities; water and electricity on pontoons; fuel by pump; reasonable provisioning; road, rail and air connections.

From Bizerte to Cape Bon is 60M with Pantellaria a further 50M; a 15M diversion could be made S from Cape Bon to **Kelibia** with adequate shelter and yachting facilities, if necessity calls.

### **Pantellaria(Italy) B\***

An Italian island between Tunisia and Sicily. In spite of a new breakwater the harbour is still very uncomfortable in strong north easterlies, and draughts of much over 2.5m may have difficulty especially in a swell; fuel pumps on the town quay and piped water available; shops close by; daily flights and ferry to Trapani and Kelibia.

### **MALTA A**

The best equipped yachting centre in the central Mediterranean. Accessible even in the worst storms and good security in the Grand Harbour, Dockyard Creek ([www.cnmarinas.com](http://www.cnmarinas.com)), Manoel Island, Lazaretto Creek ([www.manoelislandmarina.com](http://www.manoelislandmarina.com)) and Msida Creek Marina ([www.mma.gov.mt](http://www.mma.gov.mt)) although the latter is very crowded with a 15m length restriction; no limit elsewhere. Upmarket Portomaso marina on the W side of Julian's Bay ([www.portomasomarina.com](http://www.portomasomarina.com)). 23 ton travel lift and slips up to 60m and 500 tons at Manoel Island, much bigger in Grand Harbour; every kind of repair can be met; duty-free fuel in quantity by arrangement, duty-paid readily available; easy provisioning and duty-free stores; hospitals; daily flights to UK and Europe, ferries to Sicily. A safe and secure place to leave a yacht and to winter but early booking for this is advisable at [www.yachtyard-malta.com](http://www.yachtyard-malta.com).

It is 420M almost due E to Cape Malea, slightly more to Corinth, all open sea except for the last 130M from Cephallonia to Corinth, and little shipping once 100M clear of Malta.

## **ROUTE SARDINIA TO CORINTH or NAVARINO via STRAITS OF MESSINA**

The crossing Cagliari to Palermo is 120M

### **PALERMO (Sicily) A**

A large commercial port with good yacht facilities ; fuel and water on the quay; 50 ton crane; a port of entry. Modern yacht marina Villa Igiea to the N of the commercial harbour ([www.marinavillaigiea.com](http://www.marinavillaigiea.com)).

### **Straits of Messina**

Passage of these Straits does not require special planning provisions except for low powered vessels to pass through the narrow northern part with a fair stream (diurnal in timing) particularly at springs. The winds blow up or down the Strait; they are predominantly northerly in July and August and southerly in the spring and summer.

### **Reggio di Calabria B\***

A deep and clear entrance but uncomfortable inside in N winds which prevail in the summer; water and fuel on the quay but a walk to the shops; it is preferable to other ports in the Straits.

### **Crotone B**

An ancient port with good provisioning and the best fuel stop along the coast before Greece, if this is needed.

The crossing from the Straits to Corfu is 260M, to Argostoli (Cephallonia) is 250M and to Navarino 310 miles. All are ports of entry to Greece.

CONTINUE TO END OF ROUTE FOR ADRIATIC PORTS AND DISTANCES

### **CORFU A\***

The expanded and improved marina at Gouvia ([www.medmarinas.com](http://www.medmarinas.com)) 4M N of Corfu town caters for yachts up to 80m and from 2 – 6m draught in good shelter; a port of entry; some of the outer berths are rather exposed in strong N to NE winds; 3m at the fuel berth; 65 ton travel lift; every kind of repair catered for; supermarket in the marina; shops and market close by in Kondokoli; international airport 15 minutes with some direct and many charter flights to UK; a good place to leave a boat and a possibility for wintering.

## Argostoli (Cefalonia) B

Although this will become A when the new marina on the east side of the harbour, opposite the town, opens; a port of entry; 4m draught restriction in present town quay berths and fuel by tanker; piped water on quays and shops close by; airport 5M with some direct flights to UK if not via Athens.

## Gulf of Patras

From Argostoli to Corinth at the end of the Canal is 130 miles. The prevailing summer wind is W and winds, except at the E end tend to blow up and down the Gulf. There are ports with some facilities at **Missalonghi**, **Patras**( marina with most facilities), **Navpactos**, **Trizónia** (unfinished marina) and **Galaxidhi** as well as a number of anchorages on the N coast. There is a small sheltered marina at **Corinth** and sheltered anchorages at the E end to wait at.

## Corinth Canal ([www.corinthcanal.com](http://www.corinthcanal.com))

The canal is 4 miles long. Draught limitation is 7m and height about 75m. It is expensive but credit cards are accepted. A 12m yacht should have at least £100 in euros, more at week-ends or at night. Closed on Tuesdays for maintenance. Passage is strictly controlled (VHF Ch11).

**The alternative route to the Aegean, avoiding the Corinth Canal is south of Peloponnisos via:**

## Navarino(Pylos) A\*

Some of the outer berths in the uncompleted marina can be uncomfortable in heavy north easterlies; a port of entry; length limitation about 20m, draught 2.5m – 3.5m; fuel by tanker, piped water on the quay; taxi or bicycles required for serious shopping; nearest airport with connection to Athens at Kalamata (30M).

From Navarino to Cape Malea is 88M via Methoni and Cape Matapan. There are a number of ports and anchorages en route but most require substantial deviation. An alternative stop is **Kithera** if coming from the SW or heading E but there is only limited water, and fuel by cans.

## ROUTE SARDINIA TO ADRIATIC via STRAIGHTS OF MESSINA

### Adriatic Distance table

	Durrës	Bar	DUBROVNIK	Korčula	Split	Zadar	Pula	Portoroz	TRIESTE	VENICE	Ancona	Ortona	Bari
Durrës(Albania)	***	55	95	130	190	270	350	400	410	410	***	***	***
Bar(Montenegro)	55	***	40	75	135	215	295	345	355	355	***	***	***
DUBROVNIK/GRUŽ	95	40	***	35	95	175	255	305	315	315	***	***	***
Korčula(Croatia)	130	75	35	***	60	140	220	270	280	280	***	***	***
Split	190	135	95	60	***	80	160	210	220	220	***	***	***
Zadar	270	215	175	140	80	***	80	130	140	140	***	***	***
Pula	350	295	255	220	160	80	***	50	60	70	***	***	***
Portoroz	400	345	305	270	210	130	50	***	15	50	125	200	340
TRIESTE(Italy)	410	355	315	280	220	140	60	15	***	60	135	210	350
VENICE	410	355	315	280	220	140	70	50	60	***	120	205	345
Ancona	***	***	***	***	***	***	***	125	135	120	***	90	230
Ortona	***	***	***	***	***	***	***	200	210	205	90	***	140
Bari	***	***	***	***	***	***	***	340	350	345	230	140	***

The distances are direct between any two ports in different columns. Interpolated distances between ports in the same column will not necessarily be correct.

From southern Sardinia see Palermo to Crotona (above). From Crotona ports of refuge heading into the Adriatic include Santa Miria di Leuca, Otranto and Brindisi.

There are numerous sheltered anchorages and marinas on the Croatian coast and the ports given below are just a selection about 50M apart.

### **Durrës B\* (Albania)**

A port of entry if a visit is a necessity; the approach is along a 1M wide channel through a minefield no longer dangerous to surface navigation and there is good shelter in the deep harbour alongside. Not recommended yet because of political and social situation.

### **Bar A (Montenegro)**

A well-sheltered port with a straight forward approach navigable in the worst conditions; a port of entry; deep water up to the port, 2 – 6m in the yacht harbour, more in the commercial harbour; fuel by can, water on the quay, gas bottles can be refilled; repair facilities geared more to fishing boats; good shopping including supermarkets; hospital; bus and train service. The currency is euros. Marina Sveti Nikola ([www.omcmarina.com](http://www.omcmarina.com)) with space 1500 yachts; 50 ton crane; electricity, water & video security; covered and open yacht storage.

**There are many marinas now in Croatia and a number of charter fleets based on them. They are all busy in the summer particularly at week-ends and prior bookings should be made by telephone or VHF.**

### **DUBROVNIK/GRUŽ (Croatia) A**

Gruz is the commercial harbour of Dubrovnik and lies about 1M N of the town; port of entry; 3-4m depth; all the usual facilities for yachts but not piped fuel.; gas bottles can be refilled; supermarkets and good shopping close by.

### **DUBROVNIK/MARINA ([www.aci-club.hr](http://www.aci-club.hr)) A**

Located 2M up an inlet from Gruz is Dubrovnik Marina which is cleaner and more peaceful; 3-4m depth in marina; piped fuel; gas bottles can be refilled nearby; supermarkets & Restaurants; 60 ton travel lift and all repair services. A good place to winter.

Dubrovnik old town has now been restored from its partial destruction in 1992.

### **Korčula A**

A small but well-equipped marina on the NE corner of the island of that name ([www.aci-club.hr](http://www.aci-club.hr)); a port of entry; a deep approach and 3 –6m in the marina which is close to the old town; fuelling berth, water and electricity at berths; gas bottles can be filled; excellent shopping and handy supermarket; hospital; ferry service to mainland.

### **Split B**

The harbour is open to winds from the S and SE but there is good shelter in the marina inside ([www.aci-club.hr](http://www.aci-club.hr)); a port of entry; deep approaches; fuel berth and usual quayside facilities at marina; 35 ton travel hoist and all repairs can be undertaken; chandleries; gas bottles can be filled; good shopping including supermarkets; international airport close by, train and bus services, ferries to Italy and Greece as well as mainland. There are three more marinas close to Split; Marina Spinut, Kastela Marina ([www.marina-kastela.com](http://www.marina-kastela.com)) and Trogir Marina ([www.aci-club.hr](http://www.aci-club.hr)) which is close to the airport.

### **Zadar A**

A straightforward approach in deep water to three marinas close to the town; Zadar Marina ([www.marinazadar.com](http://www.marinazadar.com)), Borik Marina ([www.marinaborik.hr](http://www.marinaborik.hr)) and Marina Vitrenjak, mainly used by locals. A port of entry; berths for the larger yachts over 15m; fuelling berth and all the usual facilities at the pontoons; gas bottles can be refilled; 50 ton travel lift, craneage and most repairs possible; good shopping at a wide range of shops; international airport and ferries to mainland and Italy. Another large marina near Sukošan ([www.marinadalmacija.hr](http://www.marinadalmacija.hr)) lies a few miles S.

### **Pula A\***

A well sheltered harbour in the centre of a large town; the marina berths can be uncomfortable in strong westerlies; a narrow and deep approach to a marina with 5m depths; a port of entry; fuel and water berth; gas bottles can be refilled; a large variety of shops reasonably close; hospital; bus, rail and air services and ferries to Italy and Brijuni Islands to the NW. Another more rural marina at Veruda 10 minutes bus ride away.

**Portoroz (Slovenia) A**

A large marina with comprehensive facilities; max length 22m; 3.4m draught; 30 & 50 ton travel lifts and mast crane. A good place to winter or to deliver or collect a yacht overland. Not a port of entry and yachts should clear at Piran before arrival.

**TRIESTE (Italy) A\***

A major port and city, the marina ([www.marinasangusto.it](http://www.marinasangusto.it)) is in the main port in the centre of the city but is uncomfortable in a strong *bura* which is rare in the summer; up to 24m; 226 berths; water & electricity. A port of entry; a deep and unencumbered approach with 2 – 8m in the marina harbour; fuel by tanker or cans; all the usual facilities at the marina berths; every kind of repair is possible; excellent shopping but a bicycle is an advantage; international airport, good bus and train services.

**VENICE A\***

There are three entrances to the lagoon in which the city of Venice lies which can be dangerous in onshore winds especially on the ebb; there are several marinas in the vicinity of the city, all crowded and prior booking would be advisable; for vessels drawing not much more than 2m there is a vast area of tidal lagoon to be explored; all facilities including repair and slipping are available somewhere; international airport and good road and rail connections.

**Ancona B\***

The marina and commercial harbour can be uncomfortable in winds between NE and SW although an inner basin in the latter is always sheltered but crowded; a port of entry; fuel by tanker or cans; usual facilities in the marina ([www.marinadorica.it](http://www.marinadorica.it)); any repairs especially to electronics are possible; basic shopping close by; air, rail and road connections, ferries to Greece and Croatia.

**Ortona B\***

The approach is straightforward but the harbour can be dangerous inside in strong easterlies; a port of entry; depth in yacht basin 1 – 3m; fuel by cans only; water on the quay; a shipyard and repairs possible; a long walk uphill to the shops; road and rail connections. New marina 2006 ([www.marinadiortona.it](http://www.marinadiortona.it)).

**Bari B\***

There are two harbours one commercial (Porto Nuovo) and one used mainly by yachts (Porto Vecchio); the former is uncomfortable in NW winds and the latter dangerous in SE winds; choice will be governed by the wind direction; a port of entry; 2 – 3m in the shallowest harbour, deep in the commercial harbour; fuel berth but water by cans; slipping and repairs available; chandlery; good range of convenient shops; air, road and rail connections, ferries to Croatia, Montenegro and Greece.

Other staging posts further south are the ports of **Brindisi** and **Otranto**.

**Scroll down for next page**

# Route 9A

## Waypoint Table

THESE WAYPOINTS SHOULD BE USED FOR PLANNING PURPOSES ONLY AND NEVER FOR NAVIGATION

Waypoints are given to the nearest minute of latitude and longitude and are positioned in clear water off the ports or headlands.

Turning Points (TP) to avoid land or navigational hazards are also noted in the table.

The symbol \* between two points denotes that the direct route between them passes over or close to land or other dangers.

Port or point	Lat	Long
GIBRALTAR	36 09N	05 22W
*		*
BENALMADENA	36 35	04 31
Motril	36 43	03 31
*		*
Almeria	36 49	02 28
TP Cabo de Gata	36 43	02 12
P.de Garrucha	37 11	01 49
CARTAGENA	37 35	00 59
TP Cabo de Palos	37 38	00 40
TORREVIEJA	37 58	00 41
*		*
ALTEA	38 35	00 03W
*		*
IBIZA	38 54	01 27E
PALMA	39 33	02 38
MAHON	39 52	04 19
*		*
Carloforte	39 09	08 17
*		*
CAGLIARI	39 10	09 05
*		*
Bizerte	37 17	09 54
*		*
Pantellaria	36 51	11 57
*		*
MALTA	35 55	14 31
*		*
Palermo	38 08	13 19
Straits of Messina (N)	38 16	15 41
*		*
Crotone	39 08	17 10
*		*
CORFU	39 40	19 53
*		*
Argostoli	38 11	20 27
*		*
Corinth Canal (W)	37 58	22 56
*		*
Navarino(Pilos)	38 27	21 00
*		*
Cape Malea	36 25N	23 12E

NOTE THAT IN THE FOLLOWING TABLE OF ADRIATIC WAYPOINTS THE DIRECT ROUTE OFTEN  
CROSSES LAND OR OTHER NAVIGATIONAL DANGERS AND THAT THIS IS NOT SPECIFICALLY  
INDICATED

<b>Port or point</b>	<b>Lat</b>	<b>Long</b>
CORFU	39 40N	19 53E
Durrës	41 18	18 27
Bar	42 06	19 05
Dubrovnik/Gruž	42 39	18 05
Korčula	42 58	17 08
Split	43 30	16 26
Zadar	44 07	15 13
Pula	44 53	13 48
Portoroz	45 30	13 35
TRieste	45 38	13 45
VENICE	45 26	12 20
Ancona	43 37	13 30
Ortona	42 21	14 25
BARI	41 07N	16 53E

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