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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 9D

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Cape Malea and Corinth to the Dardenelles

Scroll down to find four possible routes

- 9D – 1 Via Cape Sounion, Evvia Channel and Limnos
- 9D – 2 Via Cape Sounion, Andros, Psara or Skiros
- 9D – 3 Via Cape Sounion, Siros, Khios and Mytilene
- 9D – 4 From Cape Malea via Siros, Khios and Samos

See initial Route 9 above for Formalities, Search and Rescue, Navtex and Weather Forecasts and Fuel and Domestic Gas

Weather and sea states

The winds in the Aegean in the summer are predominantly the northerly *meltemi*. This starts to blow in June, reaching its peak in July, August and September and dying away in October. In the north Aegean it blows from the NE, in the centre of the region it swings to the N and round to the NW in the south. It varies in strength from force 4 to force 8, may blow at gale force for days on end or become fitful, often dropping or dying away at nights before renewing its full vigour by the middle of the day.

In the spring and autumn winds are more variable and often southerly, sometimes reaching gale force. In the winter the strong winds can be from all directions caused by depressions passing across the region.

The seas generated by the *meltemi* do not become large and dangerous even after a long fetch in the north Aegean, but short and vicious making getting to windward a wet and gruelling business. At night if the wind eases or drops, the left-over swell also hinders progress north under power.

The sea temperature is 23°C in the north 25 - 26°C in the south.

Fog is extremely rare but may be encountered at the entrance to the Dardenelles.

Currents

There is a strong outward current of up to 2 knots from the Dardenelles but thereafter the movement is generally southerly and weak on the west side of the Aegean, with a north-going counter current close to the Turkish shore from the Dodecanese northwards.

Tides and tidal streams

The only significant range is 0.8m at the N end of the Evvoia Channel in the middle of which the tidal stream can reach 7 knots in the narrows at Khalkis.

Routeing recommendations

The best time to go N in the Aegean is in May or early June before the *meltemi* sets in, or from the middle of October onwards. If this is not possible and the *meltemi* must be faced, some of the rigours can be eased by crossing to the Turkish coast and going N close inshore where at least there will be some favourable current and island shelter en route; from Cape Malea the crossing could be via Milos, Paros, Naxos and Samos before making N to the E of Khios, Lesbos and Bozcaada. If coming from Corinth the crossing can be made using one of the straits between Evvoia, Andros, Tinos or Mykonos, thence to Khios and north.

The other alternative is to use the Evvoia Channel and pass via the Sporades and Limnos to the Dardenelles. This adds 100M to the distance but the Evvoia Channel is a bit more sheltered with more stop-overs and the *meltemi* does start to ease off once N of the Sporades. A disadvantage is that a delay of up to 24 hours can occur at the bridge at the Khalkis narrows.

The shortest route passing between Evvoia and Andros and straight up the middle to the Dardenelles will be the most arduous when the *meltemi* is blowing, although Psara and Skiros can provide welcome stops en route.

There are many choices of route and ports to stop at and selection will depend on the time of year, type of yacht and time available. A number of possible ports by the three main routes are given and included in the distance table but there are many others.

Ports on the routes

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

Port categories

- 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 and sea conditions with some shelter inside.

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Distance table – Route 9D

	Corinth Canal	Cape Malea	Sounion	Lavrion	Khalkis	Skiathos	Limnos(Mirina)	Milos	Paros	Samos	Andros	Skiros	Psara	Siros	Khios	Mytilene	Dardenelles
Corinth Canal	***	***	50	55	115	205	285	***	***	195	90	150	145	100	170	200	235
Cape Malea	***	***	85	90	155	245	325	65	110	195	120	180	180	105	190	225	265
Sounion	50	85	***	5	65	155	235	***	***	145	40	100	95	50	120	150	185
Lavrion	55	90	5	***	60	150	230	***	***	***	35	95	90	50	120	150	185
Khalkis	115	150	65	60	***	90	170	***	***	***	***	***	***	***	***	***	225
Skiathos	205	245	155	150	90	***	80	***	***	***	***	***	***	***	***	***	35
Limnos(Mirina)	285	325	235	230	170	80	***	***	***	***	125	65	85	145	110	95	65
Milos	***	65	***	***	***	***	***	***	45	140	***	***	130	55	135	185	230
Paros	***	110	***	***	***	***	***	45	***	95	***	***	95	25	90	140	185
Samos	195	195	145	***	***	***	***	140	95	***	***	***	90	100	60	120	185
Andros	90	120	40	35	***	***	125	***	***	***	***	60	55	35	***	120	150
Skiros	150	180	100	95	***	***	65	***	***	***	60	***	***	95	***	***	110
Psara	145	189	95	90	***	***	85	130	95	90	55	***	***	80	***	65	100
Siros	100	105	50	50	***	***	145	55	25	100	35	95	80	***	85	135	170
Khios	170	190	120	120	***	***	110	135	90	60	***	***	***	85	***	50	115
Mytilene	200	225	150	150	***	***	95	185	140	120	120	***	65	135	50	***	70
Dardenelles	235*	265	185	185	225	135	55	230	185	185	150	110	100	170	115	70	***

* 235M Corinth to Dardenelles via Doro Strait; 335M via Evvoia Channel

The distances are direct between any two points in different columns. Interpolation of distances between two points in the same column are not necessarily correct.

Ports on the routes

Route 9D – 1. Via Cape Sounion, Evvoia Channel, Skiathos and Limnos

It is 50M from the Canal to Cape Sounion, the southern tip of Attica. En route is the **Athens area** with 7 marinas of which those at **Zéa** and **Kalamaki** are nearest to the city and make little arrangements for visiting yachts and are best avoided although they have the usual facilities.

The marina at Vouliagmeni some 20 miles S of Athens is a cut above the rest but so are the prices. Booking is recommended even for an overnight stop. There are various small marinas between Vouliagmeni and Kalamaki but none with visitors' berths

The bay before **Cape Sounion**, with no facilities apart from a few tavernas, is the last stop before venturing out into the full force of the *meltemi*.

Olympic Marina (Lavrion) A

5M N of Sounion. A large marina for yachts of 30m or more, with drafts of up to 10m; good access and shelter; travel hoists up to 200 tons and facilities; water and electricity on pontoons and fuel berth; good provisioning; a secure place to leave a boat and to winter but, at the time of writing rather run down; 30M from Athens but airport only 15M. The last major refuelling stop going N.

Khalkis B

Little shelter from the *meltemi* except S of the bridge. Bridge opens once every 24 hours at night when the tide serves; water and fuel on quay but only 2m alongside; good provisioning; buses and trains to Athens.

Skiathos B*

A busy place but quite open to the S; little limitation on draft or length; water on the quay and fuel by tanker; good provisioning; adjacent airport with flights to Athens and many charter flights to UK.

Limnos(Mirina) A

Well protected from the N, 6m alongside quays and no length limitation; water on quays and fuel by tanker; good shopping; flights to Athens and Thessaloniki.

From **Mirina** to the **Dardenelles** is 55M.

Route 9D – 2. Via Cape Sounion, Andros, Psara or Skiros

The Doro Strait between Evvoia and Andros is an effective gate to the northern Aegean. The *meltemi* blows through it with accelerated ferocity accompanied by a south-going current of up to 4 knots and a filthy sea. To await an opportunity to pass go to:-

Gavrion(Andros) B

A well-sheltered ferry port with up to 5m alongside the quays; water on the quay and fuel nearby but a tanker can be arranged; good provisioning; ferries to Rafina and Piraeus.

Psara B

A good harbour on a small island with 3m alongside and good shelter; limited water and fuel, the latter by cans only; few provisions; ferry to Khios.

Skiros B*

Sheltered from the *meltemi* but open to the W and NW; up to 4m alongside; fuel and water on the quay; reasonable provisioning; ferries to Evvoia, Volos and hydrofoil to Skiathos.

Route 9D – 3. Via Cape Sounion, Siros, Khios and Mytilene(Lesvos)**Siros B***

A large commercial port with extensive repair facilities; good shelter but uncomfortable for yachts in strong winds; new marina being constructed; water on quay, fuel by tanker; excellent provisioning; ferries to Piraeus and other islands.

From Siros there are three entrances to the north Aegean – the Doro Strait between Evvoia and Andros(see above), between Andros and Tinos and between Tinos and Mykonos. There is not much to choose between them when the *meltemi* is blowing but Dhisvaton Strait between Andros and Tinos is likely to be the least arduous.

Khios B

A large commercial harbour which is uncomfortable for yachts in a strong *meltemi* but there is a new marina building 1M to the N which may provide shelter but is not completed (2005); 3-4m alongside in both harbours; water on the jetty and fuel by cans or tanker; good provisioning; internal flights to Athens.

Mytilene (Lesvos) B*

It can be uncomfortable inside in southerly winds but otherwise a secure harbour; a bustling naval, fishing and ferry port with 3m and more alongside and no restriction on length; a boatyard and some repair facilities; water and fuel on quay and delivery by tanker; good provisioning; internal and some UK flights; ferries to Piraeus and Turkey.

Route 9D – 4. From Cape Malea via Milos, Paros and Samos**Milos (Adhamas) B***

Not a good port in southerlies which blow straight on to the quay but good shelter in the more usual northerlies; 2 – 6m alongside and no size limitation; water on the quay, tanker delivery for fuel; good shopping; ferries to Piraeus and flights to Athens.

Paros(Paroikia) B

Small and crowded with depths between 2.5 and 3m; water on the quay and fuel by tanker; some repair facilities; good shops close by; ferries to Piraeus and other islands.

Good alternatives are **Naoussa** at the N end of the island and **Naxos** where there is a marina, both within 15M if Paroikia is too crowded.

Agios Kirikos on the SE side of **Ikaria** can provide fuel, water and some provisions in a small port with 2 – 3m depth if further easting to Samos is not desired.

Samos (Pithagorion) B

A large well protected harbour with 2- 3m alongside also a sheltered anchorage inside the breakwater with no size limitation in 5m; water on the quay and a fuelling jetty which is also available by tanker; ferries to other islands and Turkey, flights to Athens; the new marina to the N is still under construction (2005)

See **Khios** above for further progress N.

Close off track to the E in Turkey is **Kusadasi**, a major port with a large marina and every possible facility for repair and wintering; the excellent facilities can cope with any yacht emergency.

Routes 9D 1 – 4 Waypoint Table

THESE WAYPOINTS SHOULD BE USED FOR PLANNING 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.

NOTE THAT IN THIS TABLE THE DIRECT ROUTE BETWEEN POINTS OFTEN CROSSES LAND OR OTHER NAVIGATIONAL HAZARDS AND THAT THIS IS NOT SPECIFICALLY INDICATED.

The distances between these waypoints may be slightly shorter than the navigable distances.

Port or point	Lat	Long
E. end Corinth Canal	37 55N	23 00E
Cape Malea	36 25	23 12
Cape Sounion	37 38	24 01
Lavrion	37 43	24 04
Khalkis	38 25	23 38
N. end of Evvoia Channel	38 48	22 48
Skiathos	39 08	23 29
Limnos(Mirina)	39 50	25 03
Milos (Adhamas)	36 46	24 23
Paros(Paroikia)	37 07	25 06
Samos (Pythagorion)	37 41	27 00
Andros(Gavrion)	37 53	24 44
Doro Strait (Evvoia and Andros)	37 58	24 38
Dhisvaton Strait (Andros and Tinos)	37 41	24 58
Mykonos Strait (Mykonos and Tinos)	37 31	25 16
Skiros (Linaria)	38 47	24 30
Psara	38 30	25 35
Siros (Ermoupolis)	37 26	25 57
Khios (Off Khios Town)	38 23	26 10
Mytilene (Lesvos)	39 06	26 34
Dardenelles (off SW entrance)	40 02 N	26 10E

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