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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 9E

For text version, see below

For interactive Google Map version,

click on pin.



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Malta to Israel via

Cape Malea, southern Cyclades, Turkey and Cyprus

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

Choice of route

It is 420M from Malta to Cape Malea and another 600M thence to Israel on the direct route. The shortest diversion is via Crete (See Route 9F) but a more varied route can be found by diverting further N into the Aegean, along the S coast of Turkey and via southern Cyprus.

This route includes Ios as an intermediate stop to Bodrum and Marmaris with Rhodes as an alternative. See Route 9D above for details of Milos, Paros, Siros, Ikaria and Samos. See Route 9F below for details of ports on the N coast of Crete.

Weather on the route

This route will be exposed to the full strength of the *meltemi* during the summer months but for most of it the wind will be on the beam, drawing aft as easting is made from Cape Malea and becoming more westerly on the S coast of Turkey. From Cape Malea there is shelter to be found at reasonable intervals at islands across the Aegean.

Distance Table – Routes 9E and F

	MALTA	Cape Malea	Ios	Khania	Rethimnon	Iraklion	Ayios Nikolaos	BODRUM	MARMARIS	Rhodes	Finike	Limassol	Larnaka	HAIFA	Port Said
MALTA	***	420	530	470	500	570	610	630	680	670	770	930	970	1020	930
Cape Malea	420	***	110	***	***	120	160	210	260	240	340	510	550	600	510
Ios	530	110	***	***	***	***	***	100	150	130	230	400	440	590	***
Khania	470	***	***	***	30	70	110	***	***	***	***	355	395	570	495
Rethimnon	500	***	***	30	***	40	80	***	***	***	***	325	365	540	465
Iraklion	570	120	***	70	40	***	40	***	***	***	***	285	325	500	425
Ayios Nikolaos	610	160	***	110	80	40	***	***	***	***	***	245	285	460	385
BODRUM	630	210	100	***	***	***	***	***	50	70	130	330	370	520	450
MARMARIS	680	260	150	***	***	***	***	50	***	30	100	280	320	490	400
Rhodes	670	240	130	***	***	***	***	70	30	***	100	270	310	460	370
Finike	770	340	230	***	***	***	***	130	100	100	***	180	220	325	325
Limassol	930	510	400	355	325	285	245	330	280	270	180	***	40	150	200
Larnaka	970	550	440	395	365	325	285	370	320	310	220	40	***	150	***
HAIFA	1020	600	590	570	540	500	460	520	490	460	325	150	150	***	170
Port Said	930	510	***	495	465	425	385	450	400	370	325	200	***	***	***

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

Ports on the route

Ios B

A small often crowded port with 2.5 – 5m alongside and no anchoring in the bay outside; water and fuel by tanker; good provisioning; ferries in all directions.

BODRUM A

A large, well sheltered and ordered marina with berths between 2 and 5m, maximum length 35m; a port of entry; 70 ton travel lift and nearly all repair facilities; water on pontoons, fuel berth open long hours; excellent provisioning; international airport 30 minutes; a safe port to leave a boat or to winter.

MARMARIS A

An enormous marina in a large, completely sheltered bay; berths also available in the town; a port of entry; depths from 2 – 15m and max length 40m; 100 ton travel lift and all possible repair facilities; water and electricity on pontoons; fuel berth; good provisioning; Dalaman airport 1 hour with flights to UK via Istanbul and many direct charter flights; a safe port to leave a boat or to winter.

Rhodes B

A very crowded yacht harbour with most facilities somewhere; a marina in course of construction (2005) may improve things; little limitation on length, 4m draft maximum; piped water, fuel by tanker; good shopping; international airport 20 minutes.

There are many delightful anchorages and ports eastwards along the Turkish coast; the last before crossing to Cyprus is:-

Finike B

A port of entry with a marina and the closest to Cyprus; max.70m length, depth 3 – 5m; water and fuel on quay; 80 ton travel lift; good provisioning; 2 hours to Antalya airport

From the Turkish coast either northern or southern Cyprus may be visited but not both consecutively. Northern Cyprus has a marina at Girne(Kyrenia), southern Cyprus two large marinas at Limassol and Larnaca. Girne is less of a diversion if going to Syria; southern Cyprus less of a diversion if going to Lebanon, Israel or Port Said.

From Finike to Girne is 175M, Limassol is 180M and Larnaca. 220M

Limassol Marina A*

A very narrow entrance which may be difficult in strong easterlies; a port of entry for up to 4m draft and 30m but limited visitors berths; piped fuel and water; minor provisioning possible without a taxi. Limassol commercial harbour is 6M SW and a possible alternative.

Larnaca Marina A

A port of entry; depths from 1.5 – 5m, length 35m in marina just S of the commercial harbour; piped water and fuel; 40 ton travel lift and most repair facilities including good chandlery; easy provisioning; international airport close by.

HAIFA A

Good shelter and repairs in Quishon yacht basin where there is 4 – 9m; 30 ton crane and most repairs can be undertaken; fuel and water on the quay; a port of entry.

SEE END OF ROUTE 9F FOR WAYPOINT TABLE AND REFERENCES

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