



# RCC PILOTAGE FOUNDATION

[www.rccpf.org.uk](http://www.rccpf.org.uk)

[Home](#)>Passage Planning Guides>Mediterranean>Route 9F

Published by the RCC Pilotage Foundation, whose [Terms and Conditions of Use](#) apply  
© RCC Pilotage Foundation 2004

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 9F

For text version, see below

For interactive Google Map version,



click on pin.

To return to text version, press 'back' button on your browser.

## Malta to Cyprus, Israel and Port Said via Northern Crete

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

CLICK "ROUTE 9E" FOR DISTANCE TABLE

### Choice of route

It is 930M from Malta to Port Said and Limassol, over 1000 to Haifa. The only reasonable diversion en route is via the N coast of Crete where there are several harbours. The S coast has some small ports with shelter, fuel, water and provisions available which would cater for yachts of less than about 12m and 2m draft.

### Weather on the route

The *meltemi* has started to ease off this far S and rarely blows at more than force 5 or 6 on the N coast of Crete. However, the gusts along the S coast close to the shore can be vicious and dangerous. In the spring and autumn the winds tend to be southerly around Crete and a transit of the N coast would be preferable in these seasons.

### Ports on the route

#### **Khania B\***

A dodgy entrance in strong northerlies but good shelter inside. 1.5 – 4m depth in marina, no length restriction but over 20m might find difficulty; port of entry; water at berths, fuel by tanker; some repairs and a chandler; excellent shopping; local airport with flights to Athens.

In strong northerlies **Soudha Bay** the other side of the Akrotiri Peninsular has a safe approach, perfect shelter, similar facilities and over 7m alongside.

**Rethimnon        A**

The new marina offers excellent shelter in a basin is dredged to between 3 and 4m where there is secure berthing; draughts up to 5m can be accommodated; water on the quay and fuel by tanker; good shopping; buses to Iraklion and Khanea (airports).

**Iraklion        B**

Although northerlies produce an unpleasant sea at the entrance, shelter is good; a busy commercial and ferry port; 2 –3m in inner harbour and little limitation on length; water on quays and fuel by tanker; good shopping; international airport close by.

**Ayios Nikolaos        A**

The marina is to the S of the town; a port of entry; depths 3 – 7m, max length 25m; water and electricity at berths, fuel by tanker; good shopping; 60M by bus to airport at Iraklion.

From Ayios Nikolaos is 245M to Limassol with a further 150M to Haifa; diversion to Limassol adds 50M to the direct distance to Haifa. Ayios Nikolaos to Port Said is 385M.

There are marinas with yacht facilities at **Latakia** in Syria, near **Beirut** and at **Jounieh** in Lebanon

**Haifa        A**

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

There are also marinas in Israel at Tel Aviv, Herzlia, Ashdod and Ashkelon; the latter is the best port of entry/exit to the Suez Canal.

**Port Said**

Yachts berth at Port Fouad opposite Port Said town where entry and the Canal formalities will be completed; space is limited but will be found in the commercial part close by; water and provisioning are adequate but fuel can be a problem and only in cans.

**Alexandria** 130M W of the Canal has yacht facilities

**CONTINUE TO SCROLL DOWN FOR NEXT PAGE**

## Routes 9E and F 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 and 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 navigational dangers.

Port or point	Lat	Long
MALTA	35 55N	14 31E
*		*
Cape Malea	36 25	23 12
*		*
Ios	36 43	25 13
Khania	35 32	24 01
*		*
TP Akrotiri Penin.	35 37	24 11
Rethimnon	35 23	24 30
TP N. coast Crete	35 30	24 57
Iraklion	35 22	25 09
*		*
TP Ak.Ayios Ioannis	35 25	25 50
*		*
Ayios Nikolaos	35 11	25 44
*		*
BODRUM	37 00	27 25
*		*
TP C.Krio	36 41	27 21
*		*
TP Karaburun	36 32	27 59
*		*
MARMARIS	36 50	28 16
*		*
Rhodes	36 27	28 15
*		*
Finike	36 18	30 12
*		*
TP C.Gata	34 30	33 08
Limassol	34 38	33 03
*		*
Larnaca	34 55	33 39
HAIFA	32 52	34 55
Port Said	31 15 N	32 20 E

### References

- Admiralty Mediterranean Pilot Vols 4 and 5, NP 48 and 49
- Admiralty Maritime Communications (UK and Mediterranean), NP 289
- RYA Weather Forecasts G5/04
- RYA Planning a Foreign Cruise C2/04
- Greek Waters Pilot. Imray. Heikell
- Turkish Waters and Cyprus Pilot. Imray. Heikell.
- There is no English language yachtsman's Pilot of the Levant.
- Admiralty chart nos. 176, 183, 2074, 1091, 1099, 236 amongst others, and Imray G series charts.

27/03/05 and 10/1/09