



**CCA Ionian Islands Cruise**  
**September 13 – 25, 2015**  
**Cruise Information**

Release 3.4 September 3, 2015



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THE CRUISING CLUB OF AMERICA

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September, 2015

For more than two years, Steve James and his committee have been preparing this cruise for us. From a careful evaluation of the site, to the selection of local contacts, charter arrangements, and the like, this group has been working behind the scenes to present a cruise we'll all remember. Last year, Steve and Karyn, together with Les and Mags Crane, actually chartered boats in this area (although their own fine yachts were also in the Med) to pre-run the cruise and test out many of the ideas for boats, harbors and shoreside venues. Their efforts have assembled a marvelous experience for us all.

I'm looking forward to seeing you on the cruise. Please join me in thanking the committee for developing this stellar event.

Tad

## 2.0 Committee Members and Contact information

Event Email address		<a href="mailto:CCA.Ionian@gmail.com">CCA.Ionian@gmail.com</a>		
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Dear CCA Members, Spouses, and Guests,

Welcome to the wonderful cruising grounds of the Ionian. Your entire cruise committee is excited to have you join us here and hope that you have a fabulous time while sailing, while anchored, and at our planned events.

This Cruise Book is different than you may be used to. There is the standard printed copy, of course. However, this book is most useful when viewed electronically while connected to the Internet. The Ionian Islands are particularly suited for this due to excellent wireless coverage everywhere. By utilizing the internal links and the links taking you to [www.cruiserswiki.org](http://www.cruiserswiki.org), you can have quick access to a vast amount of information. Additionally, being 'on-line' gives you access to the best weather forecasts and importantly your daily Ionian Cruise Briefing to be found in your e-mail.



In this book we have detailed over thirty anchorages for you. Many will be convenient each night as the cruise travels south to Ithaca and returns north to Corfu. With a little study of the charts you will see there are so many options that the eight unscheduled days are not nearly enough to see them all. The locations for events have been selected according to the size of the anchorages and facilities ashore. Few anchorages can support our entire fleet plus the normal complement of other yachts. Therefore, plan to separate into smaller groups and fan out before assembling at our next event.

Being spread around the Ionian, as we will be, does not mean you will need to be isolated or out of contact with the cruise fleet nor your committee. Your cruise management will be monitoring **CH71**, but VHF can be ineffective among the island anchorages. We anticipate every yacht will have the ability to access the Internet, likely through multiple devices. Therefore, primary communication will be through e-mail to [cca.ionian@gmail.com](mailto:cca.ionian@gmail.com). Having the internet will allow the cruise coordinators to provide a daily briefing and for you to be able to communicate with us, anyone, everyone, or privately if you like. We also hope you will share your cruise with us by posting your very best photos at the Google Group site you have been invited to join. These photos will be gathered for display and publishing.

We recognize that this is a new way to run an event and we hope that you will opt-in so we may share more of your experience. Many thanks to the entire Ionian Cruise Committee, our many helpers, and to you for joining us here.

*Steve James*

Ionian Island Cruise Chair

## 4.0 Historical Overview

The Ionian Sea region has been inhabited at least from the [Neolithic](#) times. The Ionian Islands were settled during the late [Bronze Ages](#) by the [Myceneans](#) around 1500-1100 B.C. Their main settlements were in [Pylos](#), in the Peloponnese, [Ithaca](#) & [Kefalonia](#), and [Corfu](#). It is these people who are celebrated by [Homer](#) in the [Iliad](#) and even more in the [Odyssey](#). The west coast of the Ionian, the [Calabria](#) region of [Italy](#) was settled by Italic [Oscan](#)-speaking tribes. Two of these tribes included the [Oenotri](#) (roughly translated into the "vine-cultivators") and the [Itali](#). Greek contact with the latter resulted in the entire peninsula (modern Italy) taking the name of the tribe.

The Eastern islands and coast of Greek [Epirus](#), were colonized from mainland [Greece](#), first on the 8th century BC by Eritreans from [Euboea](#) who settled in [Corfu](#) and Epirus and in the [classical times](#) from a group of refugees from [Corinth](#) came on the island and founded a colony in [Corfu](#). Corinthians also colonized [Ithaca](#). Then, colonists from Corfu colonized the Calabrian coast founding the cities of Rhegion ([Reggio di Calabria](#)), [Sybaris](#), Kroton ([Crotone](#)), and [Locri](#).

During [classical times](#) Corfu had strained relations with her mother city [Corinth](#) leading to armed conflict. During an important battle, Corfu asked for help to the [Athenians](#). The Athenian support to Corfu was one more reason for the rise of the [Peloponnesian Wars](#). The alliance between the two towns lasted for almost a century when the [Macedonians](#), under [Philip II](#), won a decisive battle in 338 B.C.

The Macedonians conquered the Ionian and put it under their protection. [Corfu](#), in 300 B.C., was attacked and conquered by the [Spartans](#). They were followed [Illyrians](#) and then by the [Romans](#). The Romans ruled the Ionian from 229 B.C. until 337 A.D. In 330 the Roman emperor [Constantine I](#) moved the capital of the empire from Rome to [Constantinople](#). This was the beginning of the [Byzantine Empire](#) that dominated the Ionian until the 10th century AD. At that time the [Normans](#), under the leadership of [Robert Guiscard's](#) brother [Roger](#), established a presence in this borderland, and organized a government along Byzantine lines that was run by the local Greek magnates of Calabria. In 1098, Pope Urban II named Roger the equivalence of an apostolic legate later formed what became the [Kingdom of Sicily](#). The Ionian islands and Epirus remained under the Byzantines until the destruction of Constantinople during the [Fourth Crusade](#) on 13 April 1204.

After that momentous event the fate of the Ionian Region splits. Calabria on the west falls under the [Kingdom of Naples](#) until the [unification with Italy](#) in 1861, the islands are controlled by the [Republic of Venice](#), and Epirus becomes the [Despotate of Epirus](#) which lasted until 1318. In 1430 [Epirus](#) became part of the [Ottoman Empire](#).

After the rise of [Napoleon](#) the Ionian islands were annexed to the [French Empire](#) in 1807 until the English defeated the French fleet in [Zakynthos](#) in October 2 1809 and established the [United States of the Ionian Islands](#) under their protection. Following the [Greek War of Independence](#), Britain in 1864 ceded the islands to the new Greek state.

In the 18th century, as the power of the Ottomans declined, Epirus became a virtually independent region under the despotic rule of [Ali Pasha](#) Tepelena, an Albanian brigand who became the provincial governor of Ioannina in 1788. At the height of his power, he controlled much of western Greece, the [Peloponnese] and (southern) [Albania](#). In 1881 parts of southern Epirus, under the [Treaty of](#)



[Berlin](#) were ceded to [Greece](#), in 1913, after the [Wars](#) the rest of southern Epirus joined Greece, and northern Epirus joined [Albania].

During [World War II](#) Epirus was the scene of fierce battles between the [Axis](#) and Greek forces which ended in the occupation of the Ionian region. During this occupation and after the collapse of the Mussolini fascist regime the Italians surrendered to the allies and the Germans landed on the island of [Kefalonia](#). They rounded up the Italian division which until that time was occupying the island. They executed the lot, about 3,000 men with only very few escaping, helped by the locals.

Following [World War II](#) [Enver Hoxha](#), who was active in the resistance against the Nazis, established himself as the dictator of [Albania](#). His regime, that lasted 40 years followed an extreme form of communism and totally isolated the country from the outside world. Travel to and from Albania, let alone cruising, was next to impossible. After Hoxha's death in 1985 many of these restrictions were slowly eased. Today it is possible to visit Albania with a private yacht but stopping is restricted to only 6 designated ports.

On August 12, 1953 an earthquake of 7.1 [magnitude](#) devastated the Ionian islands especially [Kefalonia](#) and [Zakynthos](#).

Thanks to Cruiserswiki.org

## 5. General Information

The [Ionian Sea](#) (Greek Ιόνιο Πέλαγος) is a very popular cruising area because its weather conditions in the summer months are less extreme than in the [Aegean](#). As a result, it is more crowded. Many charter flotillas operate here and many Italians during their summer vacation move with fast inflatables between the Italian and Greek coasts.

The Ionian Sea cruising region has an area of 2,510,000 km<sup>2</sup>. The distance from Catania, in Sicily, to [Zakynthos](#) Island is 166 nM, and from the southern tip of the Salento Peninsula in Italy to [Corfu](#) is 70 nM. It is a deep sea with a maximum depth of 4,900 m (16,000 ft).

### 5.1 Cruising Guides & Navigation:

The recommended cruising guides are Rod Heikell's Imray **Ionian** or **Greek Waters** pilots. **Ionian** is available in hardback, paperback and e-book which can be downloaded onto an Ipad by getting the free Imray Nautical app and purchasing the chapters needed, which for the cruise would be Ch.1 (Corfu and nearby Islands), Ch.2 (Mainland Coast Paganis to Preveza), and Ch.3 (Inland Sea: Levkas, Meganisi, Ithaca, Cephalonia, Zakynthos). They are \$5.99 each.

Another valuable source of information on the islands is the free online interactive world cruising guide at [www.cruiserswiki.org](http://www.cruiserswiki.org) which will have info about each harbor plus recent updates by other cruisers. Links to these pages are included in the PDF version of this Cruise Book.

Basic **paper charts** of the area should be on each charter boat and they are Imray's **G11** (Northern Ionian Islands- Nisos Kerkira to Nisos Levkas), **G12** (Southern Ionian Islands- Nisos Levkas to Nisos Zakynthos), and **G121** (The Inland Sea). Probably all you'll need is **G11** and **G121**.

A **navigation program** installed on an Ipad (that was designed with connectivity and thus has a GPS chip) works well as a chart plotter. The committee has had good experience with the Navionics Europe program. (see sec 9.1.3). As always you will want to cross check GPS points with recorded depths and visual references. We found our reported GPS position was generally South and both West and East of our actual position. Anchored off Paxos one day we were showing 200 ft South and 300 West of our true position.

### 5.2 What to Bring:

The weather should be good with air temps in the 70-80's and water temps in the 70's- perfect for shorts and bathing suits and, of course, sunscreen and hats. For evenings- light jackets, sweaters, shawls should suffice and for sailing- light coastal foul weather jackets will be more than adequate. There will be two events where **blue blazers** are suggested attire. Some streets may be cobbled, so for the ladies, sturdy shoes should be considered. The charter yachts seem to supply only one set of mask/snorkel/flippers, so if you enjoy snorkelling, you might want to bring a mask and snorkel at least. Other suggested items are personal lightweight binoculars, flashlight, handheld VHF for cockpit or ship-to-shore communications (a fixed- mount VHF is down below in the charter boats), water booties for

rocky shorelines, work gloves for the 'slime lines', European AC travel adapter plugs and/or AC and DC multiport plugs for charging multiple electronic devices on board, personal washcloth, beach towel, mosquito repellent. (see sec 9.0 Appendix 2)

### 5.3 Language:

Most Greeks in the tourist areas speak some English. A glossary in your travel book or the cruising guides will help with some of the basic formalities. There should be a list of the Greek alphabet in your guides as well. We have found this handy in translating the names of places such as a recommended taverna, from English to Greek, as most of the signage is in Greek- reminiscent of those old fraternity and sorority days...

A α	alpha	N ν	nu
B β	beta	Ξ ξ	ksi
Γ γ	gamma	Ο ο	omicron
Δ δ	delta	Π π	pi
Ε ε	epsilon	Ρ ρ	rho
Ζ ζ	zeta	Σ σς	sigma
Η η	eta	Τ τ	tau
Θ θ	theta	Υ υ	upsilon
Ι ι	iota	Φ φ	phi
Κ κ	kappa	Χ χ	chi
Λ λ	lambda	Ψ ψ	psi
Μ μ	mu	Ω ω	omega

Greek alphabet chart © by de Traci Regula; licensed to About.com

### 5.4 Banks/ Provisioning / Restaurants:

There are ATMs readily available to withdraw Euros, although not all villages have one, (i.e. Lakka (Paxos), Ormos Sivota (Lefkada) and the island of Meganisi. You might want to use a bank card that does not charge overseas transaction fees. No one seems to use travellers checks any longer. Inside bank hours are 0800-1300 M-F, and generally closed weekends. Each village will have mini-markets, produce stands, bakeries and butchers. Wine is available everywhere (boxes recommended); spirits may be a bit pricey, so perhaps a duty-free stop enroute might be good. While not a noted problem, it's probably best to drink bottled water, not tap. For larger **provisioning**, there is an AB grocery store chain within walking distance from your start at Gouvia Marina open 08:00 -21:00 Mo-Sa, closed Su. Otherwise, the marina markets in Gouvia and Levkas Marinas are adequate for basics and good minimarkets are most everywhere.

**Hours** for most stores: 0830-1400 then 1730-2030. Many close for the day early (1400) on Wed. and Sat. and almost all are closed Sun. However, in very touristy areas, some might be open all day long.

**Tavernas** abound everywhere in Greece. They are inexpensive and good and we find we rarely have dinner aboard. Portions tend to be large and sharing dishes is recommended. An extra complimentary drink or sweet is common. The house white wines are generally good at a cost of €3-5 / ½ litre. A total bill of €20 /per person for appetisers, mains, sweet is common in the family style tavernas. Tipping is not presumed so a modest tip is greatly appreciated. There are also more upmarket restaurants focusing on the international crowd with wine lists that can be more expensive. The one surprise to look out for is the cost of fish which can be expensive. It may be sold by the kilo so be sure to agree the cost in advance.

## 5.5 Transportation:

For transport to Corfu see sec 8.0 Appendix 1.

Taxis into Corfu town from Gouvia cost about 20-25E one-way. Phone numbers are posted in the marina. There is a local bus line that also runs into town just outside the marina complex on the major road. Many of the islands have car/motorbike rental places. You do not need an International Drivers License- your regular one will do- however, you may need to have a motorbike license if wanting to rent one.

As for inter-island transport, there are ferries travelling everywhere.

## 5.6 Communications:

The IDD code for Greece is 30. The GSM and 3G signals are very good. WIFI is available in bars, tavernas, hotels, internet cafes, marinas, and is often free for the price of a beverage- just ask for the password. We have made arrangements for you to be able to buy pay-as-you-go SIM cards with data plans at registration. The SIM w/data can be used in an unlocked phone, in a local mobile phone, or in a dedicated USB dongle. All boats will want to have internet accessibility for the daily cruise committee updates, weather, emails, SKYPE, and the Cruisers Wiki site. For more info on phones, refer to sec 10.0 Appendix 3 – Communications

## 5.7 Medical:

As mentioned in the pre-cruise info, anyone with significant allergies might want to bring along an EpiPen-type of injectable device and/or Benadryl as there can be wasps around some of the islands. Although they seem to be more interested in the meat on your plate than being aggressive toward humans, an accidental encounter might become a problem for some. Those sensitive to mosquitoes will find repellents, coils, etc. available in local stores.

**Hospitals** are located on Corfu, Levkada, and Cephalonia. Other islands might have a small clinic or a local doctor. Ithaca has a clinic with oxygen, an x-ray machine, etc. Transport to these hospitals from another island might be in a high speed inflatable such as [www.seataxi.eu](http://www.seataxi.eu). There is a first-aid clinic and pharmacy in Katomeri (Meganisi) and the ambulance boat goes from there to Nidri and on to Levkas Hospital (Lefkada).

S/y KAIROS informs us that they will have a complete medical kit aboard including a defibrillator.

To hail for **help**, if using a Greek SIM card dial **112** (or 108 from a local Greek phone) to get the Hellenic Coast Guard. You can also call **Olympia Radio VHF CH03/16, Coast Guard CH12**, or marinas **CH67/69/72**. Olympia Radio broadcasts out of Piraeus (Athens) and coordinates Search and Rescue with the Coast Guard throughout Greece. The 'Ionian' e-guide also mentions **Medico**, a Telemedical Maritime Advice Service (Gk & Eng.) through the Hellenic Red Cross using CH16 via Olympia Radio or by phone (210 523 0880).

**Travel insurance** is something decided upon individually, but we have found an inexpensive Travel Assist plan through DAN (Divers Alert Network). You do not have to be a diver or have been in a diving-related accident to benefit from this service and what it provides is 24/7 worldwide emergency evacuation to an adequate medical facility, repatriation if necessary, translation/ communications with local medical personnel, etc. for a nominal \$55/yr family plan. For more info call 1-800-446-2671 or [www.DAN.org](http://www.DAN.org).

**Pharmaceuticals:** While it is advised to bring along the prescription meds you anticipate needing, many of the prescription meds we all take are available over-the-counter in European pharmacies without a prescription and most pharmacists speak a bit of English. It is best to have the generic name of the medication; prices are very reasonable.

### 5.8 Winds and Weather:

Prevailing winds from about June till end September are NW-WNW, arriving about noon, blowing around F3-6 (10-25kn) and abating by sunset making for calm nights. If you need to make Northing, it's best done in the am before the winds kick up. Beware of wind acceleration zones between steep islands and katabatic gusts down on their lee sides, especially around Ithaca.

Weather charts will often be posted at marinas and Port Police offices. **VHF weather announcements** are made in Greek and English on CH16 at 0600,1000,1600,2200 UTC (for local summer time it will be UTC+3hr). It will direct you to change to either CH02, 27, 28, 83 or 85, depending on where you are. Our areas will be CH2 in N. Ionian and CH27 further south. Broadcasts will be in Greek first, then English. Listen for our section "North Ionian" (eighth one down). Gale warnings are given at the beginning of the forecast and then it is for UTC+24hr plus a 12-hr outlook. More info is available in the **Ionian Cruising Guide**. The Italian government broadcasts continuously on CH68 in Italian and English. Listen for the region of "Ionian" or "North Ionian".

Internet wx sites: [www.poseidon.hcmr.gr/weather\\_forecast.html](http://www.poseidon.hcmr.gr/weather_forecast.html) (click on Sailing Forecast, then Ionian). [www.meteo.gr](http://www.meteo.gr) (click on orange Greek line w/ sailboat, then square w/ our area, and watch the moving arrows). Also [www.windfinder.com](http://www.windfinder.com). and an Accuweather app.

### 5.9 Formalities:

In some of the more popular harbors, the Port Police may come by in the evenings to collect a nominal fee for tying up at their town quay. It may or may not include H2O and elec. and is not a worry.

### 5.10 Fuel/Water/Electricity/ Pump-outs/Garbage:

Check the **Ionian Guide** or **CruisersWiki** ([www.cruiserswiki.org](http://www.cruiserswiki.org)) for the latest info, but the **fuel docks** we know of are in Gouvia marina(CH69), Cleopatra marina, Preveza (CH67), Levkas town quay and Levkas marina (CH69), Odyseas marina (CH72) in Vathi (Meganisi) and Vathi Bay (Ithaca). In smaller villages, fuel delivery to the quay by mini-tanker can be easily arranged and the price is very fair.

**Water**, may be available at the fuel docks, and otherwise it is available in most villages by mini-tanker delivery. Refer to CruisersWiki for a phone number if not posted nearby. It should be potable and

we've had no problems with it, but to be safe, most people drink bottled water. One notable exception is Gouvia Marina where only the water from the blue pylons is potable. The water from faucets at dock edge there is for washing only. Town quays/docks may have limited tap water. Aside from in the marinas, we have seen water or mini-tanker service on quays in Parga (mainland); Lakka, Longos & Porto Gaios (Paxos); Mourtos in Sivota Is. and Preveza (on mainland); Nidri, Vlikho & Sivota (Lefkada); Spartakhour, Vathi & Port Atheni (Meganisi); 'George's' restaurant/marina complex at Port Kalamos (Kalamos); Vathi (Ithaca); Fiskardo, Ay Eufimia & Sami (Cephalonia). These islands get very little rain in the summer, so water is a precious commodity which shouldn't be wasted (i.e. washing down boats).

**Electricity:** as with water, it may or may not be available on quays other than in marinas and there may or may not be a charge.

**Garbage** pick-up is not always efficient in the harbors and several places have a problem with rats such as Lakka (Paxos), Nidri (Lefkada), Abelike, Kapali (Meganisi), Pera Pigadri (Ithaca), and Poros (Cephalonia). It goes without saying, dispose of your trash responsibly.

**Sewage pump-out:** there are probably pump out facilities in the major marinas but they appear little used. The only one we saw was at Odyseas Marina (CH72) in Vathi (Meganisi). The general rule is that holding tanks should definitely be used in harbors and as much as possible elsewhere and be discharged when well-offshore if no pump-out facilities are available..

### 5.11 Berthing/Mooring:

Some town quays may be free or have a nominal charge for H<sub>2</sub>O/ electricity if available (see **Formalities**). At a free quay, it is often polite to patronize the nearby taverna (beverage or a meal).

**Med-mooring** (stern or bow-in) is preferred rather than side-to as space is often limited. If you are not familiar with this technique, you might want to read up on how to do it. See sec 11.0 Appendix 4. (You might find it helpful to have your entire crew read the note so they are in synch with the procedure).

Many **anchorages** are small and can become crowded, so swinging free on anchor may not be feasible. Other anchorages may slope off quickly making swinging at anchor unreliable. Tying a line ashore will be the solution. If possible, tying to rock rather than tree is best. This skill, known as **anchor-mooring**, takes some forethought and practice. Stern-to-the-wind is easiest and most secure. Put a free coil of line into your dinghy, have your crew fasten it ashore, then drop anchor and rendezvous with the dinghy by backing toward them as they reverse toward you, bringing you the offshore end of the line. Guide the line through a stern fairlead to a winch and grind in. The wet version of this technique is to anchor, then feed a line to a swimmer who rapidly tries to find a spot to tie the line ashore. With either procedure, swim shoes are necessary as the rocks are likely to be sharp.

### 5.12 Laundry>Showers:

There are very few self-service **launderettes** in the islands; often, there is just someone who takes in laundry. Places that we've seen self-service facilities are: Gouvia and Lefkas marinas; Vlikho Bay (Lefkada) at the friendly, UK (expat)-run Vlikho Yacht Club which is also a nice place for a drink or meal with a huge anchorage; Odyseas Marina (very limited) in Vathi (Meganisi); Ormos Abelike anchorage

(Meganisi)- at the *O Minas* taverna, (back by the showers); Port Atheni (Meganisi) at the cafe; Port Kastos (Kastos) up the hill from harbor at *Chef John's* taverna.

**Showers** are available at marinas – Gouvia & NAOK YC (Corfu), Lefkas (Lefkada), Odyseas (Meganisi); at the Vlikho Yacht Club in Vlikho bay ( Lefkada); at several tavernas in Sivota ( Lefkada); limited at *Dimitri's Tsiribis* Taverna, Vathi (Ithaca); in a small house, 'Aktion' rooms-to- let, along quay, Vathi (Ithaca); *O Minas* taverna in Abelike (Meganisi).

### **5.13 Supplies/Boatyards/Repairs:**

There are good chandleries in Gouvia and Lefkas marinas. There are a few boatyards with mechanics and supplies located in Nidri/Vlikho (Lefkada); Preveza area (mainland) which includes Preveza town and the three boatyards across the channel- Cleopatra, Ionian and Actio; and a small chandlery with a resourceful mechanic, Mr. Makis (Philoxena Agency- CH16), in Fiskardo (Cephalonia). The rest of the islands just have small general hardware/fishing/ marine stores.

### **5.14 Photo Album**

We have created a Google Community site **CCA.Ionian** that will allow all registered CCA Members and cruise participants to upload their best photos for all Members to see. At the end of August, we will send everyone an invitation to the site which will include instructions on how to use it. We hope everyone will edit their photos so that the volume on the site is manageable. Our Photography Committee will sort out the best to be displayed at our closing dinner.

## 6.0 Itinerary

September 2015

Sunday 13	Monday 14	Tuesday 15	Wednesday 16	Thursday 17	Friday 18	Saturday 19
13:00 - 17:00	16:00 - 17:30				13:00 - 15:00	
Registration	Museum of Asian Art Viewing				Skorpios Parade	
Gouvia	Corfu				Skorpios	
A Dock West side of marina near Kiriacoulis Charters	Palace of St Michael and George				West channel	
	17:30 - 20:00				16:00 - 18:00	
	Opening Reception				Themed Dock Party	
	Art Café & Municipal Gallery				Little Vathi, Meganisi	
					Odyseas Marina	

Sunday 20	Monday 21	Tuesday 22	Wednesday 23	Thursday 24	Friday 25	Saturday 26
	17:00 Drinks on the Quay				17:00 (18:15) - 23:30	
	18:30 Traditional Taverna Dinner Vathi, Ithaka				Closing Dinner	
					Corfu	
	Tsiribus Taverna				Achilleion Palace	



## 6.1 Sunday September 13 – Registration 13:00 – 17:00 – Gouvia Marina

Registration will be near the Kiriacoulis Charter office on the A dock to the west side of the marina. Look for the CCA Burgee. Those not able to register should let the committee know and can pick up their materials at Monday's opening reception.



## 6.2 Monday September 14 – Opening Reception – Art Café – Palace of St Michael and George



Our opening event will be a cocktail reception with heavy hors d'oeuvres in the east garden of the [Palace of St Michael and George](#) built by Sir Thomas Maitland, the British Lord High Commissioner of the Ionian Islands in 1819. The palace gardens, complete with old Venetian stone aquariums, exotic trees and flowers, overlook the bay through old Venetian fortifications and turrets. The local sea baths are at the foot of the fortifications surrounding the gardens. A café on the grounds includes its own art gallery, with exhibitions of both local and international artists. It is locally known as the Art Café and will be the base for our party. By special arrangement, both the Museum of Asian Art and Municipal Gallery at the Art Café, will be open to our group for viewing.

While the hors d'oeuvres and drinks should be filling and will satisfy many, the palace forms the Northern end of the Napoleonic Liston, a beautiful promenade full of restaurants and bars that will attract some after the party. Recommended restaurants in the Liston area are: *Pomodoro* (Greek), *La Cucina* (Italian), *La Famiglia* (It), and *Del Sole* (It). Two others, a bit of a walk away but excellent and worth the trip, are *Venetian Well* (Gr) and *Salto Wine Bar* (Gr mezes).

It is anticipated that, weather permitting, most will move their boats Sunday or Monday from Gouvia to a beautiful anchorage south of the old fortress, Garitsas Bay – well protected from the prevailing NW wind, modest depths, and beautiful clear water for swimming. Dressing ship will be in order so we can make a memorable impression on the city. We will organise some water taxi service from the anchorage and others will bring their dinghies in to the NOAK yacht club and walk over to the Art Café.

### Agenda

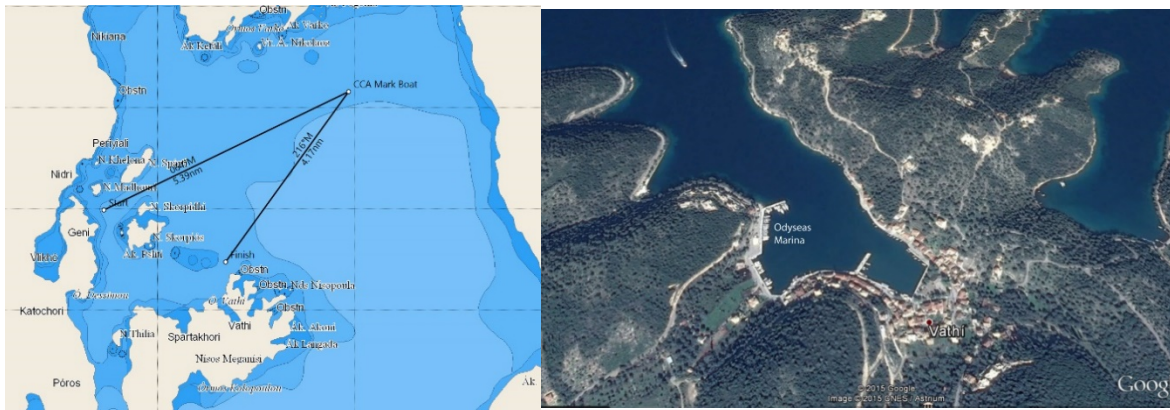
16:00-17:30 viewing of Museum of Asian Art (nominal fee)

17:30 – 20:00 Cocktails and heavy hors d'oeuvres w/ viewing of Municipal Gallery

Dress: Blazers suggested, ties (and socks) optional



### 6.3 Friday September 18 – Dock Party - Odysseas Marina – Little Vathi, Meganisi



Our second event will be a dock party following a parade (we are not allowed to call it a race) around the island of Skorpios, once the island retreat of Aristotle Onassis.

It might be possible to have a swim off Jackie's beach on the south side of Skorpios in the morning (see **Skorpios 7.1.3**). Then, we invite all boats to gather off the west side of the island mid-day for a cruise clockwise around the island, out to a stake boat to the North East, then back to a finish off the entrance to Little Vathi. Hopefully you will avoid some of the unexpected and dangerous shoals between Skorpios and Meganisi. Full **Sailing Instructions** can be found in **13.1 Appendix 6**. Check your email after 11:00 that morning and stand by on **CH71** for instructions.

Yiannis Androitis, the owner of the [Odysseas Marina](#), will have cleared space for our fleet and be ready to welcome us all stern- to their cambers in Little [Vathi](#). See **Chapter 13.3** for **berthing instructions**. The marina will be standing by **CH72**. No need to register or pay, we will have done that in advance. If you have flags, dress ship, then once settled, we will gather at their bar for drinks and Greek nibbles. We will supply wine, beer, AND the Rum Keg.. If you want something stronger, bring it along or purchase it at the bar. Prizes will be awarded for the fastest cruisers but the prize most people will focus their attention on is the prize for the best Greek Character costumes / impersonations - perhaps Jackie and Ari, Anthony and Cleopatra, Telly Savalas, Poseidon, Zorba ???

#### Agenda

13:00 Gather to North West of Skorpios

16:00 Dock party starts when we are ashore

19:00 White Flag. Plan on dining in one of the many village tavernas.

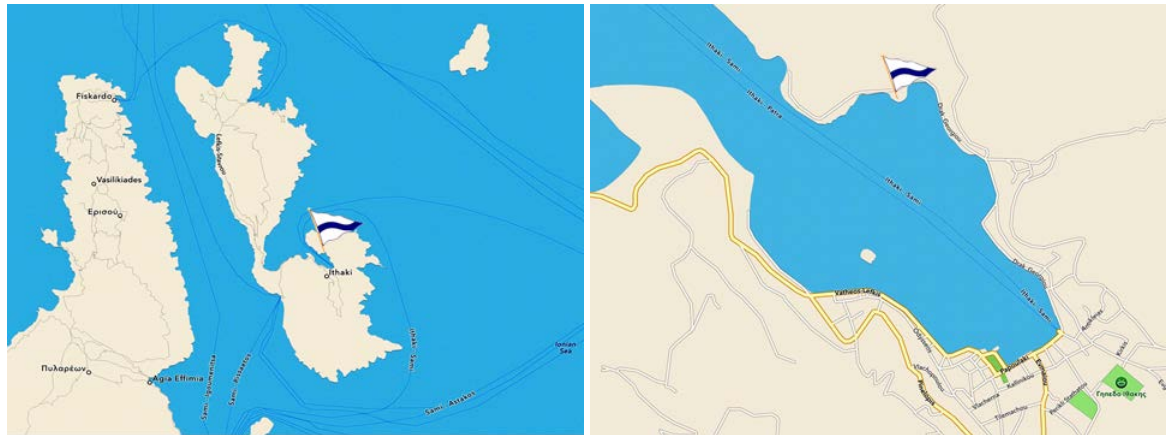
Dress to impersonate a famous Greek

Water and electricity will be provided, so recharge your tanks. Depart the following morning. If you wish to stay on, just make arrangements with the staff.

## Recommended Restaurants in Little Vathi:

1. *Pasas* restaurant | Greek traditional menu
2. *Artisti La Pasta* | Pizzeria and Italian menu
3. *Errikos* | Greek fish taverna
4. *Stavros* | Greek traditional menu; specializes in meat plates
5. *The Rose Garden* | Greek traditional taverna
6. *Tilevoes* | Greek and Italian cuisine- probably the most expensive of all but rather interesting.
7. and of course, the marina's *Gimlet*, which has turned into a gourmet Prosecco Bar. They have some quality wines and feature seafood plates (Greek "sushi" cuisine).

## 6.4 Monday, September 21 - Traditional Family Taverna Dinner at Dimitri's Tsiribis Taverna on the North corner of Vathi Harbor, Ithaca.



**Vathi, on Ithaca**, has a large harbour and sizeable village with plenty of shops and tavernas and good provisioning. There are two small museums and opportunities to participate in Homer-related hikes or find quiet walks with scenic vistas of the harbour and surrounding islands.

There are several berthing options: Preferred berthing is on the municipal quay in front of Tsiribis taverna (no H2O/elec.). Space is limited. Listen on **CH71** for mooring assistance from your committee. Plan to arrive mid-afternoon to find your spot. Another option is anchor mooring to the municipal quay in the SW corner of the harbour (possible nominal fee), or free anchoring in the spacious bay either in the southern or eastern sections. Options for getting to taverna are: dinghy, cab, walk (+/-1mi.). Bring a flashlight. Take care on the approach into Vathi harbor as the strong afternoon katabatic winds are the norm as you enter the bay. If you have flags, please dress ship.

If you desire a swim, there is a nice pebble beach a short walk around the point from the taverna and a basic shower at the taverna.

Under the trees by the quay in the remote north corner of Vathi harbor, our crews will rendezvous for cocktails and the Rum Keg to quench their seagoing or hiking thirst. Following the drinks, Dimitri and his family will serve traditional Greek taverna fare with local wine.

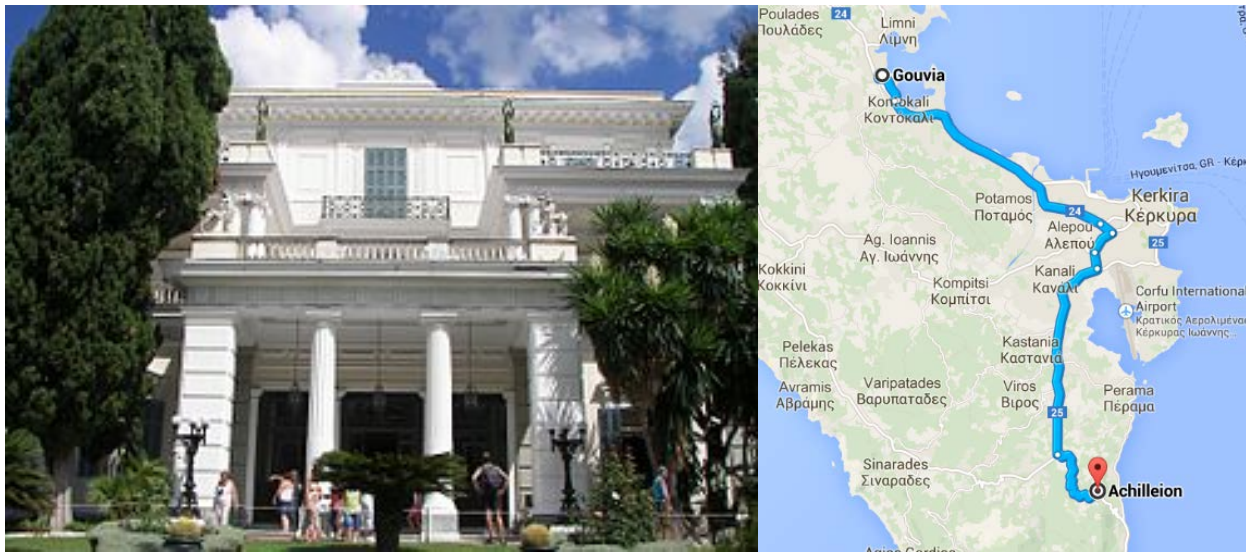
### Agenda

17:00 Quayside- beer, wine, Rum Keg, non-alcoholic beverages, or BYO.

19:00 Family style taverna dinner- house wine and beer included. Bottled wine/ cocktails available for purchase. Traditional music.

Dress: Yachting casual

## 6.5 Friday September 25<sup>th</sup> - Closing Dinner – Achilleion Palace



Our closing event will be a dinner at the [Achilleion](#), a palace built by the Empress of Austria - [Elisabeth of Bavaria](#). Elisabeth was a woman obsessed with beauty, very powerful, but tragically vulnerable since the loss of her only son, [Crown Prince Rudolf of Austria](#) in the [Mayerling Incident](#) of 1889. A year later, in 1890, she built a summer palace about ten kilometres to the south of the city of Corfu. The palace was designed with the mythical hero [Achilles](#) as its central theme. Corfu was Elisabeth's favourite vacation place and she built the palace because she admired Greece and its language and culture. Achilleion's location provides a panoramic view of Corfu city to the north, and across the whole southern part of the island.

Elisabeth used to visit the place often until 1898 when she was assassinated in [Geneva](#) by Italian anarchist [Luigi Lucheni](#).

The German [Kaiser Wilhelm II](#) purchased the Achilleion in 1907 from Elisabeth's heirs and used it as a summer residence. During Kaiser Wilhelm's visits it became a hub of [European diplomacy](#). Many artefacts from the Kaiser's time remain on display.

During World War I, the Achilleion was used as a military hospital by French and Serbian troops. After World War I, it became the property of the Greek state according to the Treaty of Versailles and the [war reparations](#) that followed in 1919.

The place abounds with paintings and statues of Achilles, both in the main hall and in the lavish gardens depicting the heroic and tragic scenes of the [Trojan War](#). The architectural style is [Pompeian](#) and has many parallels to that of [the Russian Imperial residence in Crimea](#). The Imperial gardens on top of the hill provide a majestic view of the surrounding green hill crests and valleys as the [Ionian Sea](#) gleams in the background.

## Agenda

It is anticipated that most boats and participants will be staying in Gouvia Marina 5 miles north of Corfu town. We will have buses organized to bring people from there to the palace (30 min). If there are a number of others staying in town or Garitsas Bay, we may be able to organize transport from there as well. Taxis will also be readily available. If, at the last minute, you decide to travel separately, send us an email if possible [CCA.Ionian@gmail.com](mailto:CCA.Ionian@gmail.com) so we are not waiting around for you.

Following is an approximate time line allowing for those wishing to tour the palace before cocktails:

17:00 First bus leaves Gouvia Marina for those wishing to tour the Palace  
17:30 First buses arrive at Achilleion  
18:15 Last bus leaves Gouvia Marina  
19:00 Bar opens in palace Garden overlooking Corfu  
19:45 Reviews and Addresses  
20:15 Proceed to Upper Terrace for Dinner  
22:00 Buses available for return to Gouvia  
23:00 Last bus

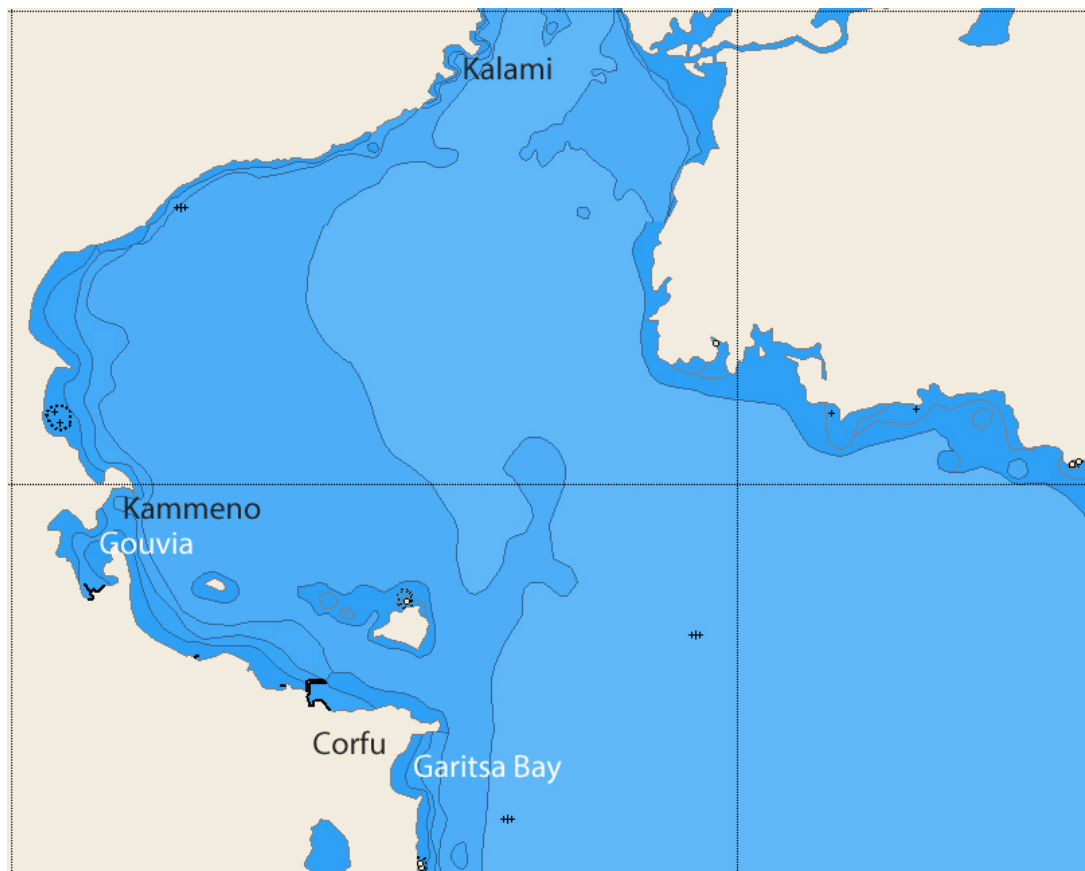
Dress Blazers suggested, ties optional

## 7. Cruising Destinations

### 7.1 Overview

There are many places to visit in the Ionian which will take much longer than the allotted time for the cruise, so the Committee has drawn up a list of some of our favourite places. Although most of the harbours are in the islands, there are a couple of nice stops on the mainland offering a diversion from the 'beaten path'. Going from north to south and clockwise, we will just mention the names with brief descriptions; further details may be found in your cruising guide or on the CruisersWiki site [www.cruiserswiki.org](http://www.cruiserswiki.org). If you are using our Cruise Book online, you will see hyperlinks to the CruisersWiki pages with each note. We are generally not including the windward coasts since there are few anchorages.

#### 7.1.1 Corfu



[GOUVIA](#)- 39 39.5N/ 19 51.5E Our home port Gouvia Marina is about 15 - 20 minutes north of the airport. Our charter boats and registration will be based on the west side of the harbour (see sec 6.1). See sec 5.10 re potable water. There are a number of good **restaurants** in the village to the west of the marina including *Gerekos and La Boileau*. The town of Corfu is about 20 minutes by taxi. Head for the



Liston area to walk about. Recommended restaurants there are *Pomodoro* (Gr), *La Cucina* (It), *La Famiglia* (It), *Estratoria Del Sol* (It), *Barbas*, and *Il Vesuvio*. Two others, a walk away but excellent, are *Venetian Well* (Gr) and *Salto Wine Bar* (Gr mezes).

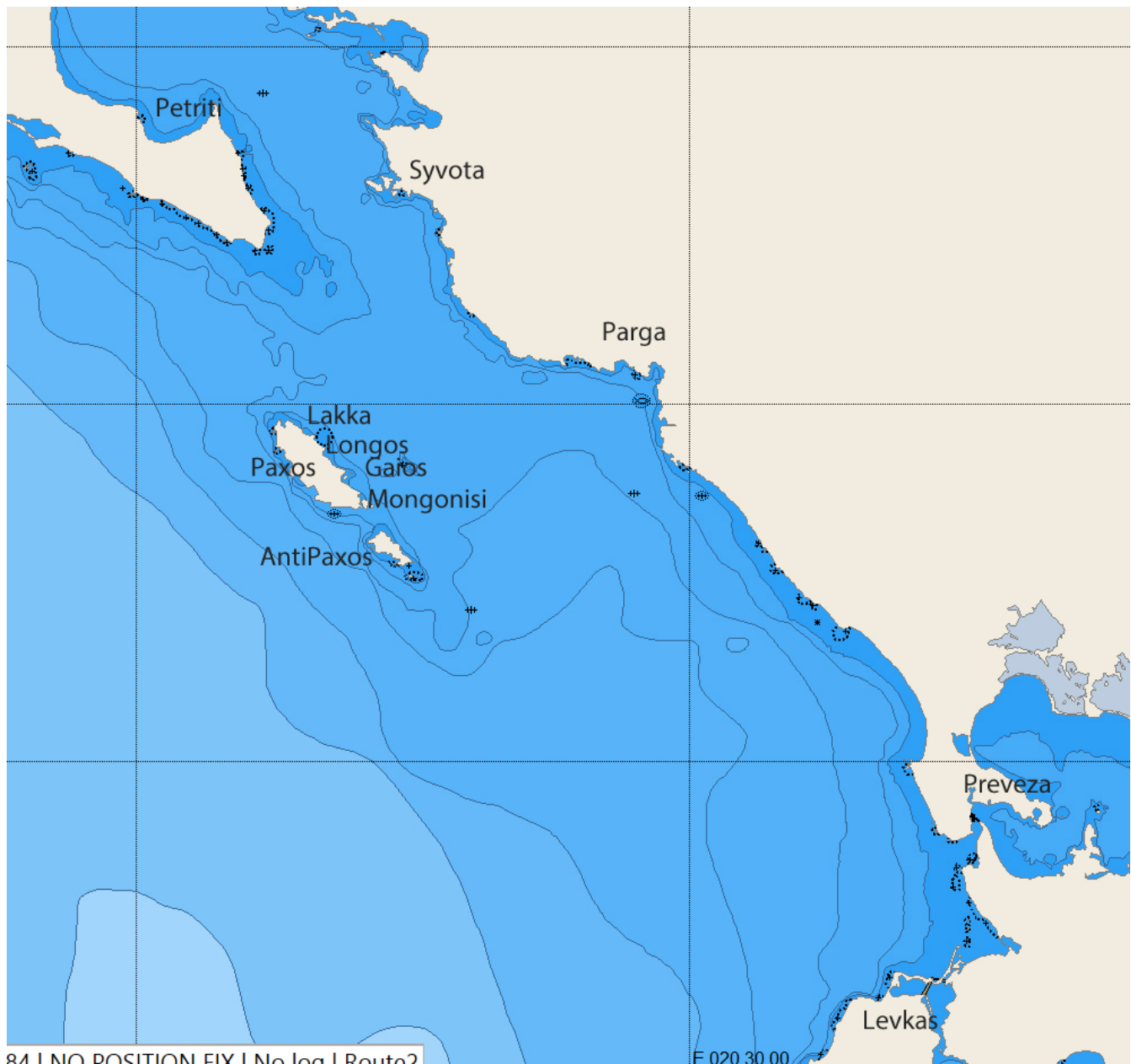
[ORMOS KAMMENO](#)- (39 39.9N/ 19 51.5E) a small anchorage just outside of Gouvia marina (CH69), a dinghy-ride away.

[ORMOS KALAMI](#) - (39 44.4N/ 19 56.2E) 6km north of Gouvia, is a nice bay where you can anchor and have dinner at the *White House*, the former home of the writer Lawrence Durrell

[ORMOS GARITSAS](#)- (39 37.2N /19 55.7E) just south of Corfu town under the fortress; location of NAOK YC (docks/utilities); is a large anchorage with accommodating depths for activities near Corfu town (i.e. **CCA events #1 & possibly 4**). Beautiful clear water for swimming. Bottom sand and weed. Be sure you are dug in.

[PETRITI](#)- (39 27.2N/ 20 00.2E) on east coast, a small fishing village with anchorage and limited quay space; Vasilis Lessis of *Leonidas* taverna is an SSCA Port Captain and possible helpful resource.

### 7.1.2 Ionian Sea to Lefkas



#### Outside Route

There are two ways to get to the Inland Sea of the Ionian from Corfu: an outside route and the Lefkas Canal . Most of this chapter will focus on the Lefkas Canal route, the outside route while not the most interesting nor scenic path to the Inland Sea is certainly the most direct and likely the fastest. With prevailing northwesterly winds blowing this will be a direct downwind passage. It will also be an open water passage where close harbors of refuge are behind you or well to the east. The mostly barren coast of Lefkada stands tall, vertical, and glamorous in what is likely to be dying light as you approach. Dahoukato Light (FL 10s24M) marks the southern tip of Lefkada.

## Distances

Garitsas Bay to south end of Corfu Island ..... 20nm

South end of Corfu Island to south end of Lefkada, Dahoukato Light.....52nm

South end of Paxos to south end of Lefkada, Dahoukato Light ..... 41nm

Nearest anchorage of **Vasaliki** after Dahoukato Light .....5nm

[Vasiliki](#) (38 36N / 20 36 E) is 5nm NE of the Dahoukato Light up a bay well known to windsurfers for its strong wind. The bay is open with no hazards and a safe approach can be made in all light conditions. There is lots of space to anchor with excellent holding in thick sand inside of the 10m line. A small town quay and breakwater are in the NE corner of the bay just beside a small ferry terminal which should be avoided.

## **Mainland:**

[MOURTOS & SIVOTA ISLANDS](#)- (39 24N/ 20 14E) a lovely archipelago with several small bays to tuck in from the prevailing winds. Mourtos has a small quay w/ utilities; market & tavernas ashore. Town a bit ordinary.

[PARGA](#)- (39 17N/ 20 23.4E) anchorage in O. Valtou; Venetian fortress separates anchorage from Parga village which is a popular resort.

## **Paxos:**

[ORMOS LAKKA](#)- (39 14.6N/ 20 07.8E) beautiful anchorage w/ limited quay space, limited water; artsy village; gets very crowded with charterers especially at the beginning and end of the week; no ATM; good tavernas (*Dionysis*, *Stetsino's* in central square); nice walks around to lighthouse w/ views west; bus to Port Gaios.

[ORMOS LONGOS](#)- (39 13.6N/ 20 09.8E) very picturesque small bay. If wind from the prevailing North West, tie stern to the mole in the south or anchor off. Lovely tavernas. Good minimart. Water and electricity in mole. Be very careful of the unmarked reef to the South East. Your GPS may show you 125m South of your actual position.

[PORT GAIOS](#)- (39 12.2N/ 20 11.5E) the major village of the island w/ ferry service, ATMs, butchers, markets (COOP on street heading straight away from church entrance in main square or Paxos Mkt on main street heading out of town), nice long quay but fills quickly (intermittent utilities); see [www.cruiserswiki.org](http://www.cruiserswiki.org) for details on restricted mooring areas on quay as some areas are reserved for tripper boats during the day and do not open until 1700. The deepest entry is from the northern end and larger boats should berth stern to in the North channel rather than attempt the village quay. Holding can be an issue in the inner harbour. One can tie to the quay or to the opposite shore. Utilities

on quay (extra) and Port Police collect nominal fees at end of the day. Alternately, there is a small, rocky anchorage outside of the southern entrance that works in SETTLED wx. Good tavernas/shops; buses to other parts of island.

[MONGONISI-](#) (39 11.1N/ 20 12.4E) small anchorage at southern end of the island; good shelter; taverna ashore.

[Antipaxos:](#) (39 09.3N/ 20 14E)

Beautiful white stone beaches popular w/ tripper boats; stop here for a swim on your way from or to Paxos. No facilities ashore. The two anchorages are recommended for daytime only unless wx is settled.

## **Mainland:**

[PREVEZA-](#) (38 57.6N/ 20 45.4E) not particularly attractive but good central town for all needs (medical, transport inland, supermarkets, phone services, ATMs, chandleries & repairs); tie stern-to (or side-to if room) at free town quay w/ tap water -good holding; or tie alongside the incomplete new small marina; anchorage is just north of this marina; across the channel is Cleopatra marina (CH67) (dockage/fuel station) and two adjoining boatyards; the small Aktion airport there does charter flights in season.

[Levkas Canal:](#) (38 50.9N/ 20 43.3E)

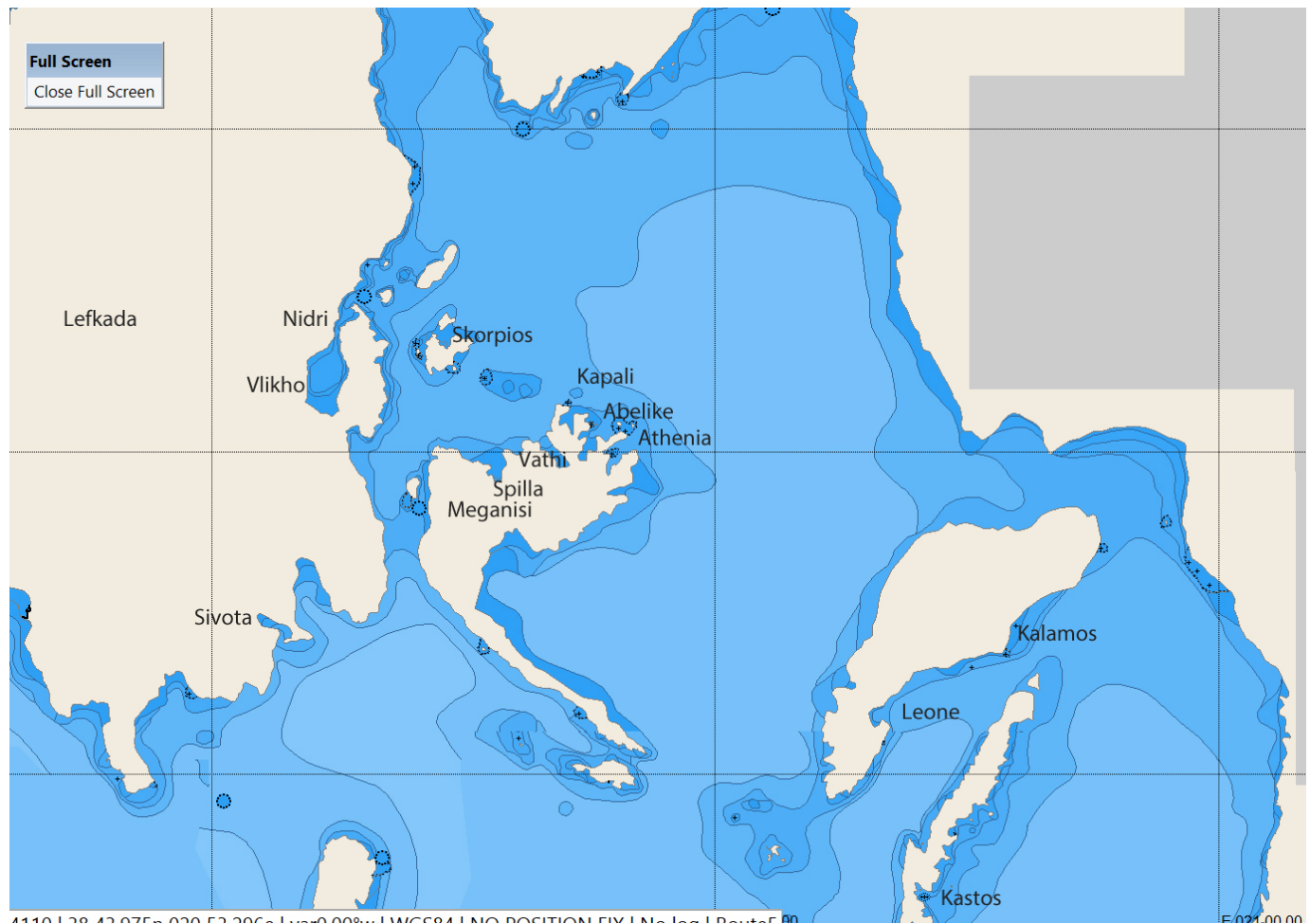
The most direct entrance to the 'inland sea' without going all the way around Lefkada. Caution is needed in strong Northerlies and afternoon, accelerated Northwesterlies; **definitely drop sail** well before approaching. Your first sighting of the Canal entrance will not be the green navigation light atop a rock pillar. Your first sighting will be the construction cranes, tug boats, and barges that are building a large seawall to control the perpetual silting of the sand spit (August 2015). As of June 2015, the entrance to the canal had been dredged; the sand spit is now smaller but there is a sandbar extending off the end. You want to allow 20-30 metres off the spit. Once past its end, the channel has been dredged nicely and if you keep to the middle you should not see less than 4 ½ metres. The Levkas floating bridge opens on the hour from 0600-2100 and on demand (**CH12**) thereafter. If waiting for the bridge from the north, hovering is normal but you may try putting a single looped line ashore to the West wall and flagging off against the prevailing NW wind. Anchors tend to drag.

The remaining few miles of the canal, south of Levkas Town and Levkas Marina the channel is less well marked. Staying between the **non-standard marks** (which could be yellow, white or orange balls, and standing sticks, etc.) there is good water and room for opposite direction boats to pass.

[LEVKAS TOWN-](#) there is a free town quay which may be filled w/ charter boats; limited (temporary) anchoring space between town quay and marina. Good supermarket on waterfront near post office; good gyros at 'yupo yupo' (gyro gyro) nearby; many amenities -shops, tavernas, phone stores, chandleries, etc.

[LEVKAS MARINA-](#) (38 49.8N/ 20 42.8E) a full-service marina (**CH69**).

### 7.1.3 Inland Sea



Once past the Lefkas Canal you enter the Inland Sea, so named because of the protection afforded from the prevailing NW winds by the outlying Islands of Lefkada and Cephalonia. Distances between ports are relatively short. Zig-zagging from one island to another affords great sailing opportunities. Summarizing some highlights from North to South:

### Lefkada:

**NIDRI/TRANQUIL BAY**- (38 42.4N /20 42.7E) very popular village w/ good anchorage across the channel (if busy, anchor- moor to shore); free quay but busy w/ ferries & day-trippers (avoid painted areas in yell-red/yell-blk); water on quay, fuel by mini-tanker; tavernas, bakeries, markets; short dinghy ride down to Vlikho.

[ORMOS VLIKHO](#) ('Velcro bay')- (38 41N /20 41.9E) huge anchorage with good depths and holding, favourite of the live-aboard crowd; boatyards & services; **Vlikho Yacht Club**- very welcoming casual cruisers hang out; UK expat-run, pub cuisine, book swap, laundry, showers, etc.; good tavernas on east side- *Seaside, Elenas, Gailos, Dimitris*.

[ORMOS SIVOTA](#)- (38 36.8N/ 20 41.5E) a beautifully protected bay surrounded by high hills and home for many attractive tavernas. Choose a taverna dock, stern-to the town quay or anchor in reasonable depths. Tavernas with docks: *Yacht Bar* (20-30E/n [Sept.], showers), *Stavros* (dine for dock, utilities incl., showers); 2 markets; no ATMs. Avoid on Thursday 17<sup>th</sup> as there will be a huge regatta in this harbour.

### **Skorpios:**

Previously owned by the Onassis family, now by a Russian; although private w/ prohibited shore access, we have seen a few yachts anchored in the northern bay for a swim and in SW bay off 'Jackie's beach house' (38 41.2N/ 20 44.4E). Guards are omnipresent and demand you stay outside the line of floats off the SW and may shoo you out of the northern bay. They may not let anyone even near the island if guests are in residence.

### **Meganisi:**

[PORT SPILIA/SPARTAKHORI](#)- (38 40N/ 20 45.8E) free dock (utilities) w/ dining @ *Asterikos*; hike up to charming village for great views; a few small markets; another taverna *Spilia* at south quay.

[PORT VATHI](#) (Little Vathi)- (38 40.4N/ 20 46.4E) good-sized village w/ new Odyseas Marina (**CH72**) & **CCA event #2**; usual amenities incl. water, fuel dock, pump-out; good selection of tavernas, mini-markets and nice 20min. walk to North-Western bays. Tennis court.

[ORMOS KAPALI](#)- (38 40N/ 20 46.9E) two wooded secluded coves; tie to shore or possibly free-anchor in eastern side; can hike across hill to Vathi town.

[ORMOS ABELIKE](#)- (38 40N /20 46.9E) nice, popular anchorage w/ tiny floating dock; *Abelike* taverna and *O Minas* restaurant (nice w/ showers, laundry facilities); 20 min. walk into Vathi.

[PORT ATHENI](#)- (38 39.8N/ 20 47.9E) the most southerly of the 3 bays; anchor-moor to the quay at the base or take a berth on a taverna pontoon; laundry at cafe. Avoid on Wednesday 16<sup>th</sup> due to another large floatilla.

### **Kalamos:**

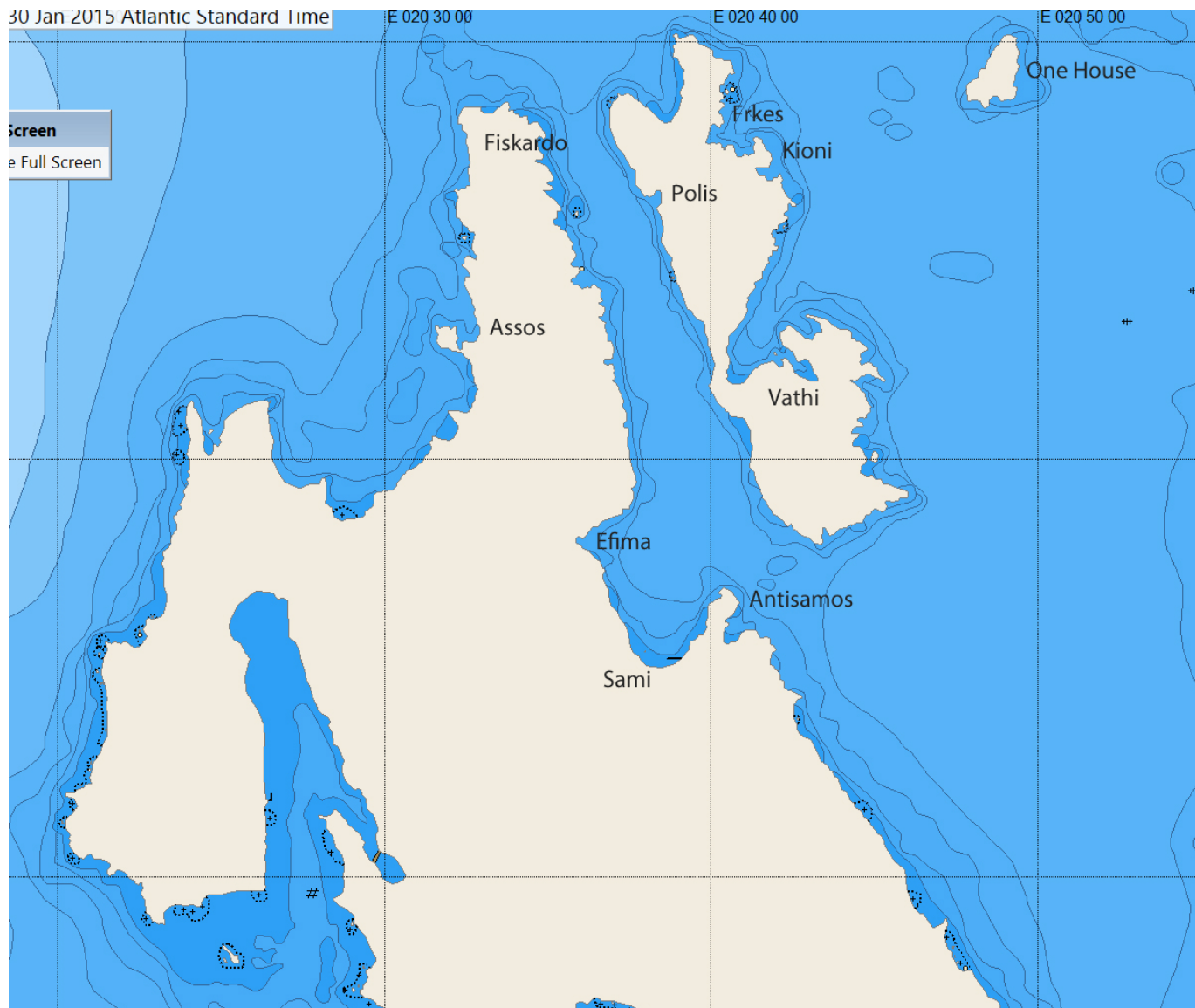
[PORT LEONE](#)- (38 35.8N/ 20 54E) quiet secluded anchorage w/ old church supposedly containing old olive presses.

[PORT KALAMOS](#)- (38 37.4N /20 56E) busy little village because of George, the harbourmaster; owns *George's* taverna; free dock w/ dining; can also anchor just outside of harbour.

### Kastos:

Has lots of secluded anchorages surrounded by rocks.

PORT KASTOS- (38 34N/ 20 55.4E) small, lively little port w/ docks; several tavernas; *Chef John's* just up the hill offers showers & free laundry w/ dining; also the *Windmill* taverna ( visible landmark); can anchor in bay immediately NE of village and dinghy or walk along shoreline into town.



### Atoko:

Steep, tiny, nearly uninhabited island with two anchorages.

ONE HOUSE BAY- (38 29N/ 20 49.3E) anchorage on SE corner; protected from prevailing winds; small beach; okay for overnight stay.

### Ithaca:

Supposedly the home of Odysseus; can get gusty on lee side w/ strong NW winds.



[FRIKES](#)- (38 27.6N/ 20 39.9E) we mention this harbour as a place probably **not to go** unless wx is settled; winds gust down into small harbour between steep hills; cement mole offers protection on its inside and there is shallow side-to-berthing inside harbour, BUT it is subject to ferry wash rolling in from offshore which has caused damage to yachts. However, there are several good tavernas ashore (*Rementza, Penelope*). Nearby Limenia cove is a possible anchorage (deep) in settled wx.

[KIONI](#)- (38 26.9N/ 20 42.2E) small village w/ quays; could also anchor and tie ashore; walks to ruined windmills.

[VATHI](#)- (38 21.9N/ 20 43.1E) a large harbour w/ plenty of anchoring room and quays all around (possible nominal charge from Port Police), but gets choppy in strong NW winds; expect to get knocked about by **katabatic winds** as you enter the outer bay; sizeable village w/ amenities such as produce stands, good butcher/deli (Koutovios); new AB grocery store on waterfront, small Carrefour uphill behind town; good tavernas (*Nikos*) in centre of town and *Dimitris Tsiribis* restaurant (**CCA event #3**) in NE corner of harbour; wine shop; archaeological (0900-1300/1900-2200 M-Sa, 3E) and nautical (1000-1400/1700-2100 Tu-Sa 1.50E) museums (check all times if you are interested); Homer-related walks, events; *cash only* Kassianos fuel dock (diesel, gas, H<sub>2</sub>O) @ +30 26740 33316; water by mini-tanker; nice long walk around perimeter of harbour w/ pretty swimming beach just past(NW) *Dimitris* taverna ( 10 min).

[PORT POLIS](#)- (38 26.3N/ 20 38.4E) small bay on NW side of Ithaca where Odysseus's cave was excavated; can get uncomfortable in strong NW winds, but worth a stop just to hike up to Stavros village for lunch and visit the tiny Homer museum (10 min walk out of town)w/ artefacts found in the cave.

### [Cephalonia](#):

Where the WW2 history in Louis de Bernieres' novel 'Captain Corelli's Mandolin' took place and where the movie was filmed.

[FISKARDO](#)- (38 27.7N/ 20 34.6E) sometimes called the 'St. Tropez of Greece'; a charming village popular w/ mega yachts; can tie ashore along N side and either dinghy or walk the path into town; or to town quays (no utilities) or floating pontoons; tavernas abound (*Panormous is good. Tassia* also recommended); car rental available to visit Assos, etc.; few small markets; fishing chandlery (see Supplies in Gen Info.). Alternatively, there are two small bays just south where one can tie ashore and either walk or dinghy to town.

[AYIA EUFIMIA](#)- (38 18N/ 20 36.1E) nice open anchorage or quay w/ utilities and fee; village has a few markets and tavernas (*Paradise Café*- up hill near large hotel, favorite dining spot for film crew); nice dinghy ride to small white polished -rock beach just N of harbor.

[SAMI](#)- (38 15.3N/ 20 38.8E) busy ferry port w/ free quays and tap water. NW winds make this area choppy, hence uncomfortable anchoring off unless settled wx.; town has usual amenities.



ANTI SAMOS- (38 15.9N/ 20 40.7E) small bay; scenes from film shot here on beach; can anchor off beach or in small cove just to the N, tying to iron ring on rocks and watching goats ashore.

ASSOS – (38 22.9N/ 20 32.2E) a beautiful bay dominated by a large Venetian fortress; great climb to the fortress walls; nice taverna *Plantano's*. Visit only if weather is calm; anchor-moor to the mole on the east or to rings set in rocks on west side. Holding is variable.

## 8.0 Appendix 1 - Travelling to Corfu (CFU)

There are a lot of different ways into Corfu from North America. The traditional approaches are USA – London – Corfu or USA – Athens – Corfu but using some of the newer carriers will take you through other hubs.

### Corfu Airport (CFU) Airlines and destinations

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Corfu Airport is on the coast 3km south of Corfu city centre. The airport offers domestic flights with [Olympic Air](#) and [Aegean Airlines](#) (code sharing) running a spoke and hub system out of Athens, but the vast majority of traffic in the summer season are discount flights for holidaymakers. The much of this traffic arrives on Mondays, Fridays and Saturdays mainly to coincide with the change-over days for holiday apartment rentals. The timing of many flights is early in the morning or late at night.

There can be a lot of variation in pricing on the same flight depending on when you book. It's sensible to snap up flights early if you have only £100 at risk. While many discount tickets are worthless if not used, easyJet has quite a reasonable rebooking policy. On the other hand, some of the airlines (e.g. Monarch) do not appear to be taking bookings yet for next September.

Highlighted are the more likely carriers and connections you might use. [Expedia](#) will show you comparative prices for easyJet, and the majors. [Skyscanner](#) is a useful site to pick up some of the charter airlines that do not show on Expedia. It is not so good on complex flights from North America. It is sometimes easier to first search for one way flights, then check if a return package is cheaper. Also you might get an idea of good connecting flights into Corfu first and then look for a round trip fare to that hub city.

### Some popular flights inbound might be:

Friday Sept 11 Air Berlin 9:25p - 6:40p +1 14h 15m JFK – CFU 1 stop  
4h 5m in DUS

Saturday Sept 12 easyJet 5:50p - 11:00p 3h 10m LGW – CFU Nonstop

### Some popular flights home might be

Saturday Sept 26 easyJet 11:45a - 12:55p CFU – LGW

Saturday Sept 26 Air Berlin 10:15a - 3:45p CFU – JFK 1 stop 1h 20m TXL

Saturday Sept 26 Aegean / Delta 10:10a - 4:05p CFU – JFK 1 stop 45m ATH

Finding good flights is a constantly changing work in progress. If you identify a good flight connection, let us know [cca.ionian@gmail.com](mailto:cca.ionian@gmail.com) and we will add it to this list.

Airlines	Destinations
<a href="#">Aegean Airlines</a>	<a href="#">Athens</a> 4 flights daily <b>Seasonal:</b> <a href="#">Brussels</a> , <a href="#">Düsseldorf</a> , <a href="#">Frankfurt</a> , <a href="#">Munich</a> , <a href="#">Moscow-Domodedovo</a> , <a href="#">Paris-Charles de Gaulle</a> (begins 19 April 2015), <a href="#">Rome-Fiumicino</a> (begins 23 June 2015),
<a href="#">Olympic Air</a>	Operated by Aegean
<a href="#">Aer Lingus</a>	<b>Seasonal:</b> <a href="#">Dublin</a>
<a href="#">Air Berlin</a>	<b>Seasonal:</b> <a href="#">Berlin-Tegel</a> , <a href="#">Cologne/Bonn</a> , <a href="#">Düsseldorf</a> , <a href="#">Frankfurt</a> , <a href="#">Hamburg</a> , <a href="#">Leipzig/Halle</a> , <a href="#">Munich</a> , <a href="#">Nuremberg</a> , <a href="#">Zurich</a>
<a href="#">Arkefly</a>	<b>Seasonal:</b> <a href="#">Amsterdam</a>
<a href="#">Blu-express</a> operated by <a href="#">Blue Panorama Airlines</a>	<b>Seasonal:</b> <a href="#">Rome-Fiumicino</a>
<a href="#">British Airways</a>	<b>Seasonal:</b> <a href="#">London-Heathrow</a> (begins 1 May 2015) Th, Fr, Su, Mo
<a href="#">Condor</a>	<b>Seasonal:</b> <a href="#">Berlin-Schönefeld</a> , <a href="#">Düsseldorf</a> , <a href="#">Frankfurt</a> , <a href="#">Hamburg</a> , <a href="#">Leipzig/Halle</a> , <sup>[6]</sup> <a href="#">Munich</a>
<a href="#">Corendon Dutch Airlines</a>	<b>seasonal:</b> <a href="#">Amsterdam</a>

Airlines	Destinations
<a href="#">easyJet</a>	<b>Seasonal:</b> <a href="#">Berlin-Schönefeld</a> , <a href="#">Bristol</a> , <a href="#">London-Gatwick</a> 2 flights daily, <a href="#">London-Luton</a> , <a href="#">Manchester</a> , <a href="#">Milan-Malpensa</a> , <a href="#">Naples</a> , <a href="#">Rome-Fiumicino</a> , <a href="#">Paris-Charles de Gaulle</a>
<a href="#">Jetairfly</a>	<b>Seasonal:</b> <a href="#">Brussels</a> , <a href="#">Paris-Charles de Gaulle</a>
<a href="#">Monarch Airlines</a>	<b>Seasonal:</b> <a href="#">London-Luton</a> <b>Seasonal charter:</b> <a href="#">Birmingham</a> , <a href="#">London-Gatwick</a> , <a href="#">Manchester</a>
<a href="#">Norwegian Air Shuttle</a>	<b>Seasonal:</b> <a href="#">London-Gatwick</a> , <sup>[8]</sup>
<a href="#">Ryanair</a>	<b>Seasonal:</b> <a href="#">Bremen</a> , <a href="#">Bergamo</a> , <a href="#">Billund</a> , <a href="#">Charleroi</a> , <a href="#">East Midlands</a> , <a href="#">Edinburgh</a> , <a href="#">Glasgow-Prestwick</a> , <a href="#">Leeds/Bradford</a> , <a href="#">London-Stansted</a> , <a href="#">Manchester</a> , <a href="#">Moss/Rygge</a> , <a href="#">Rome-Ciampino</a> , <a href="#">Weeze</a>
<a href="#">Sky Express</a>	<a href="#">Preveza</a> (PSO)
<a href="#">Small Planet Airlines</a>	<b>Seasonal:</b> <a href="#">London-Gatwick</a> <a href="#">Manchester</a>
<a href="#">Thomas Cook Airlines</a>	<b>Seasonal:</b> <a href="#">Birmingham</a> , <a href="#">Bristol</a> , <a href="#">East Midlands</a> , <a href="#">Glasgow-International</a> , <a href="#">London-Gatwick</a> , <a href="#">London-Stansted</a> , <sup>[10]</sup> <a href="#">Manchester</a> , <a href="#">Newcastle upon Tyne</a>
<a href="#">Thomson Airways</a>	<b>Seasonal:</b> <a href="#">Aberdeen</a> , <a href="#">Belfast-International</a> , <sup>[11]</sup> <a href="#">Birmingham</a> , <a href="#">Bournemouth</a> , <a href="#">Bristol</a> , <a href="#">Cardiff</a> , <a href="#">Doncaster/Sheffield</a> , <a href="#">Dublin</a> , <a href="#">East Midlands</a> , <a href="#">Edinburgh</a> , <a href="#">Exeter</a> , <a href="#">Glasgow-International</a> , <a href="#">Leeds/Bradford</a> , <a href="#">London-Gatwick</a> , <a href="#">London-Luton</a> , <a href="#">London-Stansted</a> , <a href="#">Manchester</a> , <a href="#">Newcastle upon Tyne</a> , <a href="#">Norwich</a>
<a href="#">Vueling</a>	<b>Seasonal:</b> <a href="#">London Gatwick</a> <a href="#">Barcelona</a> (begins 20 June 2015), <a href="#">Rome-Fiumicino</a> <sup>[13]</sup>

## Hotels in Corfu

Those arriving before their charter boats are ready or being asked to leave the boat before the closing party should consider two alternatives.

### Gouvia

One option is to be near the marina to get easy access the following morning. We took a look at a few cheap and cheerful that were quite close to the West side of Gouvia Marina where most of our charter boats will be based. Taxi from the airport is €25. For the closing dinner Friday night we will have buses organized to take people between Gouvia Marina to the Achilleion Palace which is about ½ hour south- east of the marina.

The [Iliada Beach Hotel](#) was tidy, clean and close by (900m walk). Their rate for 9/12 is €56 and for 9/25 is €43 for a double or twin B&B. Contact [andrianos\\_spirou@hotmail.com](mailto:andrianos_spirou@hotmail.com) or the hotel [info@iliadabeach.com](mailto:info@iliadabeach.com) referencing the CCA.

### Corfu Town

The other option is to enjoy the sights and restaurants of Corfu Town. It will be about a €20 taxi to Gouvia Marina

We took a look at the [Corfu Palace](#). It appeared well-run and is quite convenient to the Liston, a very interesting promenade and restaurant area where we will be for the opening Monday night. They have a group rate for us of €182 double or twin B&B. Contact Dionisios Sgouros Reservations Manager [reservations@corfupalace.com](mailto:reservations@corfupalace.com)

## 9.0 Appendix 2 – List of What to Bring

Updated 24 Feb 2015

### 9.1 Charter Boat Supplements

1. CCA Burgee
2. Signal Flags (optional)
3. Inverter. Bring along a cigarette lighter cord 12v >110v inverter (West Marine \$35) and a small extension cord with an octopus outlet to charge all your cell phones, iPads, computers.
4. While boats will have chart plotters, they may be small and only at the interior nav station. Consider bringing an iPad that has connectivity (to pick up GPS) loaded with Navionics Charts. You can purchase an iPad Chart of Europe version for \$65. (Tip: rather than purchase the iPad version for \$65, buy the iPhone version for \$19 (was \$10). And hit the 2x button on your iPad. It will refresh much faster, give you the same information, and a copy will be in your pocket for bar conversation). This iPad can also serve as your WIFI hot spot (see communications)
5. Portable VHF
6. Boats will have bed linens and towels but often just the basics. Either stipulate more linens or consider bringing extra towel, tea towels, face cloths.
7. 210 v to 110 v plug – to tap shore power into multi-voltage transformers. These are readily available locally for a few euros.
8. PVC Electric Tape
9. Personal flash light
10. Binoculars – Boats will all have them but you might do better
11. Extra Masks, Fins – There should be one pair aboard
12. Garden work gloves for handling dirty lazy lines.

### 9.2 Clothing

1. Light coastal foul weather gear - temperatures will generally be pleasant. Boots and bibs not necessary.
2. Sturdy Shoes
3. Aqua Socks – Beaches are often gravel and hard on the feet. When anchor mooring the rocks can be sharp. These swimming shoes are readily available in convenience stores in Greece.
4. Optional blazer for opening and closing parties

### **9.3 Other**

1. Epi-pen if allergic to wasps – wasps seem to come and go. They were bad specifically in Meganisi June 2011 but not an issue in Sept 2014.
2. Mosquito repellent and coils – similar story. Occasional problem but nothing like spots on the US coast.
3. Chip & Pin Credit card. Some places require these rather than swipe cards but others take either. If you do not have a C&P card you can always get cash from the 'hole in the wall'- ATM's are abundant.

## 10.0 Appendix 3 - Communications in the Ionian

*The information in this document is constantly changing. Updated and believed to be current as of August 2015.*

It will be **important** that each boat have access to email as that is the anticipated medium for fleet messages each morning and any other alerts. Voice service at reasonable prices both locally and back to North America are also important.

There are a variety of solutions available. Here are a couple

- 1.1. **T- Mobile USA** – A US T-Mobile account now allows free data and text roaming throughout Europe and calls at a flat 20¢ / minute whether to / from the USA or to / from a local Greek number. Data roaming is at a base speed of 128kps which is adequate for drawing down emails and modest surfing. This can be augmented by high speed data plans that provide 3 and 4G service - 200mb expiring in 7 days for \$25, 500mb expiring in 14 days for \$50. With high speed data, a smart phone can be set up as a personal hot spot and provide WIFI throughout a boat. T-Mobile's service provider in the Ionian is Cosmote. T-Mobile also allows you to make and receive WIFI calls. They are billed at the same 20¢ / minute. We've tried it and it works as advertised – no extra charges.
2. **Cosmote** – The former Greek national cell phone provider has the best cellular coverage in the islands. The Event committee has made arrangements with a vendor to provide the following options
  - 2.1.1. - prepaid voice plus data SIM similar to what you would have on in a US smart phone for ~ €35 that will provide 200 Greek minutes plus 40 USA minutes of voice plus 1GB data. When we did our investigations last fall these prepaid voice & data plans were not available. This would provide you with the minimum service you would need for email and weather. Requires an unlocked cell phone.
  - 2.1.2. – data only SIM card with 5 GB of data service for €30 good for 14 days. These cards will work in an unlocked smart phone or unlocked iPad which can then be used as a personal hot spot to provide WIFI throughout a boat. The vendor can also provide a small unlocked hot spot device for ~ €45 that you can use not only in Greece but with other local SIM cards throughout the world. These dedicated hot spot high speed data SIM's are not set up to provide voice service but you can access voice by using VOIP (Skype) through this data service. Prepaid voice SIMs and inexpensive phones are also available that will provide low cost phone service.
  - 2.1.3. Both of these can be topped up easily by purchasing a code at a newspaper kiosk

\*Obtaining a Greek voice or data SIM requires identity authorization which can take a bit of time if you walk into a shop. Our vendor can process this in advance of your arrival. Send us a scan of your passport photo page along with a note about the service you would like. Payment can be made to our vendor at registration in Corfu. Send the passport photo to [CCA.Ionian@gmail.com](mailto:CCA.Ionian@gmail.com) with a header "Cell phone registration –Your Name"



## Recommendation

If you expect to only use data to draw down email, the odd weather report and our morning briefings, bringing along a US phone with T-Mobile service is a simple solution. People can continue to reach you on the telephone number they are familiar with and your cost of a telephone call is reasonable. Data roaming with other US providers can be very expensive even with their International traveler plans.

If you want to download the daily papers and surf the web, purchasing a prepaid Cosmote SIM for each boat is the ticket. If you do not have an unlocked smart phone or iPad to dedicate to be the WIFI hub, the unlocked WIFI hot spot device is great and you can use it again in other countries.

**Data Usage** We have found by sad experience that, if not careful, it is possible to burn up a lot of data (500+mb/day) through inadvertent use of cloud services and background App refreshing. iPhone and iPad's are factory set to recognize the difference between a cellular connection and a Wi-Fi connection and hold off on some data transmission until on a Wi-Fi connection. The problem is they see a Wi-Fi hub through a cellular connection as just another Wi-Fi connection. For example, if you take photos using your iPhone, at standard settings it will upload to the cloud each photo at full resolution the next time you have the phone in range of your boat's Wi-Fi hub. It will also download, at lesser resolution, the photos to all synched devices. This can be turned off by going to "settings / photos/" and turning off iCloud photo library and My Photo Stream. Don't be concerned by the message about deleting photos on your phone. They will all return once you turn these setting back on at home. Similarly if "Settings/General/ Background App Refresh" is left on, it will refresh information on Apps you are not looking at. Turn it off and it will only refresh the information you are seeking when using the App in the foreground.

Similarly on laptops, turning off dropbox and other cloud services can be useful if you get a lot of traffic this way.

Multiply these drawdowns by 4-6 people each having a smart phone and an iPad logged in whether being used or not and it adds up. Mind you \$5/day for being over connected is not going to break the bank but it may necessitate an unexpected top up. We suggest you always have a spare top up card (or receipt number). They are available at many kiosks and minimarts.

## 11.0 Appendix 4 – Stern-to mooring guide

Stern-to mooring is a bit of an art, but if you follow some basic rules it usually ends in success!

The aim is to reverse the boat into a space on a town quay or pontoon with the anchor laid out in front of the boat and then have the boat secured to the quayside or pontoon with two stern lines.

### Lazy Lines

The first thing to establish is if the quay you are parking on has lazy lines or not. If there are lazy lines you will see thin ropes appearing out of the water tied onto the quay at regular intervals. These ropes are attached to thicker ropes under the water and in turn are attached to a block of concrete or an anchor.

If there are lazy lines, then you must not use your anchor as it may get caught on the concrete block/anchor and cause problems.

See below for mooring-up using lazy lines.

### Preparation is key

Good preparation and a clear strategy are critical to the success of stern-to mooring. All crew members should be clear on their roles and what the plan is! Back seat drivers are not very helpful in these situations!

1. As you approach the harbour, you will need to do the following in good time:
  1. Put all fenders out (3 on each side), so that the top of the fender just sits below the toe rail.
  2. Move the tender to the front of the boat and tie off on a cleat. Make sure the tender has enough scope to drift well-clear of where the anchor will drop down (or the anchor will go through the bottom of it!). If you have a bow thruster, ensure that the line is not going to be sucked into it.
  3. Turn the electric windlass on (at the control panel) and prepare the anchor for dropping (move it forwards so it is just about dangling off the front of the boat). Have the windlass hand control at the ready, and well-clear of the anchor/windlass motor.
  4. Make sure the anchor locker hatch is tied back so that it does not fall on the operator.
  5. Prepare two stern lines, attached to the stern cleats and fed up around the pushpit and into the cockpit coiled ready for throwing. Make sure no ropes of any description are dangling in the water or this could foul your prop, just when you need it most! Ensure the lines will be long enough to reach the dock and back when you are 2+ metres from the dock. The custom is to wrap a line around a bollard and pass the end back to the boat.
  6. Remove the stern cockpit safety lines and lower the transom ladder (if it sits vertically), leaving a clear passage for jumping/stepping from the cockpit to shore.

It is best to do all this in plenty of time before you arrive in the harbour so you can then focus on finding a space and keeping your eyes open for other boats etc.

If you are on the helm, then your job should be to purely stay on the helm and let your crew do the preparations. Do not leave the helm at any time when in the harbour.

- 1 You will need one person up at the anchor and a minimum of one in the cockpit (on the helm). If you have additional crew members, then one can be ready to throw the stern lines and one could stand on the side of the boat ready to help fend off against neighbouring boats.
- 2 Approach the space bow first, very slowly, and check depths. You are especially looking for anything close to the quayside (i.e. rocks or underwater cement ballast) which will foul the rudder (the deepest bit of the boat close to the quay). The person on the bow can report back anything that looks worrying!
- 3 Turn away from the quay (or reverse if the space is restricted) and head straight out keeping the stern of the boat square with the space. Slowly, slowly, slowly! When you are at least 5 boat lengths from the quay, and assuming you are still pretty square-on to the space, you will need to slow the boat down (bit of reverse) and then when stopped, give it more power to get the boat moving backwards. You can tell when you are actually moving backwards by the tender drifting out to the front of the boat. In this period of transition, you will have very little directional control. Do not panic, but keep the reverse power on until you get steerage back. When the boat is moving backwards, drop the power to a bit above idle and correct your direction. The wheel will try and kick from side to side, so keep a firm grip on it.
- 4 Look at the anchors from neighbouring boats. You want to position your anchor in between their anchors, and not cross over them. If a boat is badly moored, you may have no choice but to drop yours over theirs (see clearing crossed anchors below).
- 5 By now you should be moving slowly backwards about 4 boat lengths perpendicular to the quay, with the stern of the boat aiming for the space. Pick out a feature on the quay (a bollard or a lamp post etc.) and keep focused on that as your target.
- 6 When you are at least 3 boat lengths off the quay you need to release the anchor. The best way is to release it manually and not using the electric windlass. The reason for this is so the anchor falls quicker and digs into the sea bottom better. Release enough anchor chain so that it hits the bottom and then when the anchor chain starts to stretch out (i.e. becomes tighter) release another 10 metres or so and then stop it again until the chain starts to stretch again. It is very important not to slow the boat mid mooring-up procedure with the anchor chain becoming too tight. If you stop the boat it will be very difficult to get it moving again in a straight line and you may have to abort and start over. **KEEP THE BOAT MOVING!**
- 7 Keep releasing more anchor rode until the boat is about 1 meter from the quay. Ideally the anchor should be fairly slack at this point, otherwise as you reduce engine power the weight of the chain will start to pull the boat out again! So, you are 1 meter off the quay, you have a fairly slack anchor, the engine is just idling in reverse or neutral to maintain the gap. If you are short-handed, then the person at the bow now needs to move fairly quickly

to the stern and grab THE UPWIND stern line and either jump ashore or throw it to a willing passer-by (usual practice). You must attach the upwind stern line first. Get it wrapped around a ring, bollard, lamp post or whatever you can find quickly to just secure the boat. You still must not leave the helm at this point as you are needed to maintain the gap using engine power with little continuous blips of forward, reverse etc. No big power surges please or you will either hit the quay or pull your crew into the sea...

- 8 If you are throwing the rope to a willing helper, make sure it reaches them. Do not throw it too early and make sure it is not going to be restricted by anything on the pushpit (GPS aerial, life buoys, outboard engines etc.) Check all this before you start the procedure.
- 9 You cannot secure the boat by simply holding the mooring rope. You can only secure it by wrapping it around something to give extra friction. Once you have the UPWIND mooring rope secure, the downwind rope can be secured in similar fashion. You want the stern lines to come out an angle from the boat, and not straight back, as this will not stop the boat from moving from side to side. You may need to be a bit creative at times, as mooring rings and bollards are not always located in the most convenient places!
- 10 It is normal practice to pass the other end of the mooring rope back to the boat and tie off on the same cleat. This is known as “doubled up”, and is a benefit when it comes time to leave.
- 11 Once you have both stern lines attached securely and doubled up back to the boat, you can tighten up the anchor chain. Still the helmsman should be maintaining the gap with engine power, or just leave slightly in forward gear so it is pulling against the two stern lines. Using the electric windlass, wind in the anchor chain, until it rides up out of the water and becomes tight. Do not strain the motor too much, but it should be clear if the anchor is holding or not. The chain should be fairly tight and heading off the bow of the boat at a nice shallow angle. If it is entering the water at a steep angle then either it is too slack still, or the anchor is too close in! It may take a while for the anchor chain to tighten up if the anchor is being dragged in – keep going in bursts until it holds. If it just keeps on coming in then you will need to do the whole procedure again.
- 12 You want to aim to get as much anchor chain out there as possible. You cannot have too much out, but you can have too little. Each boat has a minimum of 50m of chain on board. If you have dropped it too early and you do not have enough to get back to the quay, then you need to start again.

13 If there is a crosswind, then you will need to position the boat slightly upwind of the space as you might be blown downwind during the procedure. A slightly faster speed may be required if it is very windy to keep directional control.

14 Done – open a beer and chill out!

### **Some tips:**

1. Create some hand signals so that you can communicate with the person on the bow with regards to dropping the anchor, and when to stop dropping it when you are close to the quay. Shouting instructions is not ideal as it can be unclear, plus you will look totally in control...!
2. If it is windy, try and select a space where you can avoid cross winds, i.e. stern into wind or bow into wind.
3. The boats have a little bit of “prop walk” when they are put into reverse. This means that the rear of the boat will initially steer itself either to right or left (depending on boat). Work out which way your boat “walks” in the safety of the open sea, and then allow for this when starting your reversing. For example, you may want to initially have the stern pointing to right if it walks to the left. Then as you engage reverse it will naturally straighten up.
4. Slowly, slowly, slowly. Keep calm. If it is not going well, then abort and try again. In particular, if you lose direction and are way off track, then abort and start again. Personally, I start my reversing procedure a long, long way off the quay, so you have loads of time to get it lined up properly and counteract any prop walk.
5. In some places, a taverna owner may come out and assist. Listen to their advice and follow their instructions.
6. Upwind mooring rope attached first!
7. As much anchor chain out as possible!

### **Lazy Lines**

When mooring-up using lazy lines, you do all the same preparation, apart from preparing the anchor. You will not be using it.

Reverse in to the space slowly and square-on. It is usual for the taverna owner, who has run the lazy lines, to come out and assist you. When you are close the quayside, he will pass you the thin rope attached to the quay. Engine in neutral, so you do not foul the lazy line.

You take this rope and hand-over-hand, walk it to the front of the boat whilst pulling up the thick rope attached to the thin rope. It is hard dirty work and work gloves are recommended! When you are at

the bow of the boat, keep pulling up the thick rope (it will be wet and maybe muddy!) and get it wrapped around the forward cleat. Keep pulling up until it won't come up any further, and tie off around the cleat. This is effectively your anchor. If you have a bow thruster, drape the thin rope over your stanchions as you bring it forward to ensure the line does not get sucked into the prop.

Whilst the lazy line is being secured to the bow, the stern lines will be attached to the quayside (UPWIND FIRST) as with mooring with an anchor. Secure the stern lines initially with the boat a bit further from the dock than you plan to settle. Once the bow line is made, reverse the boat toward the dock to tighten the bow. Job done!

## **Getting away from a mooring**

### **Lazy lines**

The most important factor here is to remember not to put the engine into gear until the lazy line has sunk to the bottom, or you may cut it with the prop.

1. Release the DOWNWIND stern line first. If doubled up, then you can do this from the cockpit which is much more preferable.
2. With one person on the bow, release the other stern line. The weight of the lazy line will pull the boat away from the quay. Fend off neighbouring boats. Do not engage gear!!!
3. Ensure stern lines are safely in the cockpit and not dangling in the water. When the boat is well -clear of the quay, release the lazy line from the bow cleat and throw clear of the boat into the water. It will sink slowly. When you are sure the lazy line has sunk clear of the keel and prop, then you can engage gear and slowly drive out forwards from the space.
4. Fenders in, tender brought around to the rear of the boat, and away you go!

## **Anchored mooring**

Release DOWNWIND stern line first and then prepare to release the upwind stern line. When released, pull into boat as quickly as possible, making sure it is clear of any obstructions on land and get it into the cockpit. Instruct the anchor to be pulled up using the electric windlass. The weight of the anchor chain will again pull the boat out clear of the quay, so no engine power is needed – engine in idle!

1. You may need to slacken the anchor chain a bit before releasing stern lines if too tight.
2. Keep anchor coming in, with engine in idle. Person pulling in anchor needs to make sure that the cable connecting the hand control to the motor is kept well clear of the motor. Keep your arm outstretched, to keep the cable away!
3. As soon as the anchor is seen to be clear of the seabed, you can put the engine in gear to gain directional control. And drive slowly away out of the harbour. Job done!

## **Crossed or fouled anchors**

It is part of life in the Greek Islands to experience a situation where your anchor chain is crossed over a neighbouring boats' or vice versa.

You will have a good idea if this has happened, by looking out from the bow of the boat at the angle of the chains.

If you suspect this is the case, then do not stress about it!

Alert the skipper of the affected boat to your suspicions. If you are over their chain, then you should depart first in the morning, and hopefully it will not be an issue. You do not want to drag your anchor in across the seabed so that it catches their chain or anchor so keep the boat moving outwards from the quay slowly winding in the chain. If you are directly over the anchor when pulling it out of the seabed the risk of any problems is quite low.

If they are over your chain, then they should depart first. When you or they leave, make certain that they know you are departing, as they may need to take some action if you pull up their anchor (i.e. put the engine on to maintain the gap) or wind in slack chain.

If you do get your anchor caught under another chain, then you will need to pull it up slowly to the water surface. You will see the chain caught over the anchor.

1. Tie one end of a rope to the bow cleat and pass the other end under the other boats anchor chain and pull it tight and tie the other end to the cleat (so in effect you have a tight rope under their chain). Lower your anchor on the electric windlass a meter or so, until it swings clear of the chain (as the chain will not lower with the anchor). Once the anchor is clear you can then pull it in the remainder of the way and then release one end of the rope so the other boat chain is release. You are then clear.
2. The other boat will then need to wind in the slack on their chain.
3. Do not be tempted to try and hold the chain up with your hands or a boat hook. You will not manage it...!!!! And you will break either your hands or the boat hook....!!!!
4. Do not panic, because as you are in effect attached to their chain, you are still fairly secure. So take your time and think it through. Keep your fenders out just in case.
5. If you have many hands, it may be easier to dispatch a crew member in the tender to pass the rope under the chain, rather than reaching down from the deck of the boat. As you are in effect secure, and there is no wind, the helmsman could do this task in the tender, but of course returning to the helm before releasing!

It happens – do not panic, or get stressed by it. It is all part of sailing in Greece!

## 12.0 Appendix 5 – Cruiser Wiki Links

### 12.1 [Corfu](#)

12.1.1 [Gouvia](#)

12.1.2 [Kalami Bay](#)

12.1.3 [Garitsas Bay](#)

12.1.4 [Petríti](#)

### 12.2 Ionian Sea to Lefkas

12.2.1 [Mourtos & Sivota Islands](#)

12.2.2 [Parga](#)

12.2.3 [Paxos](#)

12.2.3.1 [Lakka](#)

12.2.3.2 [Longos](#)

12.2.3.3 [Gaios](#)

12.2.3.4 [Mongonisi](#)

12.2.4 [Antipaxos](#)

12.2.5 [Preveza](#)

12.2.6 [Lefkas](#)

12.2.7 [Lefkas Marina](#)

### 12.3 Inland Sea

12.3.1 [Lefkada](#)

12.3.1.1 [Nidri](#)

12.3.1.2 [Vlikho](#)

12.3.1.3 [Sivota](#)

12.3.1.4 [Vasiliki](#)

12.3.2 [Meganisi](#)

12.3.2.1 [Spilia](#)

12.3.2.2 [Little Vathi](#)

12.3.2.3 [Kapali](#)

12.3.2.4 [Abeliki Bay](#)

12.3.2.5 Port Atheni

12.3.3 [Kalamos](#)

12.3.3.1 [Port Leone](#)

12.3.3.2 [Port Kalamos](#)

12.3.4 [Kastos](#)

12.3.4.1 [Port Kastos](#)

12.3.5 Atokos

12.3.5.1 [One House Bay](#)



**12.3.6 [Ithaka](#)**

**12.3.6.1 [Frikes](#)**

**12.3.6.2 [Kioni](#)**

**12.3.6.3 [Vathi](#)**

**12.3.7 [Cephalonia](#)**

**12.3.7.1 [Fiskardo](#)**

**12.3.7.2 [Ayia Eufimia](#)**

**12.3.7.3 [Sami](#)**

**12.3.7.4 [Assos](#)**

## 13.1 Appendix 6 –Meganisi Sailing Instructions



Our plan is to have a relaxed sail from a starting line to the North West of Skorpios around a mark boat, hovering off Palairos and back to a finish outside Ormos Vathi. There will be a Orange Mark that must be kept to starboard set on the east side of the reef about ½ mile before the finish. The prevailing afternoon breeze is from the North West, so we anticipate a reach with a building wind, a gybe around the mark boat and a reach home. We will set the course length with an objective of about 1 ½ hrs. The co-ordinates of the mark boat will be announced by the Race Committee on Channel 71 and by email before the Attention Signal. The mark boat, Relief, a Blue 44 ft motor yacht captained by Gian Luca Fiori and flying our burgee, will likely not be anchored but maintaining station. Confirmation of our plans for the day will be emailed by 11:00.

We will divide the boats into three groups

12:50 Attention

12:55 Warning

13:00 Start Division 1 – Boats 40 ft and less

13:05 Start Division 2 - Boats 41 – 49 ft

13:10 Start Division 3 – Boats 50 ft or more

Time limit 3:30 If it looks like you will not finish by then, the iron jenny is in order.

To keep things tidy and recognizing that this is not a competitive race, we will adopt the following procedures

- Jibs will not be unfurled until the your start signal
- No Spinnakers
- Engines can be run until Start – 2 minutes

Should there be insufficient wind, we would plan a motor parade around Skorprios Island and Relief. Dressing ship would be nice.

## 13.2 Handicaps

While of course we know this is not a race, but if it were, following are the PHRF handicaps that might have been applied to award the prizes that might have been given. Handicaps are seconds per mile reduction in time on course. Anticipated distance 12 mi.

BOAT	Type	Beam	Draft	LOA	Last Name	PHRF Hcap
Kairos	Custom Schooner	26.9	12.5	125	Steward	-30
Canova	Baltic Sloop	24.7	18	112	Segre	-20
Viola of London	Custom			75	Sherbrooke	-10
Lady B	Swan 60	17.6	10.2	63	Madden	-6
Monterey	Farr PH 56	16	8.5	56	Crane	30
VELOS	Ocean Star 56.1	16.7	7.5	56	Ellis	30
THRESHOLD	Paine/Kanter 54.5	15.3	7.4	55	James	30
Henk	Sun Odyssey 54	16	6.6	54	Weare	57
Strella Encore	Hylas 54	16.1	6.5	54	Mangin	57
Melena	Beneteau	16	7.5	53	Meslang	39
Penazen	Amel Super Maramu	15	6.9	53	Jenkins	120
BLUE ONE	BAVARIA 49 CRUISER	14.8	6.11	51	Thomson	
LOLLIPOP	Bavaria 50 Cruiser	14.7	6.1	50	Brown	39
ELSA AT	Bavaria 50	14.7	6.1	50	Barker	39
Marina	Cyclades 50	16	6.6	50	de Zwart	39
Nellie	Hinckley 49	13.4	5.7	49	Lalanne	150
Ariel	Swan 47	13.7	6.5	47	Thompson	72
Aphrodite	Swan 46	13.5	7.5	46	Otorowski	69
Blue Spirit	Bavaria 46 Cruiser	14.3	6.1	46	Binch	80
CORAL	Bavaria 46 Cruiser	14.3	6.1	46	Towle	80
WHY NOT 7	Bavaria 46 Cruiser	14.3	6.1	46	Connor	80
TAI TAI	BAVARIA 44	13.9	6.4	46	Burnett-Herkes	114
Naxos	Sun Odyssey 46	14.7	7.3	45	English	80
Armonia	Gibsea	14	7	43	Hearne	126
Apreski	Lagoon 421	24	4	42	York	129

Canty	J-42	12.2		42	Rogers	69
SUKI	BAVARIA 41 cruiser	13	6.7	41	Langston	
Chase	Swan 40	12	7	40	Agnew	120
Alba Magica	Bavaria Cruiser 40	13	6.3	40	Brown	105
STEPPING						
STONE	Bavaria Cruiser 40	13	6.3	40	Dyer	105
Why Not 8	Bavaria Cruiser 40	13	6.3	40	Fowler	105
Emily	Bavaria Cruiser 40	13	6.3	40	Quanci	105
Honey S	Bavaria Cruiser 40	13	6.3	40	Hord	105
Kanenas	Bavaria Cruiser 40	13	6.3	40	Kok	105
Vasiliki	Bavaria Cruiser 40	13	6.3	40	Orem	105
Vlassis	Bavaria Cruiser 40	13	6.3	40	Thurston	105
Anna	Bavaria 39 Cruiser	13	6.1	39	Tarlov	105
Orestis	Bavaria 39 Cruiser	13	6.1	39	Ford	105
Pommie	Beneteau Oceanis 393	13	5	39	Allardyce	
Lone Rival	Brett Sloop	11.3	5.8	38	Scott	120

## 13.3 Berthing Instructions

Following the finish please

1. Proceed to the waiting area outside the breakwater creating Vathi Harbour
2. Announce your arrival on Channel 72
3. Standby to be called to enter on Channel 69
4. It is anticipated that
  1. Boats  $\geq 50$  ft will be berthed in Area A
  2. Boats 40 – 49ft will be berthed in Area B
  3. Boats  $\leq 39$  ft and the Catamaran will be berthed in Area C
5. Lazy Lines are in place so please do not set your anchor
6. Be prepared with fenders on both sides and two stern lines
7. If you have flags, dressing ship would be nice.
8. Don your Greek Character costume and proceed to the bar!

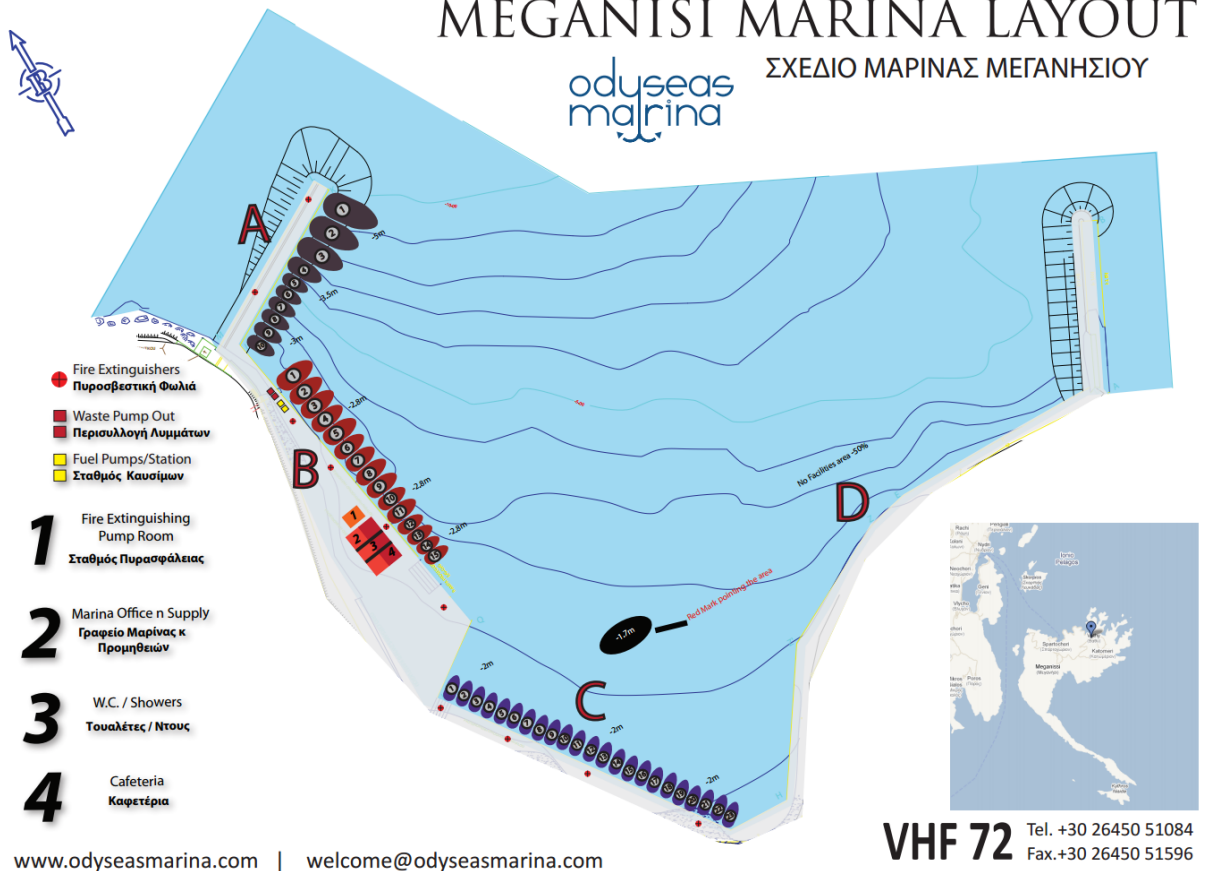
Your berthing for Friday night has been paid. If you wish to arrive Thursday or stay later please email the marina [welcome@odyseamarina.com](mailto:welcome@odyseamarina.com) to make a reservation and plan to settle up with them directly.

If you do not plan to sail, please email us [cca.ionian@gmail.com](mailto:cca.ionian@gmail.com) and plan to arrive early at the Marina.

# MEGANISI MARINA LAYOUT

odysseas  
marina

ΣΧΕΔΙΟ ΜΑΡΙΝΑΣ ΜΕΓΑΝΗΣΙΟΥ



www.odysseasmarina.com | welcome@odysseasmarina.com

## 14.1 Boat Roster

### Alba Magica

Bavaria Cruiser 40 (Chartered Sailboat)  
LOA:40 Beam:13 Draft:6.3  
*Andy Brown on Ionian Cruise*



LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
Atwater	Bob		<a href="mailto:rwatwater@gmail.com">rwatwater@gmail.com</a>	
Andruss	Peter		<a href="mailto:pwandruss@gmail.com">pwandruss@gmail.com</a>	
Andruss	Merritt		<a href="mailto:merrittnp@gmail.com">merrittnp@gmail.com</a>	
Brown	Andy	<a href="#">CHE</a>	<a href="mailto:abrown1048@gmail.com">abrown1048@gmail.com</a>	
Post	Bonnie		<a href="mailto:bonniepost3@gmail.com">bonniepost3@gmail.com</a>	
Brown	Marcy		<a href="mailto:marcybrown51@gmail.com">marcybrown51@gmail.com</a>	



### Anna

Bavaria 39 Cruiser (Chartered Sailboat)  
LOA:39 Beam:13 Draft:6.1  
*Ed Tarlov on Ionian Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
Osteen	Bob		<a href="mailto:rosteen@partners.org">rosteen@partners.org</a>	
Tarlov	Suzanne	<a href="#">BOS</a>	<a href="mailto:suzanne.tarlov@tufts.edu">suzanne.tarlov@tufts.edu</a>	
Tarlov	Ed	<a href="#">BOS</a>	<a href="mailto:edward.c.tarlov@lahey.org">edward.c.tarlov@lahey.org</a>	
Osteen	Carolyn		<a href="mailto:rosteen@partners.org">rosteen@partners.org</a>	

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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## Aphrodite

Swan 46 (Member-Owned Sailboat)  
LOA:46 Beam:14 Draft:7.5  
*Chris Otorowski on Ionian Cruise*


LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
Otorowski	Chris	<a href="#">PNW</a>	<a href="mailto:cotorowski@mac.com">cotorowski@mac.com</a>	+1 (206) 369-6302
Otorowski	Shawn		<a href="mailto:splshtango@aol.com">splshtango@aol.com</a>	+1 (206) 909-5139
Ricchiuto	Maurizio		<a href="mailto:Maurizio212@gmail.com">Maurizio212@gmail.com</a>	+39-3489334882
Berriman	Bruce	<a href="#">BOS</a>	<a href="mailto:bruceberriman@gmail.com">bruceberriman@gmail.com</a>	
Berriman	Jane	<a href="#">BOS</a>	<a href="mailto:ieberriman@gmail.com">ieberriman@gmail.com</a>	



## Apreski

Lagoon 421 (Chartered Sailboat)  
LOA:42 Beam:24  
Draft:4.0  
*Richard (Dick) York on Ionian Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
York	Richard (Dick)	<a href="#">NYS</a>	<a href="mailto:york.richardw@gmail.com">york.richardw@gmail.com</a>	+1 (203) 554-9356
Kelly	Peter	<a href="#">NYS</a>	<a href="mailto:peter.e.kelly@verizon.net">peter.e.kelly@verizon.net</a>	+1 (914) 661-3731
Kelly	Betty	<a href="#">NYS</a>	<a href="mailto:betty.kelly2@verizon.net">betty.kelly2@verizon.net</a>	+1 (914) 907-8805
Kersh	Celina		<a href="mailto:kersh@un.org">kersh@un.org</a>	
Monte-Sano	Bizzy	<a href="#">NYS</a>	<a href="mailto:monte-sano@clm.com">monte-sano@clm.com</a>	+1 (914) 572-9226
Fontanella	Joe	<a href="#">NYS</a>	<a href="mailto:joefont1@verizon.net">joefont1@verizon.net</a>	
Fontanella	Tish	<a href="#">NYS</a>	<a href="mailto:tishfont1@verizon.net">tishfont1@verizon.net</a>	

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
 <div> <h2>Ariel</h2> <p>Swan 47 (Member-Owned Sailboat)  LOA:47 Beam:14 Draft:6.5  <i>Jim Thompson on Ionian Cruise</i></p> </div>				

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
Robfogel	Marjorie	<a href="#">CHE</a>	<a href="mailto:mmrobfogel@gmail.com">mmrobfogel@gmail.com</a>	
Robfogel	Jim	<a href="#">CHE</a>	<a href="mailto:jrobfogel@cs.com">jrobfogel@cs.com</a>	+30-6983108433
Fink	Anne-Lise	<a href="#">CHE</a>	<a href="mailto:annefink@gmail.com">annefink@gmail.com</a>	+1 (410) 310-4840
Clucas	Edward (Ted)	<a href="#">CHE</a>	<a href="mailto:taclucas@wildblue.net">taclucas@wildblue.net</a>	+1 (410) 463-1303
Clucas	Anne	<a href="#">CHE</a>	<a href="mailto:taclucas@wildblue.net">taclucas@wildblue.net</a>	+1 (410) 463-1303
Thompson	Jim	<a href="#">CHE</a>	<a href="mailto:jplaceo@yahoo.com">jplaceo@yahoo.com</a>	

## Armonia

Gibsea (Chartered Sailboat)  
LOA:43 Beam:14 Draft:7.0  
*Rod Hearne on Ionian Cruise*



LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
Maurer	Gerry	<a href="#">PNW</a>	<a href="mailto:G.maurer@nmfn.com">G.maurer@nmfn.com</a>	
Hearne	Rod	<a href="#">PNW</a>	<a href="mailto:Rodlhearne@gmail.com">Rodlhearne@gmail.com</a>	+30-6983108577
Maurer	Barbara	<a href="#">PNW</a>	<a href="mailto:barbaragmaurer@yahoo.com">barbaragmaurer@yahoo.com</a>	
Hearne	Rod T.		<a href="mailto:Rodh@mac.com">Rodh@mac.com</a>	
Hearne	Jill	<a href="#">PNW</a>	<a href="mailto:Jilhearne@aol.com">Jilhearne@aol.com</a>	



LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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## BLUE ONE

BAVARIA 49 CRUISER (Chartered Sailboat)

LOA:51 Beam:15 Draft:6.1

*Cary Thomson on Ionian Cruise*



LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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Thomson	Cary	<a href="#">CHE</a>	<a href="mailto:cthompson585@verizon.net">cthompson585@verizon.net</a>	+1 (610) 291-3757
Thomson	Martha	<a href="#">CHE</a>	<a href="mailto:mjmum@verizon.net">mjmum@verizon.net</a>	+1 (610) 291-3757
Davies	Al	<a href="#">CHE</a>	<a href="mailto:allenldaviesmd@aol.com">allenldaviesmd@aol.com</a>	+1 (302) 383-9812
Minner	Donna	<a href="#">CHE</a>	<a href="mailto:allenldaviesmd@aol.com">allenldaviesmd@aol.com</a>	+1 (302) 383-9812
Waterman	Dick	<a href="#">BOS</a>	<a href="mailto:richardwaterman18@gmail.com">richardwaterman18@gmail.com</a>	+1 (781) 254-1235
Waterman	Karen		<a href="mailto:watermanappraisal@gmail.com">watermanappraisal@gmail.com</a>	



## Blue Spirit

Bavaria 46 Cruiser  
(Chartered Sailboat)

LOA:46 Beam:14

Draft:6.1

*Jim Binch on Ionian Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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Binch	Jim	<a href="#">NYS</a>	<a href="mailto:JBinch@aol.com">JBinch@aol.com</a>	
Binch	Suzie		<a href="mailto:SuzieBinch@gmail.com">SuzieBinch@gmail.com</a>	
Rose	Tanner	<a href="#">FLA</a>	<a href="mailto:c.tanner.rose@gmail.com">c.tanner.rose@gmail.com</a>	+30-6980917818
Young	Bob		<a href="mailto:bob@rayoung.com">bob@rayoung.com</a>	+1 (203) 570-8847
Young	Penny		<a href="mailto:plyoung@optonline.net">plyoung@optonline.net</a>	+1 (203) 561-9942
Rose	Ross	<a href="#">FLA</a>	<a href="mailto:c.tanner.rose@gmail.com">c.tanner.rose@gmail.com</a>	

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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## Canova

Baltic Sloop (Private Sailboat)  
LOA:112 Beam:25  
Draft:18.0  
*Dario Segre on Ionian Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
Brown	David		<a href="mailto:dbrown@penobscot.net">dbrown@penobscot.net</a>	+1 (201) 699-3999
Franke	Erika		<a href="mailto:erikafrankemail@gmail.com">erikafrankemail@gmail.com</a>	+1 (646) 327-3148
Tunick	David	<a href="#">NYS</a>	<a href="mailto:dtunick@tunickart.com">dtunick@tunickart.com</a>	+1 (203) 921-7348
Segre	Dario		<a href="mailto:dariosegre@yahoo.it">dariosegre@yahoo.it</a>	+39-3401729167
Mazzaruna	Chiara		<a href="mailto:cmazzurana@yahoo.com">cmazzurana@yahoo.com</a>	+39-33979322

## Canty

J-42 (Member-Owned Sailboat)  
LOA:42 Beam:12 Draft:  
*Paul Rogers on Ionian Cruise*



LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
Rogers	Paul	<a href="#">BOS</a>	<a href="mailto:pmr@midcoast.com">pmr@midcoast.com</a>	
Rogers	Marty	<a href="#">BOS</a>	<a href="mailto:mlr@midcoast.com">mlr@midcoast.com</a>	+1 (207) 317-7872
Bruce	Douglas	<a href="#">BOS</a>	<a href="mailto:doug@dougdaleb.com">doug@dougdaleb.com</a>	+1 (207) 975-6255
Bruce	Dale	<a href="#">BOS</a>	<a href="mailto:dougdaleb@earthlink.net">dougdaleb@earthlink.net</a>	

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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## Chase

Swan 40  
(Member-Owned Sailboat)  
LOA:40  
Beam:12  
Draft:7.0  
*Alex Agnew on Ionian Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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Agnew	Alex	<a href="#">BOS</a>	<a href="mailto:aagnew@navigatorpublishing.com">aagnew@navigatorpublishing.com</a>	+1 (207) 450-5363
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Agnew	Jonathan		<a href="mailto:aagnew@navigatorpublishing.com">aagnew@navigatorpublishing.com</a>	
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## CORAL

BAVARIA 46 CRUISER (Chartered Sailboat)  
LOA:46 Beam:14 Draft:6.1  
*Jack Towle on Ionian Cruise*



LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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Duttenhofer	D. Sennett	<a href="#">FLA</a>	<a href="mailto:dev4148@aol.com">dev4148@aol.com</a>	
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Devereux	Ann		<a href="mailto:dev4148@aol.com">dev4148@aol.com</a>	
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Towle	Jack	<a href="#">BOS</a>	<a href="mailto:jftowle@aol.com">jftowle@aol.com</a>	+30-6988245397
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Barker	Pam		<a href="mailto:pbarker@eastlink.ca">pbarker@eastlink.ca</a>	+30-6986633007
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LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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## ELSA AT

BAVARIA 50 (Chartered Sailboat)  
LOA:50 Beam:15 Draft:6.1  
*Brad Willauer on Ionian Cruise*



LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
Willauer	Ann		<a href="mailto:Annwillauer@gmail.com">Annwillauer@gmail.com</a>	
Pratt	Lise		<a href="mailto:lise.pratt@gmail.com">lise.pratt@gmail.com</a>	
McKelvy	Nancy	<a href="#">BOS</a>	<a href="mailto:mckelvy@comcast.net">mckelvy@comcast.net</a>	+1 (781) 789-4603
Pratt	David	<a href="#">BOS</a>	<a href="mailto:dpratt1949@gmail.com">dpratt1949@gmail.com</a>	+1 (207) 232-9148
Willauer	Brad	<a href="#">BOS</a>	<a href="mailto:bwillauer@gmail.com">bwillauer@gmail.com</a>	+30-6980917809

## Emily

Bavaria Cruiser 40 (Chartered Sailboat)  
LOA:40 Beam:13 Draft:6.2  
*Jim Quanci on Ionian Cruise*



LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
Blackett	Buzz		<a href="mailto:hblackett@friedmanspring.com">hblackett@friedmanspring.com</a>	
Antrim	Cheryl	<a href="#">SAF</a>	<a href="mailto:jka@antrimdesign.com">jka@antrimdesign.com</a>	
Bayus	Elaine		<a href="mailto:elaine.bayus@gmail.com">elaine.bayus@gmail.com</a>	
Quanci	Jim	<a href="#">SAF</a>	<a href="mailto:jim.quanci@autodesk.com">jim.quanci@autodesk.com</a>	+1 (415) 640-4461
Antrim	Jim	<a href="#">SAF</a>	<a href="mailto:jka@antrimdesign.com">jka@antrimdesign.com</a>	
Lovely	Mary	<a href="#">SAF</a>	<a href="mailto:Mary.p.lovely@gmail.com">Mary.p.lovely@gmail.com</a>	+1 (415) 990-4461

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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## Henk

Sun Odyssey 54 (Chartered Sailboat)  
LOA:54 Beam:16 Draft:6.6  
*Nicholas Weare on Ionian Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
Weare	Nicholas	<a href="#">BDA</a>	<a href="mailto:nweare@ibl.bm">nweare@ibl.bm</a>	
Childs	Rob		<a href="mailto:Robert.Childs@hiscocox.com">Robert.Childs@hiscocox.com</a>	
Childs	Mary		<a href="mailto:Robert.Childs@hiscocox.com">Robert.Childs@hiscocox.com</a>	
Weare	Susan		<a href="mailto:sweare@royalpalms.bm">sweare@royalpalms.bm</a>	
Thompson	Stuart		<a href="mailto:thompson@ibl.bm">thompson@ibl.bm</a>	+1-4415044220
Thompson	Dinah		<a href="mailto:thompson@ibl.bm">thompson@ibl.bm</a>	+1-4415044220

## Honey S

Bavaria Cruiser 40 (Chartered Sailboat)  
LOA:40 Beam:13 Draft:6.3  
*William Hord on Ionian Cruise*



LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
Hord	Lillian	<a href="#">CHE</a>	<a href="mailto:wthord@aol.com">wthord@aol.com</a>	
Stokes	Lisa		<a href="mailto:LisaBStokes@gmail.com">LisaBStokes@gmail.com</a>	+1 (610) 716-6577
Stokes	David		<a href="mailto:DavidBStokes@gmail.com">DavidBStokes@gmail.com</a>	+1 (215) 820-4338
Hord	William	<a href="#">CHE</a>	<a href="mailto:wthord@aol.com">wthord@aol.com</a>	+30-6980917934

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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## Kairos

Custom Schooner (Chartered Sailboat)  
LOA:125 Beam:27 Draft:12.5  
*John Robinson on Ionian Cruise*



LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
Robinson	K	<a href="#">PNW</a>	<a href="mailto:krobinson411@comcast.net">krobinson411@comcast.net</a>	+1 (925) 212-6054
Stillman	Susan	<a href="#">PNW</a>	<a href="mailto:stillmansj@aol.com">stillmansj@aol.com</a>	
Robinson	John	<a href="#">PNW</a>	<a href="mailto:jfrbluemoon@gmail.com">jfrbluemoon@gmail.com</a>	+1 (206) 617-1293
Sweo	Sharon	<a href="#">PNW</a>	<a href="mailto:edsweo@comcast.net">edsweo@comcast.net</a>	
McNab	Susan	<a href="#">PNW</a>	<a href="mailto:sailhersue@aol.com">sailhersue@aol.com</a>	+1 (206) 353-2594
Tewksbury	Baird	<a href="#">PNW</a>	<a href="mailto:frolicorcas@shaw.ca">frolicorcas@shaw.ca</a>	
Dike	Rondy	<a href="#">PNW</a>	<a href="mailto:rjdike@ussc.ca">rjdike@ussc.ca</a>	
Sweo	Ed	<a href="#">PNW</a>	<a href="mailto:edsweo@comcast.net">edsweo@comcast.net</a>	
Dike	Dorothy	<a href="#">PNW</a>	<a href="mailto:dd@ussc.ca">dd@ussc.ca</a>	
Corenman	Sue	<a href="#">PNW</a>	<a href="mailto:sue@siriuscyber.net">sue@siriuscyber.net</a>	+30-6980918031
Phillips	Helen		<a href="mailto:Helenvashon@aol.com">Helenvashon@aol.com</a>	
Corenman	Jim	<a href="#">PNW</a>	<a href="mailto:jim@siriuscyber.net">jim@siriuscyber.net</a>	
Alexander	Kate		<a href="mailto:Katealexander50@yahoo.com">Katealexander50@yahoo.com</a>	
Alexander	Robert	<a href="#">PNW</a>	<a href="mailto:westernsteelcast@aol.com">westernsteelcast@aol.com</a>	
Alexander	Polly	<a href="#">PNW</a>	<a href="mailto:westernsteelcast@aol.com">westernsteelcast@aol.com</a>	
Stillman	Charlie	<a href="#">PNW</a>	<a href="mailto:datademon@aol.com">datademon@aol.com</a>	

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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## KANENAS

BAVARIA cruiser 40 (Chartered Sailboat)

LOA:40 Beam:13 Draft:6.3

*Frans J. Kok on Ionian Cruise*



LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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Kok	Frans J.	<a href="#">CHE</a>	<a href="mailto:fkok@hekelaar.com">fkok@hekelaar.com</a>	
Shirley	Mary M.		<a href="mailto:mshirley@coase.org">mshirley@coase.org</a>	
Coupry	Kathia		<a href="mailto:kcoupry@worldbank.org">kcoupry@worldbank.org</a>	
Sloan	Hugh		<a href="mailto:hsloan14@gmail.com">hsloan14@gmail.com</a>	

## Lady B

Swan 60 (Member-Owned Sailboat)

LOA:63 Beam:18 Draft:10.2

*Jack Madden on Ionian Cruise*



LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
Madden	Jack	<a href="#">BOS</a>	<a href="mailto:jpmaddenjr@aol.com">jpmaddenjr@aol.com</a>	
Madden	Barbara		<a href="mailto:barbaramadden9@aol.com">barbaramadden9@aol.com</a>	
Morris	Bob	<a href="#">BOS</a>	<a href="mailto:rbtjmorris@aol.com">rbtjmorris@aol.com</a>	+30-6988252283
Gifford Morris	Ann		<a href="mailto:annie.giff@gmail.com">annie.giff@gmail.com</a>	+1 (781) 910-0233
Cassidy	Frank	<a href="#">BOS</a>	<a href="mailto:fscassidy@roadrunner.com">fscassidy@roadrunner.com</a>	
Cassidy	Lynda	<a href="#">BOS</a>	<a href="mailto:fscassidy@roadrunner.com">fscassidy@roadrunner.com</a>	



LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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## LOLLIPOP

BAVARIA 50 CRUISER  
(Chartered Sailboat)  
LOA:50 Beam:15 Draft:6.1  
*Thacher Brown on Ionian  
Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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Brown	Thacher	<a href="#">CHE</a>	<a href="mailto:thacherbrown@gmail.com">thacherbrown@gmail.com</a>	+1 (610) 420-1999
Brown	Lloyd		<a href="mailto:lloydhbrown@gmail.com">lloydhbrown@gmail.com</a>	+1 (610) 420-1999
Lansing	Rob	<a href="#">GLS</a>	<a href="mailto:robtel47@gmail.com">robtel47@gmail.com</a>	+1 (847) 226-0511
Lansing	Kitty	<a href="#">GLS</a>	<a href="mailto:kshlb4@gmail.com">kshlb4@gmail.com</a>	+1 (847) 226-0511
Kellogg	Rusty	<a href="#">BOS</a>	<a href="mailto:mwkellogg@aol.com">mwkellogg@aol.com</a>	
Kellogg	Betsy	<a href="#">BOS</a>	<a href="mailto:etkellogg@gmail.com">etkellogg@gmail.com</a>	



## Lone Rival

Brett Sloop (Member-Owned Sailboat)  
LOA:38 Beam:11 Draft:5.8  
*Mark Scott on Ionian Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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Scott	Mark	<a href="#">NYS</a>	<a href="mailto:mscottarch@gmail.com">mscottarch@gmail.com</a>	+1 (203) 285-8975
Vought	Ginny	<a href="#">NYS</a>	<a href="mailto:gvought2@yahoo.com">gvought2@yahoo.com</a>	+34-662020632

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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## Marina

Cyclades 50 (Chartered Sailboat)  
LOA:50 Beam:16 Draft:6.6  
*Pieter de Zwart on Ionian Cruise*



LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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McBee	Mike	<a href="#">ESS</a>	<a href="mailto:mikehmcbee@gmail.com">mikehmcbee@gmail.com</a>	+1 (917) 539-0302
McBee	Carol	<a href="#">ESS</a>	<a href="mailto:chmcbee@msn.com">chmcbee@msn.com</a>	+1 (917) 539-0302
Meyer	Louis	<a href="#">NYS</a>	<a href="mailto:louis.meyer@snet.net">louis.meyer@snet.net</a>	
Meyer	Iris		<a href="mailto:irism@cox.net">irism@cox.net</a>	
de Zwart	Pieter	<a href="#">ESS</a>	<a href="mailto:dezwarpt@gmail.com">dezwarpt@gmail.com</a>	+1 (917) 885-8020
Miller - de Zwart	Joanna	<a href="#">ESS</a>	<a href="mailto:jm@millerblackllc.com">jm@millerblackllc.com</a>	+1 (917) 399-6899



## Melena

Beneteau (Chartered Sailboat)  
LOA:53 Beam:16 Draft:7.5  
*Richard (Rick) Meslang on Ionian Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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Meslang	Maureen		<a href="mailto:mmeslang@hotmail.com">mmeslang@hotmail.com</a>	+1 (206) 406-4124
Brown	Mike	<a href="#">PNW</a>	<a href="mailto:mike@doubleisland.net">mike@doubleisland.net</a>	
Brown	Lee	<a href="#">PNW</a>	<a href="mailto:leehillmanbrown@mac.com">leehillmanbrown@mac.com</a>	+30-6983101392
Meslang	Richard (Rick)	<a href="#">PNW</a>	<a href="mailto:richardmeslang@msn.com">richardmeslang@msn.com</a>	
Hedge	Lee	<a href="#">PNW</a>	<a href="mailto:lee@hedgecpa.com">lee@hedgecpa.com</a>	+1 (425) 466-1433
Hedge	Karen	<a href="#">PNW</a>	<a href="mailto:karen@hedgecpa.com">karen@hedgecpa.com</a>	+1 (425) 466-1433

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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## Monterey

Farr PH 56  
(Member-Owned  
Sailboat)  
LOA:56 Beam:16  
Draft:8.5  
*Les Crane on Ionian  
Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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Crane	Les	<a href="#">BDA</a>	<a href="mailto:lcrane@ibl.bm">lcrane@ibl.bm</a>	+30-6983281422
Crane	Mags	<a href="#">BDA</a>	<a href="mailto:MargaretCrane@ibl.bm">MargaretCrane@ibl.bm</a>	+1 (646) 744-6812
Macrae	Jock	<a href="#">GLS</a>	<a href="mailto:jockmacrae@hotmail.com">jockmacrae@hotmail.com</a>	+1 (905) 845-0001
Macrae	Val	<a href="#">GLS</a>	<a href="mailto:valmacrae@hotmail.com">valmacrae@hotmail.com</a>	



## Naxos

Sun Odyssey 46 (Chartered Sailboat)  
LOA:45 Beam:15 Draft:7.3  
*Arthur English on Ionian Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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Hill	Mike	<a href="#">GLS</a>	<a href="mailto:jm-hill@rogers.com">jm-hill@rogers.com</a>	
Jones	Andy	<a href="#">GLS</a>	<a href="mailto:andrew.jones034@sympatico.ca">andrew.jones034@sympatico.ca</a>	
Tomsett Jones	Jo		<a href="mailto:jotomsett@gmail.com">jotomsett@gmail.com</a>	
Hill	Donna	<a href="#">GLS</a>	<a href="mailto:hill.djs@gmail.com">hill.djs@gmail.com</a>	
English	Arthur	<a href="#">GLS</a>	<a href="mailto:arthurenglish@sympatico.ca">arthurenglish@sympatico.ca</a>	+30-6980409198
English	Barbara	<a href="#">GLS</a>	<a href="mailto:barbaraenglish@sympatico.ca">barbaraenglish@sympatico.ca</a>	+1 (416) 318-3267

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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## Nellie

Hinckley 49 (Member-Owned Sailboat)  
LOA:49 Beam:13 Draft:5.7  
*Charlie Lalanne on Ionian Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
Lalanne	Charlie	<a href="#">NYS</a>	<a href="mailto:charleslalanne@hotmail.com">charleslalanne@hotmail.com</a>	+372-82137731
Lalanne	Heather	<a href="#">NYS</a>	<a href="mailto:hlalanne@msn.com">hlalanne@msn.com</a>	
von Conta	Mary		<a href="mailto:mvonconta@optonline.net">mvonconta@optonline.net</a>	
Watson	Barbara	<a href="#">FLA</a>	<a href="mailto:watknots@gmail.com">watknots@gmail.com</a>	+1 (727) 667-0395



## Orestis

Bavaria 39 Cruiser  
(Chartered Sailboat)  
LOA:39 Beam:13  
Draft:6.1  
*Brin Ford on Ionian Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
Bohlen	Frank	<a href="#">ESS</a>	<a href="mailto:Bohlen@uconn.edu">Bohlen@uconn.edu</a>	
Bohlen	Elisabeth	<a href="#">ESS</a>	<a href="mailto:Elisbohlen@hotmail.com">Elisbohlen@hotmail.com</a>	
Ford	Brin	<a href="#">ESS</a>	<a href="mailto:brinford@gmail.com">brinford@gmail.com</a>	+1 (203) 503-7022
Ford	Joy	<a href="#">ESS</a>	<a href="mailto:joywford@gmail.com">joywford@gmail.com</a>	+30-2035037022

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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## Penazen

Amel Super Maramu (Private Sailboat)

LOA:53 Beam:15 Draft:6.9

*Ian Jenkins on Ionian Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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Baillie	Bob	<a href="#">BDA</a>	<a href="mailto:bbaillie@northrock.bm">bbaillie@northrock.bm</a>	
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Baillie	Betsy	<a href="#">BDA</a>	<a href="mailto:bbaillie@northrock.bm">bbaillie@northrock.bm</a>	+30-6988248209
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Jenkins	Ian		<a href="mailto:penazen@eml.cc">penazen@eml.cc</a>	
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Jenkins	Judy		<a href="mailto:penazen@eml.cc">penazen@eml.cc</a>	
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## POMMIE

Beneteau Oceanis 393 (Chartered Sailboat)

LOA:39 Beam:13 Draft:5.0

*Fred Allardyce on Ionian Cruise*



LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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Simmons	Grant	<a href="mailto:granawhit@aol.com">granawhit@aol.com</a>		+1 (914) 391-8805
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Simmons	Donna	<a href="mailto:dsimmons@oceanhouser.com">dsimmons@oceanhouser.com</a>		+1 (914) 391-8805
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Allardyce	Fred	<a href="#">ESS</a>	<a href="mailto:fredallardyce@earthlink.net">fredallardyce@earthlink.net</a>	+1 (914) 391-8805
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Allardyce	Bobbie	<a href="#">ESS</a>	<a href="mailto:bobbieallardyce@gmail.com">bobbieallardyce@gmail.com</a>	+1 (914) 391-8805
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LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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## Relief

Linseen Yacht (Member-Owned Powerboat)  
LOA:44 Beam:14 Draft:4.0  
*Gian Luca Fiori on Ionian Cruise*



LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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Fiori	Gian Luca	<a href="#">BOS</a>	<a href="mailto:Gianluca@marbleandgranite.com">Gianluca@marbleandgranite.com</a>	+1 (617) 584-3197
Fiori	Miguel		<a href="mailto:mfiori@antialias.com">mfiori@antialias.com</a>	+1 (617) 584-3197
Pacini	Antonio		<a href="mailto:anpacin@tin.it">anpacin@tin.it</a>	
Passalacqua	Maria		<a href="mailto:mfiori@antialias.com">mfiori@antialias.com</a>	+1 (617) 584-3197
Salmang	Rodolfo (Rudy)		<a href="mailto:rsalmang@gmail.com">rsalmang@gmail.com</a>	+1 (617) 584-3197



## STEPPING STONE

BAVARIA cruiser 41 (Chartered Sailboat)  
LOA:41 Beam:13 Draft:6.7  
*Dan Dyer on Ionian Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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Dyer	Dan	<a href="#">BOS</a>	<a href="mailto:fastrabbit1@cox.net">fastrabbit1@cox.net</a>	
Hosack	Fred	<a href="#">FLA</a>	<a href="mailto:hosackfd@yahoo.com">hosackfd@yahoo.com</a>	
Dyer	MIMI	<a href="#">BOS</a>	<a href="mailto:fastrabbit1@cox.net">fastrabbit1@cox.net</a>	
Hosack	Darlene	<a href="#">FLA</a>	<a href="mailto:hosackfd@yahoo.com">hosackfd@yahoo.com</a>	

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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## Strella Encore

Hylas 54 (Member-Owned Sailboat)  
LOA:54 Beam:16  
Draft:6.5  
*Charles-Henri Mangin on Ionian Cruise*



LAST NAME	FIRST NAME	STATION	EMAIL	
Mangin	Marguerite	<a href="mailto:marguerite.mangin@gmail.com">marguerite.mangin@gmail.com</a>	+33-619063036	
Paret	Dominique	<a href="mailto:dominique.paret@noos.fr">dominique.paret@noos.fr</a>		
Paret	Laure	<a href="mailto:ldparet@noos.fr">ldparet@noos.fr</a>		
Moreuil	Jean-Loup	<a href="mailto:jlmoreuil@aol.com">jlmoreuil@aol.com</a>		
Schwartz-d'Hauthuille	Emmanuelle	<a href="mailto:emmanuelleschwartz@hotmail.com">emmanuelleschwartz@hotmail.com</a>		
Mangin	Charles-Henri	<a href="mailto:ESS">ESS</a> <a href="mailto:StrellaEncore@aol.com">StrellaEncore@aol.com</a>	+33-618449356	



## SUKI

BAVARIA 41 cruiser  
(Chartered Sailboat)  
LOA:41 Beam:13  
Draft:6.7  
*Charlie Langston on Ionian Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
Langston	Roger	<a href="mailto:GLS">GLS</a> <a href="mailto:rhslangston@gmail.com">rhslangston@gmail.com</a>	+1 (440) 725-7963	
Langston	Jennifer	<a href="mailto:GLS">GLS</a> <a href="mailto:jenblangston@icloud.com">jenblangston@icloud.com</a>	+1 (440) 725-7963	
Langston	Leeanne	<a href="mailto:leeannerpa@hotmail.com">leeannerpa@hotmail.com</a>	+30-6983100385	
Langston	Charlie	<a href="mailto:BOS">BOS</a> <a href="mailto:doclangston@msn.com">doclangston@msn.com</a>		



LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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## TAI TAI

BAVARIA 44 (Chartered Sailboat)  
LOA:46 Beam:14 Draft:6.4  
*Andy Burnett-Herkes on Ionian Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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Burnett-Herkes	Andy	<a href="#">BDA</a>	<a href="mailto:abh@ibl.bm">abh@ibl.bm</a>	+1-4413352208
Burnett-Herkes	Sara		<a href="mailto:sbh@logic.bm">sbh@logic.bm</a>	
Burnett-Herkes	Jim	<a href="#">BDA</a>	<a href="mailto:jbh@gatum.com">jbh@gatum.com</a>	
Burnett-Herkes	Lolly	<a href="#">BDA</a>	<a href="mailto:jbh@gatum.com">jbh@gatum.com</a>	

## THRESHOLD

Paine/Kanter 54.5 (Member-Owned Sailboat)  
LOA:55 Beam:15 Draft:7.4  
*Steve James on Ionian Cruise*



LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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Lhamon	Tad	<a href="#">PNW</a>	<a href="mailto:lyricsails@aol.com">lyricsails@aol.com</a>	
Lhamon	Joyce	<a href="#">PNW</a>	<a href="mailto:lyricsails@aol.com">lyricsails@aol.com</a>	
James	Steve	<a href="#">FLA</a>	<a href="mailto:svthreshold@aol.com">svthreshold@aol.com</a>	+30-6982880688
James	Karyn	<a href="#">FLA</a>	<a href="mailto:kmbjames@aol.com">kmbjames@aol.com</a>	+30-6946393114

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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## Vasiliki

Bavaria Cruiser 40 (Chartered Sailboat)  
LOA:40 Beam:13 Draft:6.2  
*Nick Orem on Ionian Cruise*



LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
Hewitt	Dave		<a href="mailto:dchewitt@myfairpoint.net">dchewitt@myfairpoint.net</a>	+1 (603) 359-3618
Hewitt	Kate		<a href="mailto:kphewitt@myfairpoint.net">kphewitt@myfairpoint.net</a>	
Orem	Nick	<a href="#">BOS</a>	<a href="mailto:nickorem@gmail.com">nickorem@gmail.com</a>	+1 (603) 359-3618
Orem	Phyllis		<a href="mailto:peorem@gmail.com">peorem@gmail.com</a>	+1 (603) 359-3618



## VELOS

Ocean Star 56.1  
(Chartered Sailboat)  
LOA:56 Beam:17  
Draft:7.5  
*Mark Ellis on Ionian Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
Medland	Bob	<a href="#">GLS</a>	<a href="mailto:medland@sympatico.ca">medland@sympatico.ca</a>	
Embree	Jeb	<a href="#">ESS</a>	<a href="mailto:embrees@att.net">embrees@att.net</a>	
Embree	Dianne	<a href="#">ESS</a>	<a href="mailto:embrees@att.net">embrees@att.net</a>	
Medland	Sally		<a href="mailto:sally.medland@gmail.com">sally.medland@gmail.com</a>	
Boyd - Ellis	Barbara		<a href="mailto:allwrite1@aol.com">allwrite1@aol.com</a>	
Ellis	Mark	<a href="#">ESS</a>	<a href="mailto:markellisdesign@aol.com">markellisdesign@aol.com</a>	

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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## Viola of London

Custom (Chartered Sailboat)  
LOA:75 Beam: Draft:  
*Ross Sherbrooke on Ionian Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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Sherbrooke	Kathleen		<a href="mailto:ksherbrooke@verizon.net">ksherbrooke@verizon.net</a>	
Leeson	Rob	<a href="#">BOS</a>	<a href="mailto:robleeson@verizon.net">robleeson@verizon.net</a>	
Leeson	Peggy	<a href="#">BOS</a>	<a href="mailto:robleeson@verizon.net">robleeson@verizon.net</a>	
Olney	Linda		<a href="mailto:rolney3@comcast.net">rolney3@comcast.net</a>	
Polleys	Nancy		<a href="mailto:NaHPoll@cs.com">NaHPoll@cs.com</a>	
Sherbrooke	Ross	<a href="#">BOS</a>	<a href="mailto:rsherbrooke@gmail.com">rsherbrooke@gmail.com</a>	
Olney	Rick	<a href="#">BOS</a>	<a href="mailto:rolney3@comcast.net">rolney3@comcast.net</a>	+1 (617) 304-9947
Polleys	William	<a href="#">BOS</a>	<a href="mailto:CCAPOLLEYS@cs.com">CCAPOLLEYS@cs.com</a>	+1 (401) 261-8060



## VCLASSIS

BAVARIA cruiser 40 (Chartered Sailboat)  
LOA:40 Beam:13 Draft:6.2  
*Steve Thurston on Ionian Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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Norton	Robert		<a href="mailto:rgnorton@partners.org">rgnorton@partners.org</a>	
Savastano	Dianne		<a href="mailto:dsavastano@healthassistcorp.com">dsavastano@healthassistcorp.com</a>	
Thurston	Steve	<a href="#">BOS</a>	<a href="mailto:Sthurston@quantumsails.com">Sthurston@quantumsails.com</a>	+1 (401) 529-4821
Thurston	Debbie	<a href="#">BOS</a>	<a href="mailto:debbiethurston55@gmail.com">debbiethurston55@gmail.com</a>	+1 (401) 529-4831

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
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## Why Not 8

Bavaria Cruiser 40 (Chartered Sailboat)  
LOA:40 Beam:13 Draft:6.3  
*Win Fowler on Ionian Cruise*

LAST NAME	FIRST NAME	STATION	EMAIL	PHONE ONBOARD
Chesney	Alan (Bo)		<a href="mailto:boches@maine.rr.com">boches@maine.rr.com</a>	
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## WHY NOT 7

BAVARIA 46 CRUISER (Chartered Sailboat)  
LOA:46 Beam:14 Draft:6.1  
*Paul Connor on Ionian Cruise*



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## 14.2

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