



CA House  
1 Northey Street  
Limehouse Basin  
London E14 8BT

Tel: +44 (0)20 7537 2828  
Fax: +44 (0)20 7537 2266  
Email:  
office@cruising.org.uk  
www.cruising.org.uk

## Newsletter - Winter 2015

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Please reply to  
Newsletter Editor:

Tony Cross  
hlrcrete@gmail.com

### Welcome!

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Happy New Year! I hope everyone's Christmas and New Year was filled with fun, family and happiness? Here's hoping that 2015 is filled with great sailing and new friends!!

This issue of the newsletter is a shade later than normal, this has nothing to do with protracted New Year's hangovers, nor my recently broken hip (see [The Last Word](#)). It's late because there were important and newsworthy items that we wanted to include that weren't available until late January.

So in this bumper issue(!) we have updates on the Greek cruising tax situation and changes to the residence regulations in Turkey. We have a report on the Med Section meeting from last November, notice of changes to pilot updates and cruising reports, and a report on the inaugural presentation of the Michael Manton Plate.

We also have news and information sent in by section members (many thanks for these, they are the life-blood of the newsletter). There is a warning about the dangers from the wake of large ships from Bryan Scott, a report on a chance meeting of several members in Los by Owen John, and a very amusing wildlife tale from Gordon Knight. We also announce the winner of the caption competition from the last issue!

Please keep the news, information and stories coming in, so if you see or hear of something new or different or even just interesting please tell me about it!

Tony Cross



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## Dates for your Diary

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### Med Section Meeting and Talk

Thursday 19<sup>th</sup> February 2015 - 1845 to 2200

CA House

See <http://www.cruising.org.uk/node/23844>

### Med Section All-Day Seminar

Sunday 8<sup>th</sup> March 2015 - 1000 to 1630

CA House

See <http://www.cruising.org.uk/node/23845>

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## Cappadocia (Turkey) - Land Rally - Spring 2015

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The Mediterranean Section has organised another land rally, this time to the Cappadocia region in Turkey during April 2015.



Cappadocia lies in Anatolia, in the centre of Turkey approximately 580 Km from Antalya. The area consists of a high plateau over 1000m high which is punctured by volcanoes. It was their eruptions some 30,000,000 years ago that provided this soft stone which, with erosion, has formed the valleys and 'fairy chimney' rock formations that the area is famous for. The Göreme National Park and the rock site of Cappadocia is a UNESCO World Heritage site.

The region has a fascinating history it was occupied by the Hittites as far back as 2000BC and has been inhabited continually since; people living in cave houses and worshipping in rock churches. During the trip we will visit some of the important sites and museums in the area. (See below).

- Saint Jean's Church which dates back to 1212
- Uçhisar Castle- a natural rock citadel the tallest point in Cappadocia
- Göreme a place located amongst the 'fairy chimneys'
- Ortahisar - with scenic stone houses, churches, narrow streets and a castle-like rock formation.
- Avonos, a town famous for the production of earthenware pottery from the Hittite times until the present day.
- Devrent Valley, celebrated for its 'lunar landscape'

Hot Air balloon flights can be booked nearer the time, the prices will be sent to participants.



More information about Cappadocia can be found at <http://www.cappadociaturkey.net/>

## Travel Arrangements

The journey, long but very interesting, from the coast to Cappadocia takes approximately eight hours. There will be stops on the way but the coach must leave Antalya at 9.00am on the morning of Friday April 10th.

### *Travelling from the UK*

If you are travelling from the UK you will need to arrive in Antalya the day before i.e. Thursday April 9th as we understand that there are no very early morning flight arrivals into Antalya from UK airports. Travelone can arrange hotels if required, please contact [Paul@travelone.co.uk](mailto:Paul@travelone.co.uk) for details. Please also note that you will require an e-Visa to enter Turkey and this must be obtained before you travel, this can be done online by visiting <https://www.evisa.gov.tr/en/>.

### *Already in Turkey*

If you plan to be in Turkey in April 2015 you can travel to Antalya by public transport from places in Turkey eg Kemer and Marmaris.

### *Travelling back home/to your boat*

The trip will return from Cappadocia on Monday 13th April, and you can return home or to your boat on Tuesday 14th April. But, we will still have use of the coach on that day i.e. Tuesday 14th April when we could organise a trip to the harbour and the old town of Antalya if there is sufficient demand. Once again Travelone can book extra nights accommodation if you would like to extend your stay in Turkey and fly home on Wednesday 15th April or later. Please contact [Paul@travelone.co.uk](mailto:Paul@travelone.co.uk) for details.

### *Flights from the UK*

The following airlines fly to Antalya, EasyJet, Monarch and Thompsons as well as Turkish Airlines via Istanbul. Flights have not been released yet for April 2015.

## Accommodation

Accommodation; First night (9th) Adonis Hotel Antalya on half-board basis, then three nights in either the Dilek Kaya Hotel or the Kartal Hotel (10th 11th & 12th April) in Cappadocia on half-board basis. Then one night (13th April) in Adonis Hotel Antalya, on half-board basis.

## Costs

Cost per person sharing a double room is £399. This price includes all museum entrances, professional tour guide, and accommodation as shown above and a Gala dinner at a local restaurant in Antalya on the final day. **This price does not include flights or extra night(s) in Antalya.**

The trip is once again being organised by Travelone, the company that arranged our excellent trip to Tunisia in April 2013.

## To Book

£100 non-returnable deposit per person to cover reservations will secure a place. The remaining balance to be paid by **1st March 2015**. The trip is almost full but late entrants can still be accepted.



Due to high demand, this trip will be limited to CA members and their partners.

Please indicate when booking if you would like extra night(s) accommodation in Antalya before and/or after the trip.

You can pay by debit/credit/Amex cards over the phone on telephone number: 020 7929 3777 quoting reference "Peggie Manton Group". Please note the following: Credit cards 2% is added to the total, Amex is 4%, there is no extra charge for debit cards.

Please remember to book your own flights to Antalya, extra night(s) accommodation if needed and arrange your own travel insurance.

If you have any questions or require further information about the trip, please contact Peggie Manton at [med@cruising.org.uk](mailto:med@cruising.org.uk).

*Acknowledgement: Photos courtesy of Sue Sutherland*

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## Lycian Cruise In Company

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The Lycian Cruise In Company being organised by Suzie Roots is now full, although there is a waiting list in case anyone drops out. Details of the trip can be found at <http://www.cruising.org.uk/node/25436>, to put your name on the waiting list email Suzie at [vandathree@yahoo.com.au](mailto:vandathree@yahoo.com.au).

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## Greek Regulations Update

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The Greek cruising tax (known as TPP) is still not yet implemented. It would be a mistake however to think that the TPP has been forgotten about, despite the recent Greek elections. Whilst nobody outside the Greek Ministry of Finance knows when, or even whether, the TPP will be collected it would be wise to expect to have to pay it at some time, quite possibly during 2015.

On a related note, the Greek regulation pages on MyCA were completely rewritten recently to reflect the latest information on all the relevant regulations (see [http://www.cruising.org.uk/cruising\\_info/med/greece/regs](http://www.cruising.org.uk/cruising_info/med/greece/regs)). This information has been gathered from close contacts between the CA and the Greek Ministry of Shipping and the EU. One item that has very recently come to light as a result of these close contacts is the following, all members sailing in Greece should take careful note:

*Under Greek Law is if someone on board is injured, and especially so if a Pan Pan or Mayday call is made, there is a requirement for the port police to pass on all cases of injury to the public prosecutor to decide if the captain has been negligent. Apparently all Greeks know that they need to be careful what is said when a call for help is made to avoid this unpleasant problem.*

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## An Unwelcome Visitor - by Gordon Knight

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It all started with a scream and ended with a desperate swim for survival. Sandwiched in between was a comedy of errors to which one could have sold the TV rights.





It was a hot and lazy Monday afternoon on *Athene of Lymington*, our Oyster 435 ketch. Soophy, my ever-patient crew of 40 years, was sitting dripping in the cockpit. I was down below, hunched over a hot laptop following the start of the one-day cricket series against Australia.

But I digress. Bopara had just carved an uppish square cut through point and gulley and silly mid off was appealing vociferously (answers on a postcard, please) when a scream so loud it would have curdled milk pierced the still air. My wife Soophy was dancing around the cockpit, skirts clutched around her ample thighs, gesticulating wildly at the cockpit floor. Curious

neighbours were craning their heads out of their own cockpits.

Our cockpit floor is thoughtfully equipped with a drainage channel all the way round its circumference. Hurling round and round the channel, for all the world like a demented clockwork toy, was a small, hairy and clearly very frightened rodent of the species *mus Hellenicus*.

Now here's a fact: uncontrolled laughter is tinder to the flames of spousal terror. What's more, as I now know, the memory of such ungallant behaviour lingers long after the emotional bruises have faded.

After a glare that would curl lettuce, I applied myself (still chuckling, but deep inside) to my wife's predicament. Marcos (for what else could one call *mus Hellenicus*?) was no slouch. Running in his little made-to-measure groove around the cockpit he was uncatchable by even the smallest of hands. Put a blockage in his way and he'd o'erleap it with one Spiderman bound and continue his hurtling. Baseball hats, towels, broomsticks were risible obstructions to his progress.

By now we had attracted an appreciative audience of neighbours. This was obviously much better entertainment than cricket on a hot laptop.

It was then that inspiration came to me like a thunderclap in still air. Visions of fairground ferrets and otters at play were running through my mind as I went below for a rummage. When I emerged, it was with the simple invention that I now wish to release to the unsuspecting world - the humane but easily fabricated Marine Mousecatcher Mark I.

First take your length of sanitation hose (preferably unused, though mice aren't fussy). With a sharp knife, cut to a manageable size. Suspend a generous chunk of chocolate (or cheese) at one end. Place the other end at an appropriate angle to the trajectory of the intruder. Once the victim enters the tube, clamp a hand on both ends and repair to a suitable release site.

Pleasurable it was to bask in the applause and congratulations of the crews on neighbouring boats as I marched up our passerelle and along the pontoon, to deposit Marcos gently on the grass in front of the marina office. Gasps of amazement and muttered imprecations (not loud, but deep) accompanied what happened next.

Marcos was evidently the Usain Bolt and Michael Phelps rolled into one of the *mus Hellenicus* species. Without a moment's hesitation, he leapt from the end of the hose, cleared the grass verge in two enormous leaps and sailed in an impressively large arc over the edge of the quay. Breaking the surface in what seemed a microsecond, his little legs then proceeded to propel him at an impossible speed along the line of moored boats.

Figures rose from cockpits in wild concern. Bow lines were shaken as a deterrent in case Marcos was also the Chris Bonington among *mus*



*Hellenicus*. Skirts were hastily gathered and hatches slammed shut. From hero to hangdog in the shake of a mouse's whisker, I retired below, past my wife, who was only now chuckling in the cockpit.

But it got worse. Bopara was out, given not out but on review the ball would have gone on to hit middle and leg and as on this occasion it was not umpire's call he had to go.

No, I don't understand it either ...

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## Changes to Turkish Regulations

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Bill Anstead has recently updated the Turkey regulations pages on MyCA, they can be found at [http://www.cruising.org.uk/cruising\\_info/med/turkey/regs](http://www.cruising.org.uk/cruising_info/med/turkey/regs). The most significant change relates to the rules for obtaining a residence permit, I have reproduced this section here:

*Law 6458 of the Foreigner's and International Protection Act was effective from 4 April 2014. It tables 6 types of Residence Permits, only the Short Term one being applicable for cruisers. This can be a 3 - 12 month permit covering multiple visits during the chosen period but may be cancelled if periods out of Turkey exceed 120 days.*

*The General Directorate of Immigration is establishing offices in all Provinces and major towns which will process all applications, in lieu of which the Immigration Police continue the process. The Law states that applications for the first Residence Permit will no longer be made in Turkey but must be submitted through a Consulate, although this is not currently possible for cruisers and local applications through the Immigration Police are being accepted, both directly and through an agent.*



*Law 6458 states renewals can be submitted locally to the Directorate. Depending where the application is made documentation required MAY include Turkish Health Insurance for the period applied for, which is expensive (this being waived for +65s); Turkish bank statement demonstrating 12,000TL credit or equivalent (reports of evidence of overseas pension or other regular monthly income of the equivalent of about 1,000TL per person being accepted); Vessel Registration and Transit Log; Marina contract (full annual contract not always insisted upon); Marriage certificate if a couple (sometimes). Some of the foregoing may require certified/approved translations.*

*It is not clear what documentation is required by crew (other than a spouse) who are not owners but they must be named on the Transit Log. The cost remains at US\$25 for the first month plus US\$5 for every subsequent month, totalling US\$80 for 12 months (generally required in cash in TL), plus admin cost 50TL, plus agency fees.*

*Hopefully it will be recognised that requirements of this nature will discourage longer term cruisers and a consistent simpler approach to documentation will evolve. Meanwhile Residence Permits of between 1 - 5 years issued under the previous system are being honoured and cancellation after 120 days cumulative absence unlikely if following a typical seasonal cruising pattern.*

### STOP PRESS

Since writing the above, and just before I sent the newsletter for distribution, Bill was able to clarify the way the rule on 120-day absences will be interpreted. Details can be found on the Kalkan Turkish Local News website at <http://kalkan.turkishlocalnews.com/portal/kalkan-news/412047-turkish-residency-rules-update->



january-2015 (see also <http://www.cruising.org.uk/node/25986>) but in brief Bill says that:

*It seems this [the 120-day absence rule] is now to be interpreted as a cumulative total of 120 days absence in the previous 12 months resulting in the Residence Permit being revoked on re-entry to Turkey and requiring the purchase of a Visitors Visa.*

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## Members Meet-Up - by Owen John

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On 21<sup>st</sup> May 2014 we had a surprise meeting with several other CA members in the harbour at Ios in the Greek Cyclades. This wasn't an organised 'cruise in company' it was just a happy coincidence that we all found ourselves moored in the same harbour, it was of course an excellent excuse for a 'sundowner' and photographs of the gathering were duly taken for posterity's sake. [*And for the newsletter of course! Ed*].



Later most of us rambled up the steps to the 'chora', set high above the harbour, for a delightful dinner in a family run taverna. Sailing yachts: *Restless*, *Rob*, *Rampage*, *Tantrum* and *Seren* were, by coincidence, all stern to in close proximity either just enjoying the lovely island or waiting for the strong northerlies to die down before moving on. The crews of *Restless* and *Seren* had met in Amorgos before making the day sail to Ios, the former en route to Santorini whilst the later were moving north to Antipaxos, and later to a family reunion on Kea.

Ios is beginning to lose its' image for youthful excess and is well worth a visit. The harbour is not without its' problems with a considerable surge being created by the frequent ferries charging in and an anchor grabbing



chain on the bottom parallel to the quay - see CaptainsMate for more information. Sailing through the 'caldera' of Santorini is on the ticklist of many sailors but the mooring limitations for this iconic isle meant the crews of Seren and others took the package offered by the quayside tourist office of afternoon ferry, night in a cheap hotel, then return to los the following lunchtime for approx. 45 euros each!

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## The Michael Manton Plate

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The Michael Manton commemorative plate was donated to the CA in January 2015 by Peggie Manton in memory of her late husband Michael. Michael was a founder member of the Mediterranean Section of which he was chairman from 1994 to 2006 and Vice-President of the CA from 2003 to 2006. The plate will be presented annually to people giving exceptional help to Mediterranean Section members.

The first winner of the Michael Manton Plate was announced at the recent Flag Officer's Lunch, it goes to Hasan Kaçmas and was presented by Sir Robin Knox-Johnston.



*Hasan Kaçmas receiving the Michael Manton Plate from Sir Robin Knox-Johnston and Desmond Scott*

*From the very start of Med Section, when it was only a Special Interest Group, Hasan has been both a help and an inspiration to all CA members cruising in Turkish waters. In 1994, over a few glasses of red on **Amber Witch**, along with our late President Ron Browne, one balmy night in Antalya Marina, Hasan and Michael talked about starting a discount scheme for CA members in his Marina. The aim was that the discount should cover the cost of joining the CA. More CA members in his Marina, more members for the CA - everyone happy.*

*He began organising the EMYR (Eastern Mediterranean Yacht Rally) over 25 years ago with the extremely commendable aim of proving to all cruisers and sailors that once you have travelled to strange, mysterious and sometimes seemingly frightening places, on arrival, you will discover that not only are the people friendly but also they have the same needs and desires, namely to keep themselves and their families, healthy, fed, educated and housed, and also, if there is a little time over, to have some fun.*

*Also, he has mentored a whole squadron of young men to run the Marinas in Turkey with the same attention to detail, kindness and charm to which all visitors to Turkey have become accustomed. Hasan also helped to carry out Michael's wish that his ashes should be scattered in a remote and beautiful bay on the South*





*Eastern Turkish coast.*

Also at the same Flag Officer's Lunch were Paul Shannon, our new HLR for Gibraltar and Dr Srecko Favro, our HLR for Croatia, they were lucky enough to be photographed although of course there were many other HLRs present!



*Paul Shannon, HLR for Gibraltar*



*Dr Srecko Favro, HLR for Croatia*

Peggie and Anne (our section secretaries) have also asked me to comment on the recent Mediterranean Section party. They tell me that it was very well attended (85 people!) and everyone seems to have had a very good time. A special thank-you is due to Janine Kempton (HLR Majorca) for once again entertaining everyone by the telling of one of her wonderfully comic tales, which had the audience in 'stitches' and of course thanks to Agnieszka and her team, who provided the delicious party food. I can tell how much fun was had because those few photographs that I have been sent are completely out of focus! Never mind.....

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## Beware the Big Ship's Wake!

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Bryan Scott emailed me just before Christmas to tell me of his experience crossing the wake of a very large container ship. He asked me to pass on his warning to other members, so here it is...

Just a word of warning to other members, whilst crossing the Adriatic in smooth conditions this summer an enormous container ship, 200,000 tons-plus and over 200 feet wide, passed safely in front of us doing about 15-20 knots. The closes point of approach to us was about 500 feet and so no more was thought of it. Seconds later and unable to slow in time we rammed a steep-faced wake over 5 feet high. The impact threw a wall of green stuff over the boat, toppled quite a lot of loose stuff below and even set the 'water in bilge' alarm off.



So please beware these ships and remember that a danger exists even after the ship has passed you. As these ships get bigger so will their wakes.

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## Med Section Meeting Report

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The Mediterranean Section meeting was held on Thursday 20<sup>th</sup> November 2014 and the key points discussed were as follows:

### Financial Statement

Section Balance at 15 <sup>th</sup> November 2013	£1784.35
Donation to Hospice in the Weald	-£100.0
Sundry, CA meetings, Carol Service, Seminar	-£111.00
Summer Party	£64
Section Balance at 18th November 2014	<b>£1637.70</b>



Also announced at the meeting was a new HLR, Paul Shannon. He has been appointed HLR in Gibraltar. Although Gibraltar is now part of the Biscay Section, please do contact Paul if you pass through on your way to/from the Med.

Any other business - Bill Anstead commented on the fact that all of the work of the Sections is done by CA volunteers. The Mediterranean Section has grown in numbers from about 500 in 2008 members to 1300 members currently. He asked members to be mindful of the fact that as the Section/s grow the work load for volunteers increases and therefore more volunteers are needed. All offers of help would be most welcome.

After the Section Meeting Lindi Green and Tim Herbert-Smith give an excellent talk about their journey along the eastern Italian Coast, describing marinas and harbours and the many interesting places they visited inland during their summers cruise. Many thanks to Tim and Lindi for their interesting and detailed account of their travels along this infrequently visited coastline in the Mediterranean.

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Historically, each year at about this time, the Med Regional Editors would pull together all of the information about ports, marinas, anchorages etc. submitted by our members during the previous 12 months and incorporate it into a series of Pilot Updates. These could then be downloaded from MyCA and used to supplement information found in the various Med pilot books (Heikell etc.).

So what's changed? Quite a lot really. As a result of the introduction of our App, 'Captain's Mate', the amount of information coming in now as Cruising Reports has vastly increased. And no, we are not complaining! During 2014 over 2,000 cruising reports were submitted, of which just over 1,000 were Med-related. A tremendous effort from you all - Thank you.

Many report locations now have multiple entries, some reports are now quite old and some of the information has been superseded. We have now reached the stage where some limited editing of cruising reports is now appropriate and this will be started soon. As you can imagine this is a major task, which will be carried out by volunteer editors, and will take some time. So, please be patient.



Now that virtually 100% of new information coming in is via cruising reports, we have taken the decision to discontinue the Med Pilot Updates. It would be a huge, and rather pointless, task to take edited data and manually transfer it from one format to another! And of course, since the Updates were produced annually they did not contain information for the current year anyway, whereas cruising reports are more up-to-date.

The previous 2014 editions of the Pilot Updates (2013 for France & Corsica) will continue to be available on MyCA since they contain older, but still very useful, information that is not available from cruising reports. Those cruising reports post-Jan 2014 can be accessed via the App (more members now use the App than use our Pilot Updates) and via MyCA. Some software changes are being made to MyCA so that Cruising Reports submitted during 2014 can be sorted by pilot page order and thus will approximate to the Pilot Updates format. Further information will follow.

We know that the Med Pilot Updates have been much valued over the years and some may be disappointed that we are not continuing with them, but the world has changed and we must adapt to it.

And finally, if you still have some cruising reports to submit from last year's sailing, please do so as soon as possible. Thank you.

If you have any queries or concerns on any of the above, please do not hesitate to contact me at [alyssa385@btinternet.com](mailto:alyssa385@btinternet.com).

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## Caption Competition

Last month I published a photograph (reproduced below) that Peggie Manton sent to me and I promised to award a virtual prize for the best caption. We had a late burst of some very good captions, very many thanks for those! Tessa and I had quite a chuckle at them.



After much deliberating we have decided that the winning entry was from Peter Bell (*Dofesaba II*) whose caption was:



*Nearly ready for the boat show....*

Many thanks Peter, your prize has turned out to be real rather than virtual and a new CA burgee should be winging its way to you as you read this, courtesy of the Med Section. Well done Peter and thanks to everyone who entered!

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## The Last Word....

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I was going to call this “The Hazards of Foul Weather Gear”, you may not realise how dangerous this kit can be(!) so let my recent experience be a lesson for you....

Earlier this month it was cold on Crete, we even had snow on the pontoons one day, something we've not seen before in 9 years here. When we took our dog out for his before-bed walk we both had our foul weather jackets on to keep warm. Tessa had Rudy (our lovely lemon basset hound) on his lead and I was walking in front with my hands in my very deep foul-weather jacket pockets.

Somehow I managed to trip up the curb as we crossed the road and, because I couldn't get my hands out of my deep pockets quickly enough, my whole body weight came down square on the end of my left hip. Result, a broken ball at the end of my femur. Ouch - actually it was mega-ouch! Excellent surgery at the local hospital was performed the next day (involving lots of drilling, some hammering, and three long screws - yes, I was awake during the whole thing) and I'm now out and hobbling around on crutches, but I'm looking at many weeks before I'm fully recovered. So if you wear your foul weather gear off the boat do please take care - and keep your hands out of those deep pockets. A broken hip hurts, trust me...!

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