



# West Aegean

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## Caution

Every effort has been made to ensure the accuracy of this supplement. However, it contains selected information and thus is not definitive and does not include all known information on the subject in hand. The authors and Imray Laurie Norie & Wilson Ltd believe this supplement to be a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

With the increasing precision of modern position fixing methods, allowance must be made for inaccuracies in latitude and longitude on many charts, inevitably perpetuated on some harbour plans. Modern surveys specify which datum is used together with correction figures if required, but older editions should be used with caution, particularly in restricted visibility.

This supplement contains amendments and corrections sent in by a number of cruising yachtsmen and women, in addition to those culled from official sources such as *Notices to Mariners*.

Note where lights have been modified in this text do please remember to alter them on the appropriate plan.

### Authors' caution

It must be emphasised that none of the charts, plans or sketch plans shown in this guide should be used for navigation, nor should they be in any way considered as substitutes for the official charts and other nautical reference materials which every vessel is obliged by international law to have on board.

Thanks to everyone who sent in information.

We are always happy to receive information via the publishers.

Correct as at April 2022. © Rod & Lu Heikell

## Page 25 Berthing

Many old fishing harbours and some commercial harbours have designated yacht berths, often with room for visiting yachts. Local authorities now have more say in running their harbours and in places water and electricity boxes, new pontoons and laid moorings may be installed. Some berths may be leased to a charter company who will have priority of use, but during the week will usually be happy to allow visitors to use the spaces at municipal mooring rates. A harbourmaster will often be around to collect mooring fees and to generally help out, but pre-booking berths is as yet not common. In some places the pontoons may be completely privately run and will usually be able to take bookings and will generally charge more, much like a marina.

A new berth booking service for a growing number of harbours and marinas is available at [www.sammyacht.com](http://www.sammyacht.com) Many designated yacht berths do not afford all-round shelter and it is up to the skipper to decide if the berth is suitable for the expected weather conditions.

## Page 44 Corinth Canal

Note that the canal will re-open for yachts from 5th July 2022. It will close again in October for further remedial work.

## Page 96 Perdika

The breakwater has been extended offering more berths and better shelter.

## Page 126 Porto Kheli

Marina is open.

☎210 80 92 770 *email* [info@marinaportoheli.gr](mailto:info@marinaportoheli.gr)

## Page 222/226/231

Waypoint  $\oplus 1$  37°38'·56N 24°06'·25E WGS84

## Page 232 Porto Rafti plan

Works in progress 1M north of Porto Rafti around 37°54'·7N 24°03'·0E. Keep well clear.