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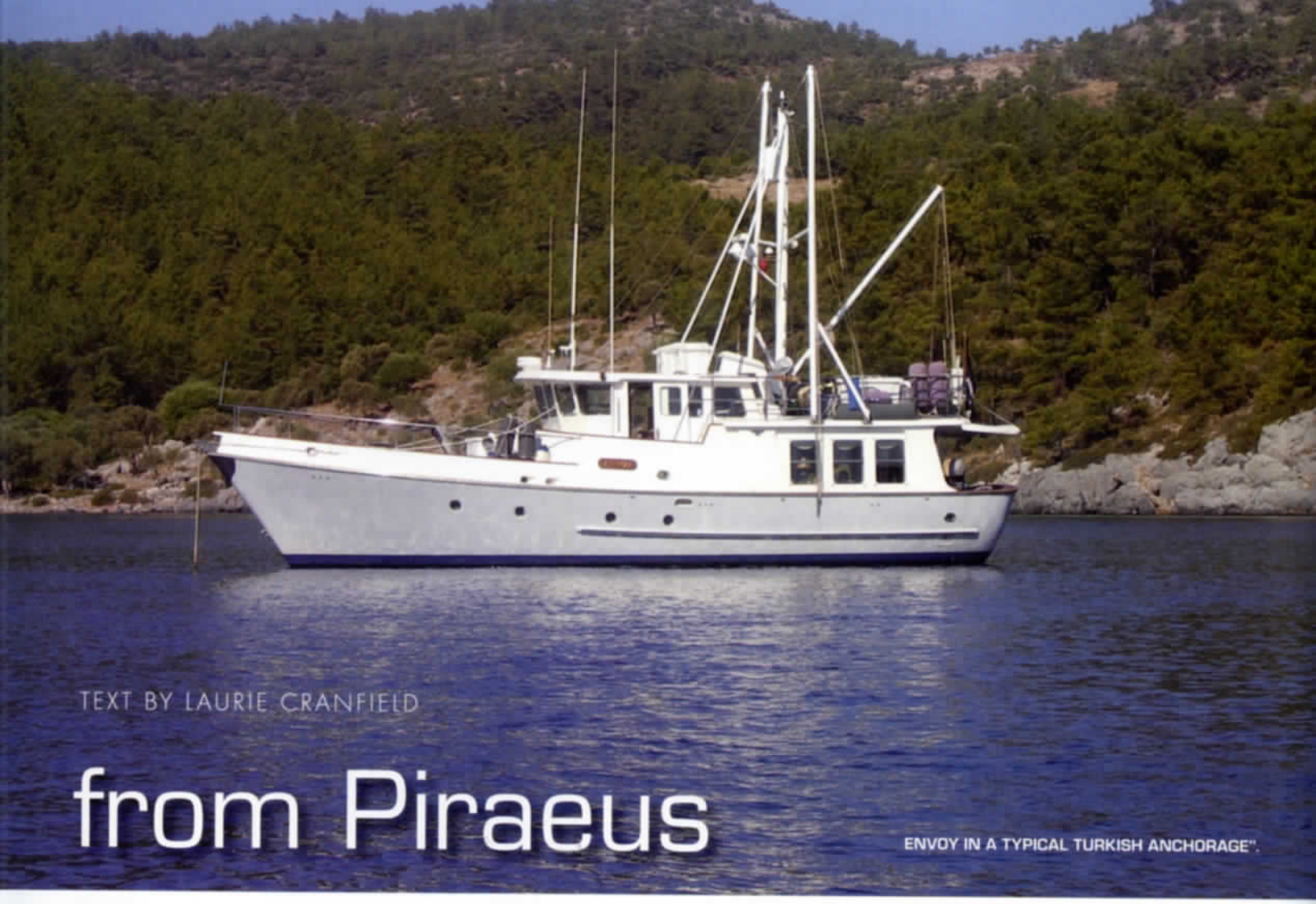

ENVOY IN A TYPICAL TURKISH ANCHORAGE".

TEXT BY LAURIE CRANFIELD

from Piraeus to Marmaris

Voyage of the ENVOY Part three

IN PMY'S LAST ISSUE WE CONCLUDED WITH ENVOY RETURNING TO PIRAEUS IN MID-JUNE 2007 FOR TWO WEEKS FOR REPAIRS AND MAINTENANCE. DELIGHTED TO HAVE OUR HYDRAULIC STABILIZERS WORKING ONCE AGAIN, WE THEN SPENT A FABULOUS 19 WEEKS CRUISING EASTWARDS THROUGH THE GREEK CYCLADES AND DODECANESE ISLANDS TO TURKEY'S FAMED TURQUOISE COAST.

In the Med there are four options for overnighting aboard. We prefer to anchor, both for a more enjoyable experience and to save cost. We've never been asked for payment to anchor (although we've heard of payment being requested in Croatia) and we rarely have any problem finding safe, sheltered and un-crowded anchorages. Most boats drop their anchor and secure a line ashore; that leaves the whole middle of the bay free to anchor without stern lines.

Our second preference is to moor stern-to the quayside in one of the many small town or village ports, and these are either free or up to about 20 Euros per night.

An option we rarely use is the jetties or moorings offered for free use by restaurateurs, provided that you dine at their establishment.

When we need to do major re-provisioning, repairs and maintenance, or when there are no suitable anchorages nearby, we use the remaining option of a marina. A marina berth for a 14m vessel typically ranges from 30-50 Euros per night on a casual basis, although the same marina may charge only about 8 Euros per night on a long term contract. Twice we have paid 90 Euros per night, and fees are even higher in prime western Med locations.

Typical Med marinas

It can be daunting to enter Med marinas, as many have tight spaces and unfamiliar procedures. Except for our extended stay in Marmaris we never made prior bookings, and had no problems getting berths. We call the marina by VHF when approaching the marina entrance. They send a dinghy to guide us to our allocated position and assist with berthing.

At most marinas you're not allowed to enter or leave without assistance, and even if they don't send a dinghy they will have marinaras waiting at the berth to assist. Unlike New Zealand, Med marinas don't have pontoons, so vessels lay directly alongside each other. This means that a large number and variety of heavy-duty fenders are needed; we carry 15 aboard Envoy. Fenders need to be placed in position and mooring lines readied well in advance of approaching the berth, indeed some marina-hopping cruisers leave their fenders in place continuously.

Most marinas have water, but often not of drinking quality and therefore local boaters mostly drink bottled water. A variety of hose connections must be carried on board to connect to different water taps. Most marinas also have 220V shore power, but a variety of plugs is required for connection, and sometimes help from the marina's electrician. Most of the larger marinas have all the facilities boaters require including stores, chandlery, marine engineering, gas refills, laundry, toilets, showers and rubbish disposal. They mostly have bus transport to nearby towns and places of interest and many of the larger ones have bars and restaurants.

Although some Med marinas are built in estuaries or well protected bays, as typical in New Zealand, many are less sheltered with only a breakwater to afford protection from the open sea. We all visualize the Med as being very calm, but in fact it can get very rough. In strong winds and high seas waves sometimes break over the sea wall, and a surge comes into the marina. In these conditions spring lines are needed to avoid breaking mooring lines or cleats. The Rod Heikell cruising guides provide detailed information about the safety of marinas in different locations, and their suitability for long term stays.

Manoeuvring Envoy – a single-screw, heavy displacement passagemaker

At 30 tonnes displacement, Envoy reacts slowly to controls – especially to stop; so we manoeuvre slowly and carefully. We first plan our manoeuvre – taking into account the conditions, including the wind direction and speed, available space and other vessel movements. Tide is not a factor, there being virtually none in the Med. We always watch our stern, remembering that unlike driving a car the stern of a boat doesn't exactly follow the track of the bow. On Envoy, visibility of the stern from the helm is limited, though it's assisted by a rear view CCTV. We prefer where possible to reverse up-wind, which gives more control than reversing down-wind. Envoy's helm has no effect when reversing, so we leave the helm hard-to-port. Envoy's 4-bladed, 30" propeller is left-handed, and when powering forward our stern moves slightly to port, while when reversing our stern moves noticeably to starboard. This "paddle-wheel effect" can be used to great effect when manoeuvring.

Our berthing procedure is to proceed very slowly (at 2-3 knots) up the fairway, and make a sharp turn about 10m before our berth, positioning the stern roughly facing the berth. If there is a crosswind we ensure that we are well upwind of the berth. We then use our bow thruster to "aim" our stern into the berth, and while slowly reversing use the thruster to make corrections. Further adjustment of the stern's position is achieved using short bursts of forward power to kick the stern to port, or reverse power to starboard. Usually there appears to be insufficient space to berth, but as we slowly reverse into position under the wary eye of nearby skippers, our fenders gently push the adjacent vessels slightly further apart to make room. The marinara's dinghy also assists by pushing against Envoy's hull as required.

During this time it's important to warn crew not to fend off – serious injuries can occur trying to fend heavy boats like Envoy; instead Diane has a spare heavy-duty fender available to deploy if needed.

When Envoy is safely wedged into position between adjacent vessels the marinaras on the jetty pass us one end of a bow line. The other end of the bow line is secured to an underwater mooring block or heavy chain in the middle of the fairway. Gloves must be worn as this line often has sharp barnacles. Meanwhile, Diane passes two lines to the marinaras to secure the stern.

All of this is typically done very quickly – within the space of about five minutes, and then we spend a further hour re-arranging lines, placing our passerella (used for boarding) in position and connecting water and power.

When coming alongside a wharf on a heavy vessel like Envoy we must use engine power and not manpower. We first cleat one end of a mooring line amidships, and ready our bow and stern lines. The running end of the amidships line is passed around a bollard and cleated, and then engine power used to bring Envoy close to the dock, and hold her there while bow and stern lines and springs are deployed.

To move off a leeward dock we use an after-bow spring line with forward propulsion to move the stern out, or a forward quarter spring with reverse propulsion to move the bow out. The correct use of spring lines is well described and illustrated in various boat handling texts, so I won't detail it here.

THIS SMALL BOAT IS TYPICAL OF THOSE THAT PLY THE MOORINGS SELLING BREAD AND VEGETABLES.

TURKISH FLAG FLYING FROM THE CASTLE AT BOZUK BUKU – THE RED BACKGROUND SYMBOLISES A RIVER RUNNING RED WITH BLOOD.

On-board life during an extended cruise

In September 2007, in the Turkish port of Finike, we celebrated 200 consecutive nights on board Envoy. This is a very long time to spend on a boat. In fact, Diane & I hadn't spent 200 consecutive nights anywhere for many years. On-board life is quite different to home-life, and many normally routine tasks are quite time consuming. Simple things like shopping take a lot of time, as we have to walk or take a bus to the shops and carry everything back using a "granny" style shopping trolley. On board there are all the usual things that have to be done at home (we have a washing machine and dryer for laundry), but we have to manage additional areas such as:

- Fuel: Envoy has four diesel tanks of approximately 940 litres each. Three of these are used to take on fuel from the dock while the fourth contains only diesel which has been filtered (i.e. "polished") to remove any water or contamination, or which has been returned by any of the three engines. Our filtration system consists of a 12V, 500L/h Groco pump, Racor 900 filter and New Zealand-made De-Bug unit. This is a simplified description as there are also three manifolds and a complex system of valves enabling fuel to be sent either directly, or via the filtration system from any one tank to another, and a low speed pump enabling any fuel line to be pressurized for bleeding air from filters or engines. The fourth tank supplies fuel to the

BARBAROSSA'S HIGHLY RUSTIC ALI BABA RESTAURANT IN BOZUK BUKU.

THE "HOUSE" THAT BARBAROSSA LIVES IN BEHIND ALI BABA'S RESTAURANT"

required engine through separate Racor primary filters and on-engine secondary filters.

- Water supply: except in marinas, we produce water using our HRO watermaker at about 100L/h. We use more fresh water than most boats as our toilets flush with fresh water, and the watermaker is used for about 60 minutes daily or longer when we have guests aboard or when doing laundry. The water maker uses 110V power so we generally produce water while underway and our Lugger engine is generating 110V.
- Sewage from the two heads goes into two separate holding tanks when at anchor or in the marina, and this has to be discharged at sea.
- Electrical power supply: Envoy uses 110V AC and 12V DC produced using the main engine, the wing engine, or the genset. At anchor we need about two hours generation daily, and during this time we also run our 110V refrigerator and freezer. On the marina we use 220v AC for some appliances.

Combined with the above we average about two hours per day doing routine checks and maintenance, but there is still plenty of time for walking, sightseeing or relaxing.

Turkey's Turquoise Coast

We reached Turkey in July 2007, and the four months spent cruising the SW coast between Bodrum and Antalya more than lived up to our expectations.

We stayed several nights in a harbour called Bozuk Buku, accessible only by sea, and dominated by the hilltop ruins of a Hellenistic fortress; all that remains of ancient Loryma. The fortress flew a huge Turkish flag – a crescent and star on a red background. A feature of Turkey is their amazing nationalism expressed in flags of Turkey on mountains, trees, buildings, cars and of course boats. The flag's supposed origin is that after a major battle several hundred years ago a Turkish general saw a river running red with blood with the reflection of the moon and a star on it – and that was the inspiration for the flag. Beneath the fortress tucked into a small bay is a makeshift, ramshackle jetty and Ali Baba's restaurant. This was rustic in the extreme, and Diane & I discussed how sadly such a venture could not exist in New Zealand with our excessive bureaucracy. The jetty would never get planning consent and use of seabed consent etc, and the structure would not meet building regulations. The family-owned business was fronted by a guy with the unlikely name of Barbarossa, and we asked him where he and his family lived. He told us their houses were a few hundred metres behind the restaurant. Later Diane and I walked back there, and all they had were a couple of shacks made out of driftwood, hessian and corrugated iron, shared with goats, chickens and cows.

Envoy is an unusual looking vessel and always attracts a lot of attention in marinas, harbours or at anchor, where people often cruise slowly around us, sometimes asking questions. This is how we met a charming Turkish couple, Ilkay and Meta, who invited us for dinner aboard their 17.5m planing cruiser powered by twin 750hp diesels. Their boat was well-appointed, and Ilkay employed a permanent full-time crewman for about NZ$1200 per month. The use of paid Turkish or Sri Lankan crew is quite common in Turkey, even on relatively small vessels. Ilkay told us that after he bought his boat in Italy he spent three months cruising back to Turkey, and used 40,000L of diesel. We found this an interesting comparison, as we'd so far spent five months cruising and used about 4,000L with our single 143hp engine, although to be fair, Ilkay and Meta were able to cruise at 25 knots compared with our average of around 6.5 knots. Ilkay & Meta lived in Istanbul, and were apparently very well-connected. Meta mentioned they'd recently had Winston Peters at their home for dinner and that they found him to be "a very charming, urbane and interesting man" – what a small world it is!

We spent some time in an area called Gemilir Adasi, where there are extensive Byzantine ruins and excellent anchorages. A man selling bread and vegetables from a small boat came alongside us several times. We got talking, and the man's name was Ona. He mentioned that he had a young son, so we gave him a "lilo" that we'd found floating several miles offshore. A couple of days later Ona told us about the village of Kaya Koy (which means stone town), about 7km away, where there are extensive ruins of a 17th century Greek settlement, with approximately 2,000 houses, two churches, and other buildings still standing. The Greek inhabitants were forcibly resettled to Greece in 1922 along with 1,200,000 other Greek-speaking Christians living in Turkey. The Turks didn't occupy the houses because they feared the Greeks had poisoned the water wells, so the town became a "ghost town". Ona then surprised us by generously offering us the use of his car to visit Kaya Koy. At first we thought "what's his angle", but there wasn't one, and all he asked was that we paid for the diesel we used.

Anchored in nearby Ekincik we had an encounter with Turkish authorities over the discharge of sewage. This is a very serious offence in Turkey, with heavy fines imposed. Diane and I were swimming off Envoy's starboard side when my son, John, called out that inspectors in a dinghy were complaining that we were discharging sewage from our port side. At first I denied this, but on investigating, to my horror I saw they were correct. We have a VacuFlush head, which is very much like an aircraft toilet. It took a while to work out what the problem was; a sliding cover in the toilet bowl had not closed properly and the vacuum unit, "hunting" to create vacuum, inadvertently pumped the contents of the holding tank over the side. The marina staff understandably took a very dim view of this and we had a lot of apologizing to do. They finally accepted our explanation, that we wouldn't have done this on purpose while swimming. We now keep the head discharge seacocks closed except when pumping out the holding tanks.

We had originally intended to stay in the Mediterranean until about June 2008, but during

THE GHOST TOWN OF KAYA KOY ABANDONED BY ITS GREEK INHABITANTS IN 1922.

THE ANCHORAGE AT EKINCEK WHERE WE ACCIDENTALLY DISCHARGED SEWAGE.

late 2007 we received an offer to purchase the business in which I was a major shareholder. We accepted this offer and I was asked to return to New Zealand to assist the new owners for two to three years. We left Envoy on the hard in Marmaris in January 2008 after taking extensive precautions to minimize problems caused by long-term storage. We employed the services of Demir Marine, a reputable boatyard, to make regular inspections, keep the batteries charged and check our dehumidifiers. We contemplated going back to Envoy in Turkey for short holidays prior to our return to full-time cruising, but decided against this as being too expensive, and too complicated to get Envoy ready for sea for short periods only to lay her up again.

I recall taking a last look at the marina as the taxi pulled away, wondering when we would return to Turkey and what condition Envoy would be in.

Contact: Laurie Cranfield E: admiralfw@gmail.com.

PMY's next issue will cover our return to Marmaris in April 2010, and getting Envoy ready for sea once again after 27 months on the hardstand. PMY

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