

Флотилия на Липарский архипелаг

"В гости к Вулкану"



Маршрут флотилии:

Portorosa – Vulkano – Filicudi – Salina – Panarea – Basiluzzi - Stromboli – Lipari – Milazzo – Portorosa

11 июня – 18 июня 2011 года

Организатор с российской стороны

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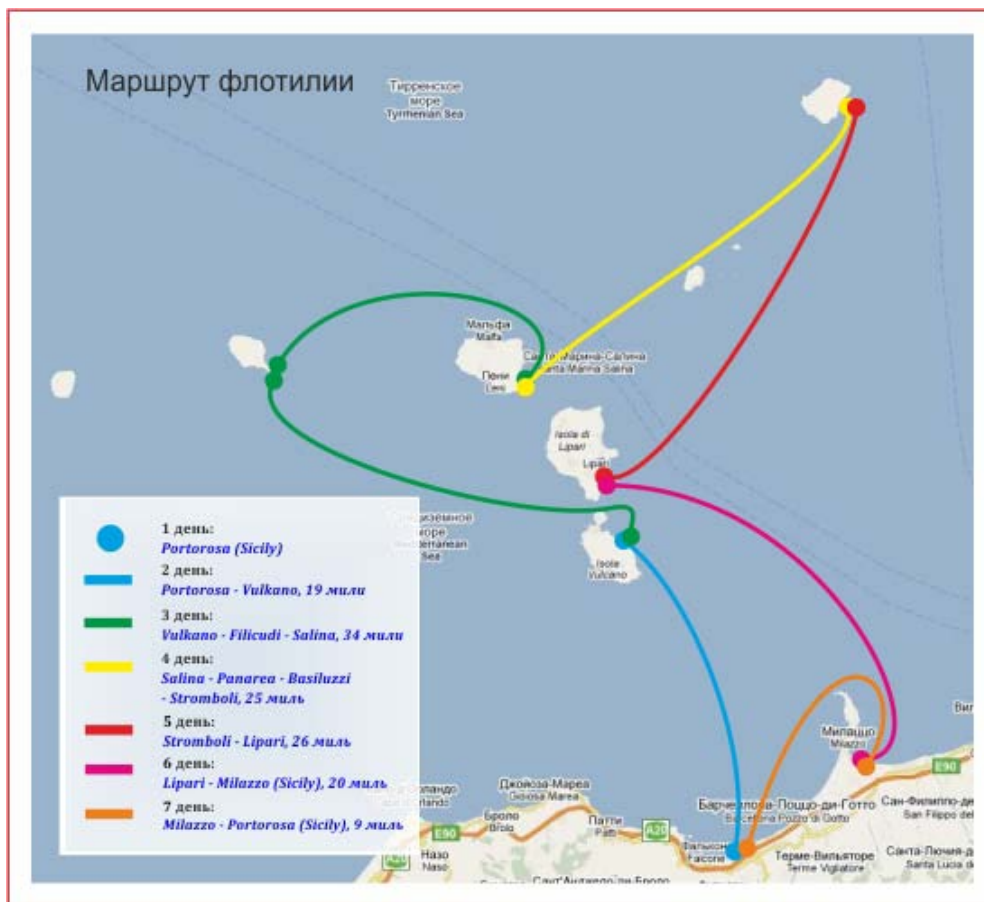
2. Чартерная компания JONIO YACHTING, Адрес компании: Portorosa: Via Prestipaolo 98054, Furnari (ME); Main office in Catania. Телефон: 0039 095 7521081 / 095 270739

Представитель компании - Daniel Del Pozzo. Телефон: 0039 3384707163

Лодки и капитаны флотилии

	Phone	Skipper	Flight number	Date/time of arrival	Transfer
Cyclades 50.5 "ULISS" (компания Suncily)					
1	+79165331839	Максим Смирнов		Date: 11.06 Time: 10.00	Из Hotel Villa Romeo
Oceanis 423 "SENZA CONFINI" (компания Suncily)					
2	+3 725 795 55 59 +7 916 681 57 88	Анатолий Белайчук	IV 527	Date: 11.06 Time: 17.35	Airport Catania - marina Portorossa
Cyclades 50.5 "SENZA SEGRETI" (компания Suncily)					
3	+7 985 388 82 12	Михаил Згодько Co-Skipper: Vatrugin Vladimir (Organization) Marina Vlasova, Vladimir Kostyukovich	AB 8880 AB 8816	Date: 11.06 Time: 13.40 Date: 11.06 Time: 16.05	Airport Catania marina Portorossa
Oceanis 40 "SENZA PAROLE II" (компания Suncily)					
4	+7 905 542 33 91	Виктор Простяков	AZ 1751	Date: 09.06 Time: 18.30	Airport Catania - Hotel Portorossa
Oceanis 473 "SENZA PENIERI II" (компания Suncily)					
5	+7-905-507-99-10	Василий Хасанов	AZ 1739	Date: 11.06 Time: 11.15	Airport Catania - marina Portorossa
Dufour 385 "PAOLA" (компания Jonio Yachting)					
6	+7 916 904 77 23	Сергей Назаров			
Dufour 485 "LEOTTIANA" (компания Jonio Yachting)					
7	+7 925 504 61 23	Дмитрий Самуленко	AZ 1723	Date: 11.06 Time: 17.35	Airport Catania - marina Portorossa

Маршрут флотилии



Расписание флотилии

11 июня

Прибытие в местечко Portorosa, приемка яхт, снабжение яхт провизией. Прогулка по городу.

12 июня. Portorosa - Vulkano. 19 миль



Идем до острова Вулкано. Остров расположен ближе всех к Сицилии. В греческой мифологии этот остров был домом бога ветров Эола, а римляне верили, что он служит кузницей бога Вулкана. Остров дал название вулканам как таковым, так как почти весь он покрыт лавовыми полями и фумаролами, черными песками и желтыми натеками серы. Здесь можно искупаться в горячих источниках, бьющих и на берегу, и прямо в море, посетить грязевые и серные ванны. На самом острове несколько кратеров и один из них - действующий. Можно подняться на вершину вулкана, это займет примерно 40 минут. Взгляду откроются жерло вулкана и близлежащие острова, и море до горизонта. Еще одна достопримечательность острова – «долина монстров». Черный вулканический песок и редкая низкая растительность создают ощущение нереальности и жутки, что усиливается лежащими тут и там каменными глыбами фантастических очертаний.



13 июня. Vulkano – Filicudi – Salina. 34 мили

Остров Салина также имеет вулканическое происхождение и сложен из двух спящих вулканов: Фосса-делле-Фельчи и Монте-дей-Порри (860 м), греки называли их Дидиме («Близнецы»). Сам остров очень красив. Его нынешнее название происходит от соленого озера, расположенного вдоль берега, - здесь когда-то добывали соль. Это единственный сельскохозяйственный остров архипелага. Здесь выращивают разнообразные фрукты и даже есть лес из «земляничного дерева». Также остров знаменит производимой здесь «Мальвазией Липари». На острове можно посетить знаменитую "могилу демона", относящуюся к III тысячелетию до н. э.



14 июня. Salina – Panarea – Basiluzzi - Stromboli. 25 морских миль

Путешествие к Стромболи. Потоки лавы до сих пор скатываются со склонов этого вулкана в морскую воду. Ночью можно увидеть, как яркие языки пламени вздымаются над вершиной горы. Вулкан извергается постоянно, примерно раз в полчаса выбрасывая лаву, камни и ядовитый дым. По сути, весь остров - это один огромный вулканический конус, вздымающийся со дна моря на высоту более 3 км (высота самого вулкана над водой 924 м) и использовавшийся древними мореплавателями как естественный маяк. По пути к Стромболи мы посетим живописные острова Панарею и Базилуцци, где можно увидеть действующий римский пирс и развалины верфи.



15 июня. Stromboli – Lipari. 26 миль

Липари - самый крупный и населенный из островов Липарского архипелага. Одноименный город раскинулся под внушительным древнегреческим акрополисом. Липари (или Мелигунис, как его называли греки из-за тёплого климата), имеет удивительно разнообразный ландшафт. Двенадцать вулканов создавали облик острова на протяжении тысяч лет. Благодаря этому на острове появился обсидиан, добыча и обработка которого дала развитие жителям острова. Остров богат и историческими памятниками. В замке, который возвышается над городом, расположен археологический музей города. Все эпохи оставили здесь свой след: от неолитических стоянок до греческого акрополя и испанских укреплений. Походите по норманнским фортификациям, сложенным из древних блоков греческой крепости 4 века до нашей эры. Остров выглядит бело-черным из-за разбросанных повсеместно россыпей туфа и обсидиана. Здесь около 600 термальных источников и 12 окруженных сольфатарами вулканических полей, сходящихся к горе Монте-Чирика. На острове множество "диких" бальнеологических купален и бассейнов, каждый со своим химическим составом и температурой воды.



16 июня. Lipari – Milazzo (Sicily). 20 миль

Это один из древнейших городов Италии, человек тут поселился ещё с неолита. В исторических документах Милаццо известен с IX—VIII веков до н. э. В античные времена город назывался Милы. В древности, согласно легендам, здесь потерпел крушение и встретился с циклопами Одиссей. Рядом с городом во время морского сражения римский флот разгромил карфагенян, а позднее состоялась морская битва Октавиана и Секста Помпея. Из достопримечательностей города также можно посмотреть норманнскую крепость XIII века и храм Сан-Франческо-ди-Паола.



17 июня. Milazzo – Portorosa (Sicily). 9 миль

Возвращение в марину Portorosa, сдача яхт.

Прогноз погоды на VHF 68

Greece right across to Menorca in the Balearics. It is transmitted using a synthesised voice similar to some US forecasts and gives a forecast for the whole of the Mediterranean, first in Italian and then in English.

Forecast format

The format follows the standard pattern given below:

1. Gale warnings (*avviso*).
2. General situation (*situazione*)
3. A forecast for each sea area or a group of sea areas.

For broadcasts 0000–1200 UT the forecast is valid to 1800 UT

For broadcasts 1200–0000 UT the forecast is valid to 0600 UT

The forecast for each area is given as follows:

Wind direction and strength. Sea state. Sky. Visibility. Weather.

An outlook for a further 12 hours follows.

4. An extended wind forecast for the next 48 hours, in four 12-hour forecasts.

Forecast areas



ITALIAN FORECAST AREAS

Ограничения в зонах плавания А, В, С

Marine reserves

Marine reserves and national parks

Thirty marine reserves (Area Marina Protetta/AMPs) have now been established around the coasts and islands of Italy. In the area covered by this book there are 26 marine reserves and six national parks, some with controlled marine areas.

These nature and marine reserves are intended to protect the natural biodiversity in areas of special interest, and to encourage the widening of knowledge of these sensitive ecosystems. They protect geological and biological environments, birds, fish and mammals, as well as vegetation. One example of intervention in AMPs is the laying of moorings and restricting of anchoring to protect *Posidonia oceanica*, seagrass beds which are an important breeding area for certain fish.

Marine reserves (AMPs) There are three types of restricted zone. The interpretation below is my paraphrasing of the legalese in the Italian original and contains the gist of the regulations. Hopefully I have left nothing out but for a definitive guide refer to the Italian parks website www.parks.it More details are included in the pilotage notes for each AMP.

Zone A *Riserva Integrale*

1. It is prohibited to navigate or anchor in the designated area.
2. It is prohibited to fish in the area.
3. It is prohibited to pollute the area in any way including pumping bilge water or black and grey water.
4. It is prohibited to remove any plant and animal life and to interfere with the mineral strata of the area.
5. Bathing is restricted to designated areas.
6. The area is defined by yellow buoys with × topmarks at the limits of the designated area.

Zone B *Riserva Generale*

1. It is prohibited to carry out any form of fishing without an AMP permit.
2. Navigation and mooring are permitted although there may be specific restrictions at any one reserve.

Zone C *Riserva Parziale*

1. Commercial fishing is prohibited.
2. Sport fishing and scuba diving may be limited in some areas.

Marine reserves have been established in the vicinity of the following areas. New reserves may be created in the future. The zone limits for these areas are shown in the relevant chapter to that area.

LIGURIA

Isola di Bergeggi
Portofino promontory
Cinque Terre

TYRRHENIAN SEA

Secche della Meloria
Secche di Tor Paterno
Isola Ventotene and Santo Stefano
Baia Gaiola
Regno di Nettuno
Punta Campanella (Sorrento Peninsula)
Santa Maria di Castellabate
Costa degli Infreschi and della Masseta

SARDINIA

Isola dell'Asinara
Tavolara/Capo Coda Cavallo (Olbia)
Capo Carbonara
Peninsula Del Sinis and Isola Mal di Ventre (Oristano)
Capo Caccia and I. Piana

SICILY

Capo Gallo – Isola delle Femmine
Isola di Ustica
Isole Ciclopi (Acitrezza)
Plemmirio (Siracusa)
Isole Pelagie
Isole Egadi

IONIAN

Capo Rizzuto (Crotone)
Porto Cesareo (Golfo di Taranto)

ADRIATIC

Torre Guaceto (N of Brindisi)

There have been calls by the WWF for Italy, Malta and Tunisia to establish a marine sanctuary in the Sicily Channel, although no plans were known at the time of writing.

Cetacean sanctuaries

Open sea whale sanctuaries have been set up in the Ligurian Sea and around Sardinia, but no restrictions for yachts are known at this time.

National Parks

There are two national parks with controlled marine areas in Italy covered here, one covering the islands in the Tuscan Archipelago and one covering the La Maddalena Archipelago in N Sardinia. They each have different regulations, and details are given in the pilotage notes for each park. The restrictions are similar to those of the AMPs, with Zones MA and MB restricting access, fishing, diving and anchoring, but the La Maddalena National Park has several additional limitations on navigation, anchoring and swimming in different areas. Yachts wishing to visit the La Maddalena Archipelago must obtain a yacht permit, available at La Maddalena or Palau. Permits may be purchased at daily rate, fortnightly rate or monthly rate. For more details see the section in the pilotage notes on the area.

Islands in the Tuscan Archipelago National Park

Gorgona
Capraia
Elba (land restrictions only)
Pianosa
Montecristo
Giannutri

Islands in La Maddalena National Park

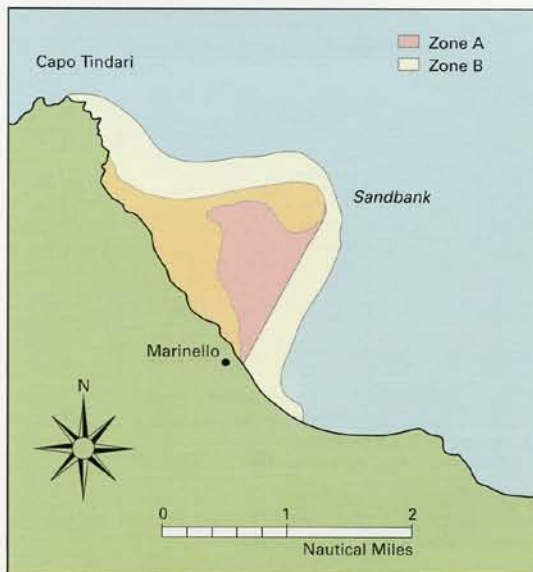
There are four separate island groups in the Park: the La Maddalena group; Isola delle Bisce; Isola Nibania; and the Isola Mortoriotto group.

Note

It is not uncommon to see yachts and other small craft navigating in restricted zones. In some areas small craft have permission to navigate where larger vessels do not, and others may well be authorised vessels. In any case it is not recommended to navigate in prohibited areas.

For information and links to all the National Parks and Marine Reserves see the website www.parks.it

V. Sicily



LAGHETTI DI MARINELLO MARINE RESERVE

Laghetti di Marinello Marine Reserve

A new nature reserve (established 2004) on the E side of Capo Tindari. The boundary of Zone A is marked with yellow buoys and lit FL.Y.4s4M. The area immediately off the sandbank is in Zone A. The near coast is within Zone B.

Zone A

All navigation, short- and long-term stays, anchoring, diving and fishing prohibited.

Zone B

Navigation permitted.

Short- and long-term stays, anchoring, mooring, diving and fishing prohibited.

These boundaries may be extended in the future.

☎ Fax 0907 761 264

bay, especially in the summer, is a killer, and you may well be in need of the Black Madonna's power after attempting it. Below the monastery there are a number of Greek ruins including a theatre and parts of the acropolis.

PORTOROSA MARINA

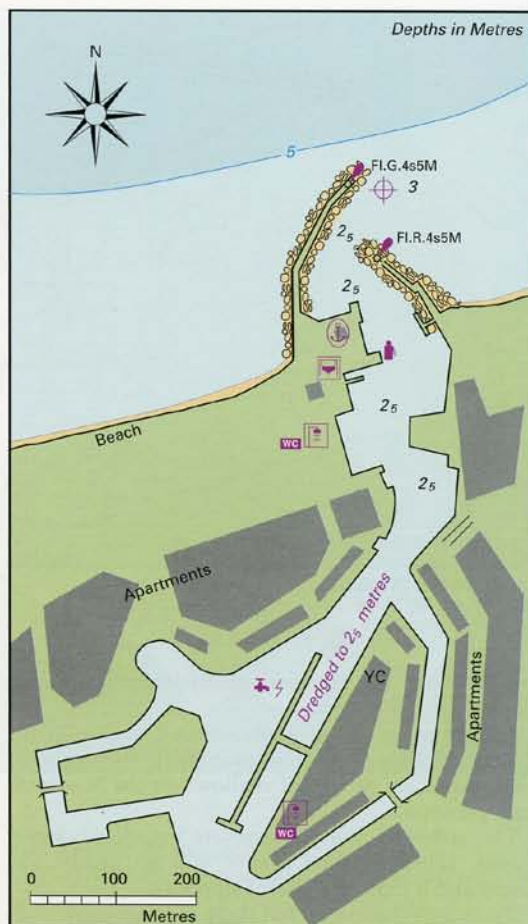
A marina complex situated close to the ruins of ancient Tindari.

Approach

The harbour lies at the head of the large bay between Capo Tindari and Capo Milazzo. Once into the bay the apartment complex around the marina will be seen and, closer in, the breakwaters will be identified.

VHF Ch 09, 16 (24hrs).

Caution Care needs to be taken in strong NE winds when a swell piles up at the entrance. Once inside there is no problem.



MARINA DI PORTOROSA

☉ 38°07'6N 15°06'7E

Mooring

Data 700 berths. 50 visitors' berths. Max LOA 40m. Max draught 2m. Depths 2.5–5m.

Berth Near the entrance at the reception quay or where directed. There are laid finger pontoons and some moorings tailed to the quay.

Shelter Excellent all-round shelter.

Authorities Harbourmaster and marina staff. Charge band 6 (June–September).

✉ Marina di Portorosa, Portorosa, 98054 Furnari, Sicily

☎ 0941 874 560 Fax 874 655

Email info@marinadiportorosa.com

www.marinadiportorosa.com

Facilities

Services Water and electricity (220/380V) at every berth. Shower and toilet blocks. Laundry service.

Fuel On the quay at the entrance.

Repairs A 50-ton travel-hoist. Mechanical repairs. GRP and wood repairs. Electrical and electronic repairs. Chandler.

Provisions A minimarket.

Eating out Restaurants and bars.

Other PO. Bank at Furnari.

Marina Poseidon



Marina di Portorosa looking NW across to Tindari
Marina di Portorosa

General

Portorosa marina has been excavated from the low-lying sandy coast to provide a totally sheltered marina. All around the marina are apartments and the complex now has numerous boutiques, restaurants and cafes. Portorosa is not really my cup of tea, but it is a good place to leave a yacht if you want somewhere safe and secure from which to explore inland. Hire cars can be arranged here and it is well worth while spending a day driving around the interior.

MARINA POSEIDON

A small marina less than a mile N of the entrance to Milazzo harbour.

Approach

The citadel on the headland close to the marina is conspicuous.

By night The end of the breakwater is lit F.Y.

VHF Ch 09.

Mooring

Data 160 berths. Max LOA 35m. Depths 2–5m.

Berths Stern or bows-to where directed on the concrete pontoons. Boats over c.12m berth stern-to on the outside pontoon. Laid moorings tailed to the quay.

Shelter Reasonable shelter from northerlies. Open south.

Authorities Marina staff. Charge band 6 (July–August).

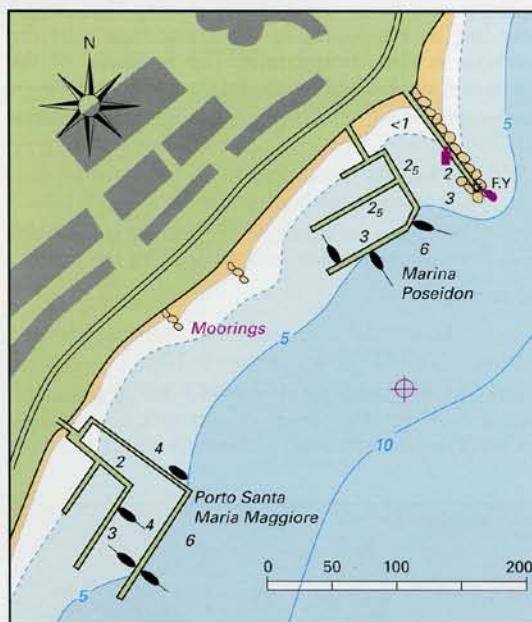
Marina Poseidon ☎ 090 922 2564 / 335 847 2415

Fax 090 924 1091

Email info@poseidonmarina.it

Facilities

Services Water and electricity. Showers and toilets.



MARINA POSEIDON & PORTO SANTA MARIA MAGGIORE
☎ 38°13'·6N 15°14'·9E

Fuel On the quay (0800–2000). Min. depths 2m.

Repairs 60-ton crane. Mechanical and electrical repairs.

Other Provisions, cafes and restaurants in Milazzo.

PORTO SANTA MARIA MAGGIORE

Another new marina close N of Milazzo.

VHF Ch 09.

Mooring

Data 320 berths. Max LOA 100m. Depths 1–6m.

Berths Stern or bows-to on the pontoons where directed. Larger boats use the outer pontoon.

Shelter Little shelter on the outer berths.

V. Sicily

Authorities Marina staff. Charge band 6.

① /Fax 090 922 1002 ② 347 634 4620

Email info@portodimilazzo.it

www.portosantamariamaggiore.it

Facilities

Services Water and electricity. Showers and toilets. Wi-Fi.

Repairs Disal Nautica can arrange hauling and repairs.

② /Fax 090 922 2248

Email info@disalnavtica.it

Other Close to the facilities and services of Milazzo.

MILAZZO (Marina del Nettuno)

Approach

Conspicuous The chimneys and storage tanks of the oil refinery about 1½ miles SE of the harbour and the power station chimney further to the E are conspicuous from some distance off. The citadel standing on the peninsula about one mile N of the harbour is also conspicuous. The buildings of the town and the harbour mole are easily identified.

By night Use the light on Capo Milazzo
LFl.6s90m16M.

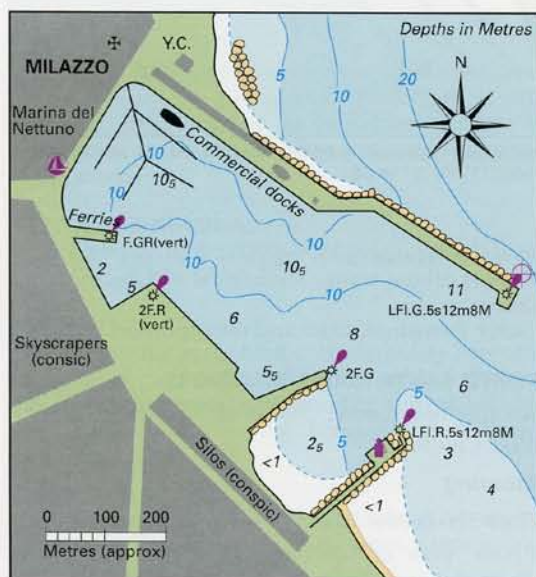
VHF Ch 14, 16 (0600-1800) for port authorities.
Ch 09 for Marina del Nettuno-Milazzo.

Note Care must be taken of the ferries and hydrofoils continually coming and going from the port.

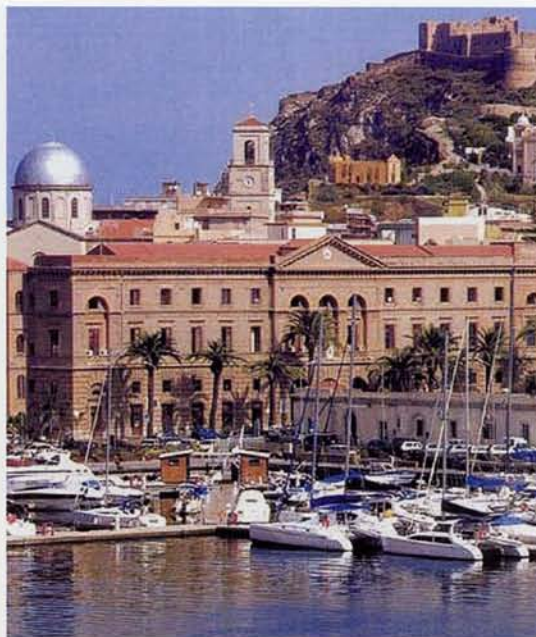
Mooring

Data (Marina del Nettuno) 140 berths. Visitors' berths. Max LOA 35m. Depths 8–10m.

Berth Most yachts will proceed to Marina del Nettuno in the NW corner. Yachts may also be able to berth on the town quay although this is likely to



MILAZZO
 38°12'9N 15°15'0E

Marina del Nettuno Milazzo *Marina del Nettuno*

be discouraged. At Marina del Nettuno berth where directed. Finger pontoons and laid moorings.

Shelter Generally good shelter although a strong *sirocco* (S) is reported to make it uncomfortable in here.

Authorities Harbourmaster and marina staff.
Charge band 6 (June–September).

✉ Marina del Nettuno, (COMET) 4 Piazza Nastasi, Milazzo
98057, Sicily

☎ 090 928 1180 Fax 090 928 8982
Email info.milazzo@marinadelnettuno.it
www.marinadelnettuno.it/milazzo.html

Facilities

Services Water and electricity (220V) at every berth. Showers and toilets. 24-hour security.

Fuel On the quay in the S of the harbour.

Repairs Travel-hoist. Crane. Mechanical and electrical repairs can be arranged. Chandlers and hardware shops.

Provisions Good shopping for all provisions. Supermarket in town.

Eating out Restaurants nearby and along the waterfront.

Other PO. Banks. ATMs. Camping Gaz and Italgaz. Bus and train to Palermo and Messina. Ferries to the Aeolian Islands.

General

The town was founded as Mylae by the Greeks in 716BC. Today is it a popular resort on account of its nearby beaches and an important ferry port connecting the Aeolian Islands to Sicily.

Isole Eolie

Isole Eolie (Aeolian Islands)

This archipelago, also called the Lipari Islands after the principal island, lie 35 miles off the coast of Sicily. The islands are peaks of volcanoes and two remain active: Stromboli and Gran Cratere on Vulcano. There are seven islands: Stromboli, Panarea, Filicudi, Alicudi, Salina, Lipari and Vulcano.

The islands have been inhabited from early times and have been the prey of pirates and colonisers from the Carthaginians through to the Spanish. Many fine exhibits from all ages are on display in the Aeolian Museum in Lipari.

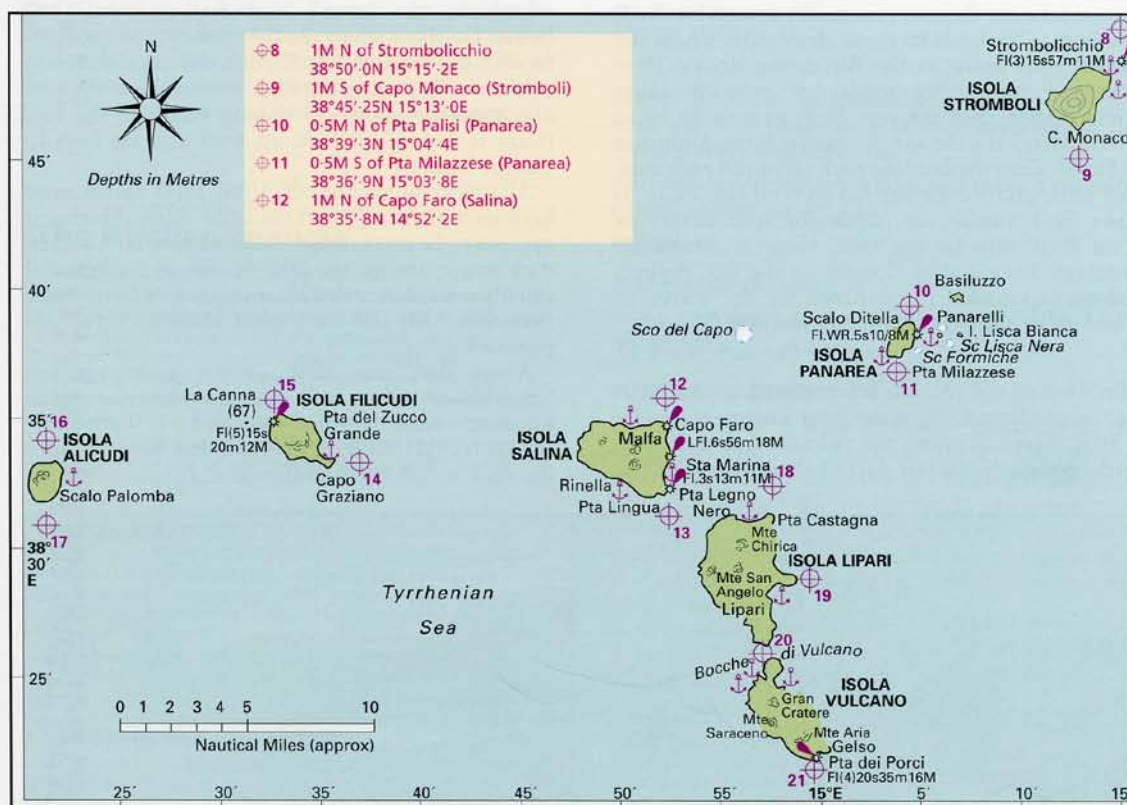
Winds

The normal summer winds are from the NW occasionally going around the W. There may also be winds from the NE. Squalls may be encountered among the islands, but they seldom last for long.

The islands take their name from Aeolus, the god of the winds. It was he who gave Odysseus the contrary winds tied up in a bag, but near to Ithaca his sailors opened it believing there was treasure inside and yet again he was blown away from his homeland. (However, Ernle Bradford in *Ulysses Found* believes Ustica to be the home of Aeolus.)

Although there are no really secure harbours, there are sufficient harbours and anchorages sheltered from the prevailing summer winds to make it well worthwhile cruising around the archipelago.

Stromboli, Panarea, Vulcano, Filicudi and Alicudi are all nature reserves. There are no designated marine reserves at this time, but in the future anchorages around the islands may be affected. For more details on National Park regulations see www.parks.it



ISOLE EOLIE (Aeolian Islands)

- | | | |
|---|---|---|
| ⊕13 1M S of Pta Lingua (Salina)
38°31'1N 14°52'3E | ⊕16 1M N of N end of Alicudi
38°34'3N 14°21'2E | ⊕19 0.5M E of Sciarra di Monte Rosa (Lipari)
38°28'8N 14°59'4E |
| ⊕14 1M E of Capo Graziano (Filicudi)
38°33'4N 14°36'9E | ⊕17 1M S of S end of Alicudi
38°30'7N 14°21'2E | ⊕20 Mid-channel Bocche di Vulcano
38°26'1N 14°57'4E |
| ⊕15 1M N of Pta La Zotta (Filicudi)
38°36'0N 14°32'6E | ⊕18 1M N of Pta Castagna (Lipari)
38°32'4N 14°5'4E | ⊕21 1M S of Pta dei Porci (Vulcano)
38°21'07N 14°59'49E WGS84 |

V. Sicily

Isola Stromboli

Probably the oldest lighthouse in the world, this active volcano has been dubbed 'the lighthouse of the Mediterranean' from ancient times to the present. It guided Odysseus towards the twin perils of Scylla and Charybdis and it has guided me towards the Strait of Messina on a gale-swept winter's night. The island is a conical volcano rising to 925m (3,036ft) and is in almost continuous state of activity. Unlike Vesuvius and Etna, it releases its pressure bit by bit, day by day, instead of building up to a big bang. Small pieces of pumice can be found floating in the sea some distance off the island and on the northwestern slopes a stream of lava, the *sciara del fuoco* or flow of fire, runs into the sea.

In ancient times Stromboli would have been one of the 'sea gates' of the Mediterranean, an unmistakable signpost for navigating away from and towards the Strait of Messina. Ernie Bradford in *Ulysses Found* identifies Stromboli with the 'Wandering Rocks' Circe described for Odysseus:

'Two ways will lie before you, and you must choose between them as you see fit, though I will tell you both. One leads to those sheer cliffs which the blessed gods know as the Wandering Rocks. Here blue-eyed Amphitrite sends her great breakers thundering in, and the very birds cannot fly by in safety. Even from the shy doves that bring Ambrosia to Father Zeus the beetling rock takes toll each time they pass, and the Father has to send one more to make their number up, while for such sailors as bring their ship to the spot, there is no escape whatever. They end as flotsam on the sea, timbers and corpses tossed in confusion by the waves or licked up by tempestuous and destroying flames.'

The Odyssey, Book 12

After Homer, the volcano is mentioned by Strabo in his *Geography* and by many later English travellers in Italy. You can climb the volcano, but it is hard work, especially the last part of the ascent which is

over jagged scoria (you will need stout shoes) and is hot work in the summer sun (you will need to take a hat and water with you).

There are two indifferent anchorages off the hamlets of San Bartolomeo and San Vincenzo.

Both anchorages are suitable in calm weather only and at the slightest sign of bad weather a yacht should leave.

San Bartolomeo

⊕ 38°48'5N 15°14'3E

At San Bartolomeo anchor in 10m on a rocky bottom. There is now a desalination plant here and the water tanker will sometimes need to anchor off the village, taking lines and a pipe ashore to fill up with water. Provisions and restaurants in the delightful village of small cubic white houses set on the edge of the black beach.

San Vincenzo

⊕ 38°48'0N 15°14'6E

You can also berth on the E side of Punta della Lena where there are two wharves. Go alongside the N wharf after the day-trip boats leave, around 1800 hours. On the S wharf the best policy is to go stern-to with the bows facing SE, into the usual direction of the swell. During the high season there are now also mooring buoys for visiting yachts in the bay. (Care is needed as pick up lines can be fouled.) Charge band 3.

Alternatively anchor off. Until 1900 yachts must keep more than 300m off the coast. After this time it appears to be permitted to anchor closer in. An after-dark motor around the NW-W side of the island is usually rewarded with a close-up view of Stromboli's fireworks. Oh, and it's a good place to 'trawl' for pumice too.

About one mile NNE of the anchorage lies Strombolicchio, a small steep-to islet with quite fantastic rock formations and a lighthouse (Fl(3)15s11M) on it. A staircase has been cut into the rock to get to the lighthouse, but there are no



STROMBOLI

Isole Panarea

suitable depths for anchoring off the islet even in calm weather.

Isola Panarea

Panarea lies on an underwater platform that juts out of the sea at numerous points around the island including the islets of Panarelli, Dattilo, Lisca Bianca and Lisca Nera, Basiluzzo and the Formiche Rocks. It is inhabited and parts of the island are cultivated. At Capo Milazzese on the S of Panarea, a circular hut village dating back to 1500BC has been excavated.

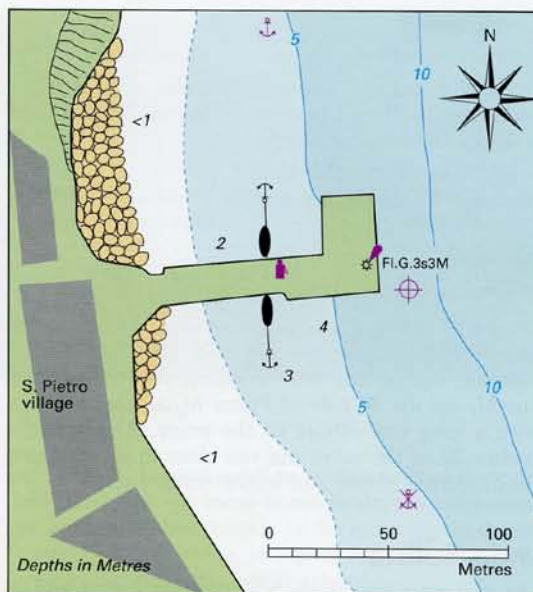
SCALO DITELLA (SAN PIETRO)

Approach

Straightforward from the N or S leaving the outlying islets and rocks to seaward.

Mooring

Berth If you get there in time it is possible to go stern or bows-to the pier on either side depending on the wind direction and sea state. The outer part of the pier is used by hydrofoils. Alternatively anchor to the N of the pier in 5–12m keeping well clear of the laid moorings. You cannot anchor within 200m of the pier, and the water tanker moors to the S of the pier. The bottom is sand and reasonable holding.



V. Sicily

Cala Zimmari

⊕ 38°37'6N 15°04'0E

On the E side of Punta Milazzese and in Baia Milazzese itself. Anchor in 5–10m on sand. Good holding. Open E and south.

Anchorage Anchor off the SE tip of the island on sand, good holding. It is a brisk 30-minute walk into town from here.

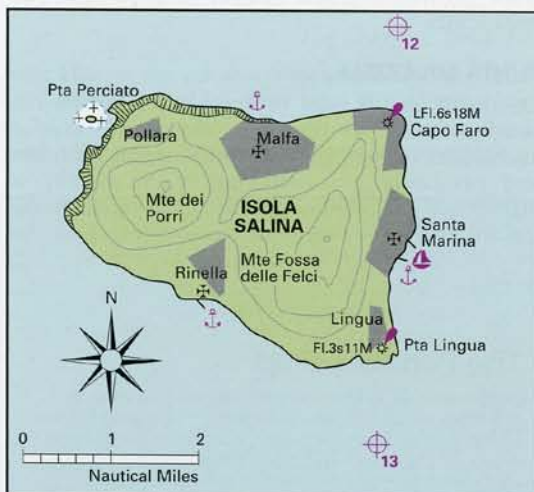
Cala Junco

⊕ 38°37'4N 15°03'8E

On the W side of Punta Milazzese. Care is needed of underwater rocks in the bay and you should have someone up on the bow conning you in. Anchor directly on the W side of Punta Milazzese in 5–8m with a long line ashore to the point. Alternatively anchor W of the point but not close in where there are numerous above and below-water rocks.

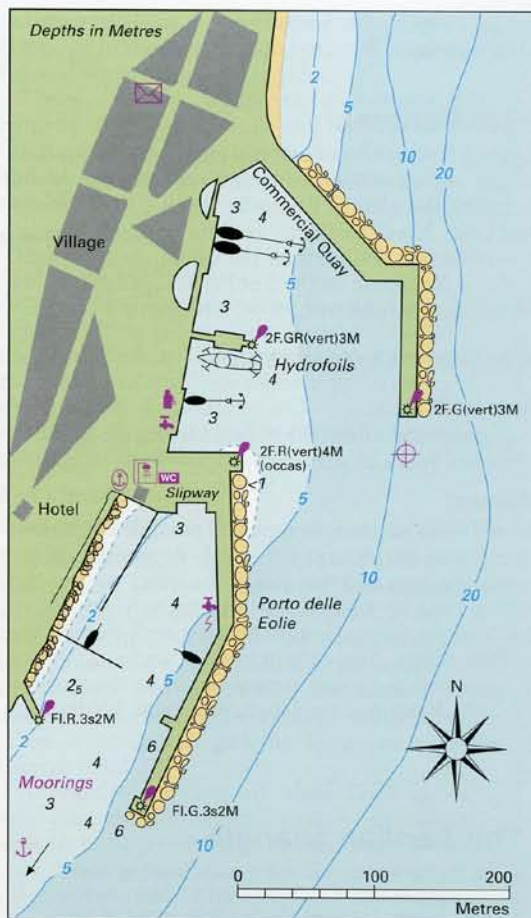
Isola Salina

Lies just over two miles NW of Isola Lipari and is easily identified by its twin peaks. In ancient times it was called Didyma (Greek) and Gemella (Latin) – ‘the twins’ – on account of the two extinct volcano cones. There is still subterranean activity and at Malfa vapour is given off, and at Rinella sulphuretted hydrogen, the characteristic ‘rotten eggs’ smell of stink bombs, bubbles up from the seabed. The island is much cultivated, especially with vines, and was famous for its Malvasi (Malmsey) wine. There are several small harbours.



ISOLA SALINA

- ⊕12 1M N of Capo Faro (Salina) 38°35'8N 14°52'2E
- ⊕13 1M S of Pta Lingua (Salina) 38°31'1N 14°52'3E



SANTA MARINA SALINA

⊕ 38°33'4N 14°52'6E

SANTA MARINA SALINA

Approach

The harbour lies midway along the E coast off a small settlement.

VHF Ch 16, 11 for Porto delle Eolie.

Mooring

Data Porto Vecchio c.25 berths. Visitors' berths. Max LOA 27m. Depths 3–5m.

Porto Turistico c.130 berths. Visitors' berths. Max LOA c.30m. Depths 1–6m.

Berths Yachts are usually directed to the *porto turistico* in the S basin. Larger yachts over 10m go stern or bows-to along the quay on the inside of the breakwater. Smaller yachts berth on the pontoons on the W side of the basin. The pontoon layout has changed several times recently. The latest reported layout is shown on the plan. Laid moorings tailed to the quay. Alternatively yachts can go on the quay N of the hydrofoil pier in the N harbour.

Shelter Good shelter in settled conditions in both the N and S harbours although the S basin affords the better all-round shelter. Strong southerlies would

Isola Salina



Santa Maria Salina looking N into the S basin Kerr Whiteford

probably affect the S basin, although whether it would still be tenable is not known.

Authorities Harbourmaster. Charge band 6+ (May–October).

Porto delle Eolie ☎ 090 984 3473 / 346 022 0362

Email info@portodelleolie.com

Facilities

Services Water and electricity at all berths in the S basin. Showers and toilets. Water on the quay in the N harbour.

Fuel On the quay in the N harbour. You need to ring the bell for service.

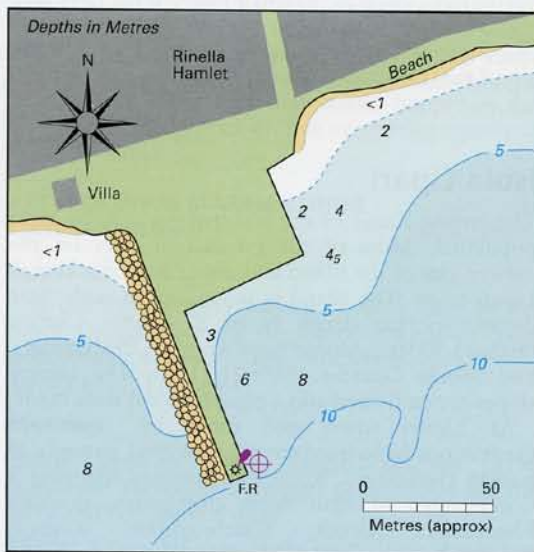
Repairs 15-ton crane. Some mechanical repairs.

Provisions Minimarket and basic staples.

Eating out Restaurants in the village and at the hotel.

RINELLA

A short mole off a hamlet on the S coast. The end of the mole is lit F.R. Open E–S. There are 1–10m off the mole. If there are no berths on the quay, anchor

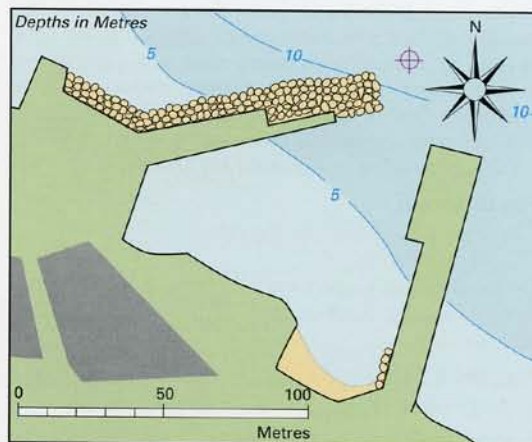


RINELLA
☉ 38°32'7N 14°49'6E

off. There is limited space to anchor here as there are laid moorings for local boats in depths convenient for anchoring, but outside of the moorings in deeper water (+15m) there is space to anchor. Basic provisions and a restaurant ashore.

Malfa (Scalo Galera)

A miniature harbour on the N coast. Two stubby moles run out from the coast. Depths <1–5m. A small yacht may find a berth in here, but it is usually crowded with local boats.



MALFA
☉ 38°34'87N 14°50'55E

Isola Filicudi

Lies nearly 10 miles W of Salina. It is a high conical peak (Mt Fossa Felci: 775m/2542ft) connected by an isthmus to Capo Graziano. The latter looks like an offlying islet from some angles. The island was at one time well populated and cultivated, but is now only cultivated in parts. It is surrounded by above and below-water rocks, the most striking and conspicuous being La Canna off the NW coast, which is a rock obelisk rising sheer from the sea to 67m.

V. Sicily



Porto Filicudi looking ESE towards Salina and Lipari. Note the old groyne running underwater just off the beach
Kevan Lambourne

Porto Filicudi

⊕ 38°33'·7N 14°35'·0E

A short mole off the settlement on the E side of the island. The end of the mole is lit 2F.GR(vert)4M. The mole is reserved for ferries and hydrofoils. Depths <1–5m. Yachts normally anchor off in settled weather, but leave plenty of room near the mole for the ferries to manoeuvre. Care is needed of an old groyne which runs parallel to the beach for approximately 100m SE from the ferry mole. It lies just under the surface and can be difficult to see. The bottom is stoney with weed and not everywhere good holding. Around 20 visitors' moorings have now been laid in the bay. Charge band 2/3. Local fishing boats are hauled up onto the shore.

Basic provisions and restaurant ashore.

Filo di Lorani

⊕ 14 1M E of Capo Graziano (Filicudi)
38°33'·4N 14°36'·9E

On the S side of Capo Graziano there is some shelter from N winds. Anchor in 9–12m on rock, not the best holding.

Pecorini a Mare

⊕ 38°33'·5N 14°34'·0E

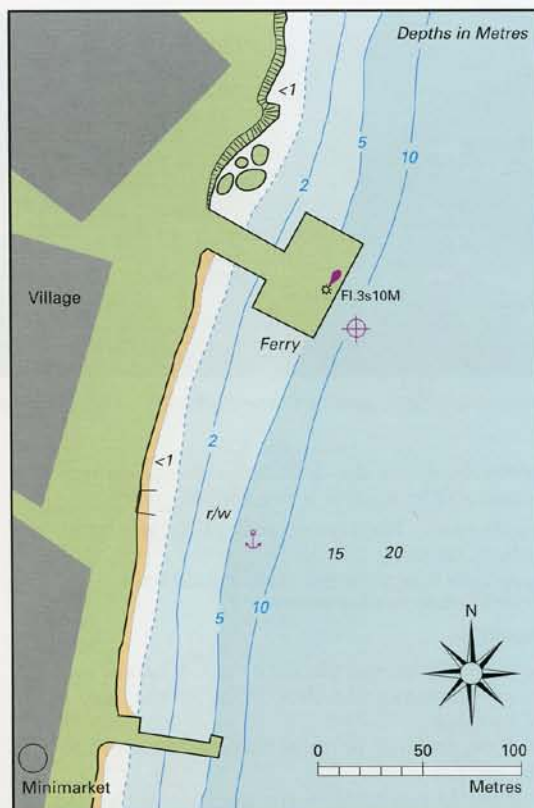
A short mole for the hydrofoil on the S side of the island. There is really no room for yachts and in any case you are better off anchoring here as there is nearly always some ground swell.

There are now 12 yellow mooring buoys available. Charge band 3.

Isola Alicudi

The westernmost island of the archipelago lying 8·5M W of Filicudi. It is an extinct volcanic cone rising to 666m (2185ft) and dropping sheer into the sea. The houses were built along the eastern slopes far from the sea so that the inhabitants could escape from the pirates that once infested these waters.

From some distance off Alicudi looks like the quintessential volcanic cone.



SCALO PALOMBA

⊕ 38°32'·0N 14°21'·8E

SCALO PALOMBA

On the E coast of Alicudi. There is a short pier used by the ferry and hydrofoil.

In settled weather yachts can anchor off to the S of the pier in 5–15m. There is sometimes room for 2–3 yachts to go stern-to the small pier S of the ferry pier. There are laid moorings in the vicinity, but with care space can be found. In unsettled weather this is not a good place to be. Some provisions and restaurants ashore.

Isola Lipari

The largest island of the archipelago and the most populated. Most of the population lives on the eastern side of the island and about half of it lives in Lipari town. The island is mountainous with three distinct peaks: (from N to S) Monte Chirica (602m/1,975ft), Monte Sant'Angelo (593/1,946ft), and Monte Guardia (369m/1,211ft). The eastern slopes are cultivated and a pleasant local wine made.

At Lipari town and close by, numerous excavations have uncovered a historical panoply of human civilisation. Ruins and remains spanning a dozen ages of man from prehistoric through Phoenician, Greek, Carthaginian, Roman, Byzantine, Norman and the Spanish can be found here and, fortunately, the excellent Aeolian Museum

Isola Lipari

exhibits many of the finds. The latter should not be missed even by those who normally spurn such institutions.

The location of the islands as stepping stones on the trade route through the Tyrrhenian brought colonists to the islands early on. They were settled in 3000BC by settlers from the Near East who prospered trading in the obsidian found around the volcanic islands. This group was replaced by Copper Age settlers and, judging by the indigenous pottery found, the island continued to be important on the trading routes with influences on pottery designs coming from all over the Mediterranean. In the 13th century BC Bronze Age settlers arrived and supplanted the Copper Age colonists, though trade appears to have diminished and, by the 8th century BC, the inhabitants were only just scraping a living on the island.

In 580BC the island was colonised by Greeks from Knidos and Rhodes, who soon organised a small navy to combat the Phoenician and Etruscan pirates who regularly raided the islands. The fleet grew and their skill in these windy waters made them a force to be reckoned with. It must have seemed a logical extension to become pirates themselves and the Liparese boats became feared in the area between the Liparis and the Strait of Messina. The Liparese system of government at this time was an early form of communism that appeared to work. All land, houses, ships, and goods were held communally and redistributed every 20 years in a huge festival. All the pickings from piracy were distributed equally when the ships returned.

Decline started in the Roman era. Lipari sided with Carthage in the Punic Wars and consequently Rome sent a fleet to take the island. Thereafter the islands hobbled along behind Sicily and declined through neglect. In the 20th century many Liparese emigrated to Australia and America. Only in the 1970s and 80s did the fortunes of Lipari revive with tourism, though many, myself included, would say that the chic boutiques and expensive restaurants and bars on Lipari have turned it into a concrete and glass imitation of itself for the smart set from Rome and Naples. I wonder what would happen if the Liparese decided to redistribute everything equally in 20 years' time?

RADA DI LIPARI MARINA LUNGA (Sottomonastero)

Approach

The commercial quay and short mole close to the town immediately N of Punta Scaliddi. Yacht pontoons lie close N of the commercial quay. VHF Ch 16, 11 (24/24).

Mooring

Berths Stern-to where directed on the yacht pontoons. Yachts are no longer permitted to use the ferry and commercial quay.

Shelter Open NE-SE. With gales from anywhere many berths may become untenable, particularly with southerlies. There is often a ground swell that



Marina Lunga (Lipari) looking north. Note yachts are no longer permitted to moor on the town quay



RADA DI LIPARI
38°28'15N 14°57'5E

V. Sicily



LIPARI AND VULCANO

- ⊕18 1M N of Pta Castagna (Lipari)
38°32'4N 14°57'4E
- ⊕19 0.5M E of Sciarra di Monte Rosa (Lipari)
38°28'8N 14°59'4E
- ⊕20 Mid-channel Bocche di Vulcano
38°26'1N 14°57'4E
- ⊕21 1M S of Pta dei Porci (Vulcano)
38°21'07N 14°59'49E WGS84

creeps round beyond the harbour and the constant wash from ferries and other craft do not do a lot for the comfort of the place. Keep pulled well off so you do not damage the boat from any surge or wash.

Authorities Harbourmaster. *Ormeggiatori*. Charge band 2/3.

La Buona Fonda

A single pontoon immediately N of Marina Lunga. VHF Ch 16, 13.

Data c.40 berths. Max LOA c.60m. Depths <1–5m. Laid moorings.

Facilities Water and electricity (220V). Laundry service.

La Buona Fonda ☎ /Fax 090 982 2342 ☎ 368 274 944
Email info@labuonafonda.it
www.labuonafonda.it

Pontile Portosalvo

Data 40 berths. Max LOA 50m. Depths 4–5m. Pontoons and laid moorings in place.

Filippo Saglimbeni, Pontile Portosalvo ☎ 0368 719 0843
Email portosalvo@virgilio.it

Lipari Services

Single pontoon.

☎ 338 240 2377

Yacht Harbour Lipari

VHF Ch 16, 72.

Data c.40 berths. Max LOA c.60m. Depths 2–6m. Laid moorings.

Facilities

Water and electricity (220/380V). Some repairs can be arranged.

Yacht Harbour Lipari ☎ 090 981 1926 Fax 090 981 2677

☎ 338 774 5288

Email info@yachtharbourlipari.it

Fuel On the two pontoons N from Marina Lunga. The pontoons need careful fendering and are unsuitable for dinghies due to protruding metalwork at water level. Attendants can sometimes pull a little too enthusiastically on thrown warps.

Repairs 5/10-ton cranes.

Provisions Good shopping in the town.

Eating out Restaurants, trattorias and pizzerias. Good fish often available.

Other PO. Bank. ATM. Next to the quay is a sign showing the whereabouts of all facilities in the town.

General

You are right in the middle of town here with restaurants and bars just across the road. You should take a wander around the compact capital and if you like shopping this is a good place to be. The yacht berths are beset by wash and any ground swell around, can make for an uncomfortable time, and if going out for dinner make sure that you are pulled well off the pontoon.

MARINA CORTA

Approach

Lies on the S side of Lipari town and Punta Scaliddi.

Mooring

Data Depths <1–5m.

Berth The harbour is normally full of local boats and you will be lucky to find a berth here. Go stern or bows-to where possible.

Shelter Adequate in the summer. Open NE and with strong winds from NE–SE a surge is set up.

Authorities *Ormeggiatori*.

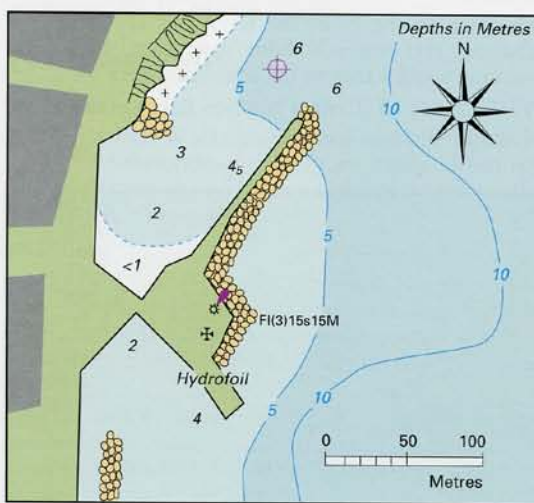
Facilities

Water on the quay. Otherwise as for Marina Lunga.

Isola Lipari



The approaches to Marina Corta looking NW



MARINA CORTA
 $\oplus 38^{\circ}27'8N 14^{\circ}57'5E$

PIGNATARO

Approach

Lies at the N end of Lipari roadstead.

VHF Ch 11, 16. Ch 74 for Porto Pignataro.

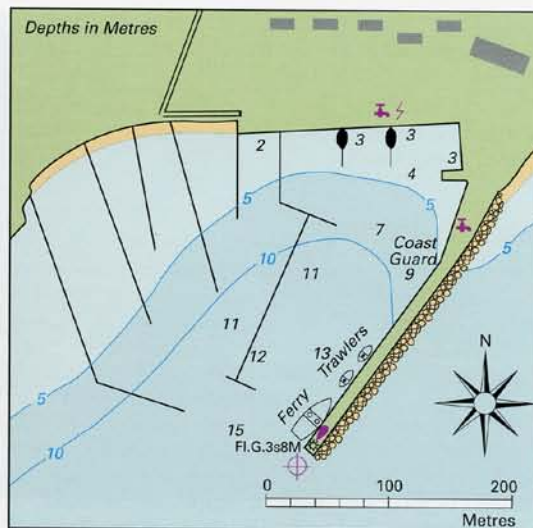
Note The entrance between the moored boats and the breakwater can be a bit tricky if a trawler or tripper boat is coming or going – usually at speed.

Mooring

Data c.150 berths. Visitors' berths. Max LOA c.80m. Depths 3–10m.

Berth The inside of the breakwater is usually busy with fishing boats and harbour authority boats. The main quay has yacht berths with laid moorings (Porto Pignataro), but tends to be reserved for charter and local boats. New pontoons have been installed around the NW side of the harbour and are run as concessions. Go stern or bows-to where directed. Laid moorings tailed to the quay or a small buoy.

Shelter Good shelter in the summer. Open SW for a short distance, but strong southerlies make it untenable here.



PIGNATARO
 $\oplus 38^{\circ}28'69N 14^{\circ}57'88E$ WGS84

Authorities Ormeggiatori. Charge band 5.

Porto Pignataro $\oplus 333 301 1700 / 333 229 8898$

Email portopignataro@virgilio.it

EOL Mare $\oplus 090 981 4233$ Fax 090 981 3534

R Giovanni $\oplus 090 981 951$

Facilities

Services Water and electricity at most berths on the quay, but water is in short supply in the summer.

Fuel Around the bay on the AGIP or Eolian Bunker pontoons.

Other Facilities as for Marina Lunga. Fresh fruit, bread and water from a man and van. A bus runs to Lipari town from the root of the breakwater in the summer.

General

This is the safest place to be on Lipari and it is a bit more real than downtown Lipari with its boutiques and expensive restaurants. From here you can get a bus or taxi into Lipari or it is a pleasant if somewhat hot walk in summer.

OTHER ANCHORAGES

There are a number of other anchorages around Lipari Island that can be used according to the wind and swell. Clockwise from Punta Castagna there are.

Punta Castagna N side Anchor in 6–10m off the beach. Open to all sectors north.

Porticello Anchor off the jetties running off the beach in 5–10m leaving the large jetty clear. Open E and south.

Canneto Anchor off WSW or E of the huddle of laid moorings. It is quite deep to anchor here and you will usually be in 20m. Open E and south. Bars and restaurants ashore.

Spiaggia di Vinci The small beach immediately W of Punta della Crepazza. Anchor in 10–20m. Open W and south.

V. Sicily

Valle Muria Care needed of the reef in the S end of the bay. Anchor in 5–10m towards the N end. Open W and south.

Cala del Fico Care needed of the reef in the middle of the bay. Anchor towards the N end in 10–15m. Open W and south.

Isola Vulcano

The southernmost of the group and in many ways the strangest. It is composed of extinct craters (which originally appeared from the sea in 183BC) and one active crater. It is separated from Isola Lipari by a narrow channel (800m wide), Bocche di Vulcano, which is free from dangers. The island rises to its highest elevation in the south at Monte Saraceno (481m/1,578ft) and Monte Aria (499m/1,637ft). It is mostly barren and rugged with the tufa eroded into fantastic shapes by the wind.

The northern end is dominated by Gran Cratere, an active crater still standing as it appeared in the eruptions in 1888 and 1890. Bubbling mud pools

and hot mineral springs bubbling up from the seabed make it a fascinating place. You can select just the temperature you want in the sea by moving closer or further away from one of the numerous springs.

If it looks like a lunar landscape then the impression is only reinforced by the overweight souls who come here and coat themselves in the warm grey mud for its therapeutic effects. One does eventually get used to seeing obese people with overall cracked mudpacks waddling down to the sea, but it takes a while.

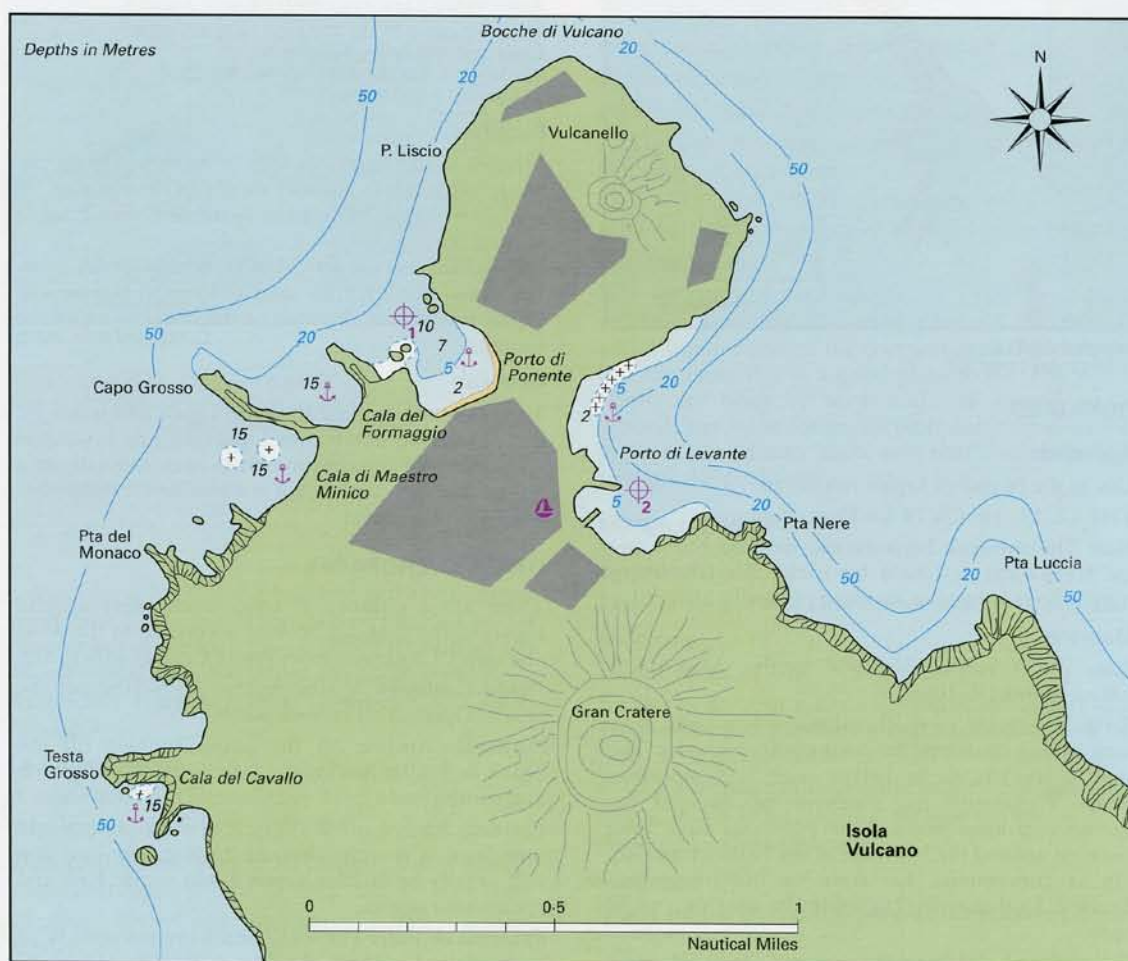
PORTO DI LEVANTE

Approach

Lies on the E side of Vulcanello, the northern tip of the island.

Dangers To the N of the ferry pier an unmarked shallow reef extends 80m out from the shore, running southwards to the anchoring area.

VHF Ch 16, 14 (Centro Nautico Baia Levante).



ISOLA VULCANO - NORTHERN END

1 38°25'31N 14°57'04E WGS84

2 38°24'93N 14°57'80E WGS84

Porto di Ponente

Mooring

Data c.100 berths. Max LOA 70m. Depths 3–5m.

Berth Most yacht berths on new pontoons S of the ferry pier. Laid moorings tailed to the pontoon. Otherwise go stern or bows-to the quay if there is room. Good holding on sand. The mole and the pier should be left clear for ferries and hydrofoils. Charge band 4.

Shelter Adequate in the summer. Open NE–E–SE.

Anchorage Anchor N of the ferry berth clear of the moorings. Care is needed as depths become irregular towards the shore. Alternatively pick up a mooring, although you may have to leave if the owner returns.

Facilities

Services Water and electricity (220V) on the pontoons. Wi-Fi. Mobile crane.

PORTO DI PONENTE

Approach

The approach is straightforward and the pinnacle rocks on either side of the bay are easily identified. Although there are no lights a night approach would be possible with care.

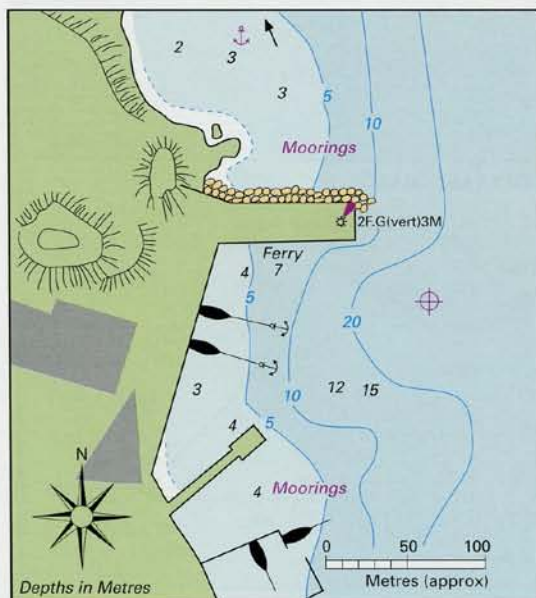
Mooring

Anchor in 5–10m where convenient. Large yachts may have to anchor a bit further out in deeper water. The bottom is coarse sand and the anchor will not always dig in at first. With persistence you can get it to hold.

Shelter Good shelter from all directions except westerlies. In these winds you should go to Porto di Levante or Rada di Lipari.

Facilities

Supermarket. Vegetable stalls. A few restaurants and bars ashore.



PORTO DI LEVANTE
 $\phi 38^{\circ}24'93N$ $14^{\circ}57'80E$ WGS84



Under the volcano: Porto di Ponente on Vulcano

General

In the anchorage you are sitting right under the cone of the volcano which will occasionally belch a bit of smoke to let you know it is still active. The anchorage here is generally a good one to arrive at from Sicily as there is usually space and reasonable shelter.

Cala del Formaggio

The bay immediately SW of Porto di Ponente. It is fairly deep for anchoring, but might be a useful alternative. Open W–NW.

Cala di Maestro Minico

A small bay NE of Pta del Monaco. Care should be taken of the above-water rocks in the middle. Sheltered from the east. The bottom is sand and rocks and you may need to put a trip line on your anchor.

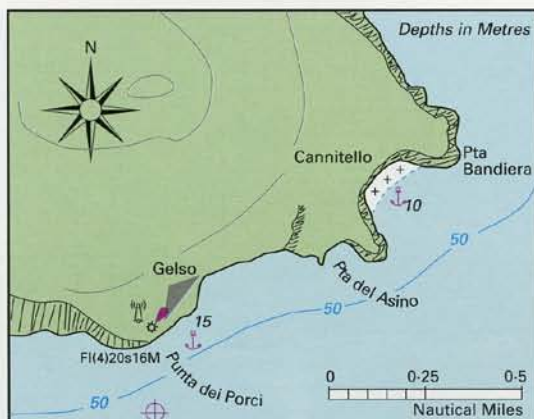
Cala del Cavallo

A small cove on the S side of Testa Grosso. Care needed of the above and below-water rocks on the N side.



In the mud pools in Porto di Levante
 Sandro Bedessi, FOTOTECA ENIT

V. Sicily



GELSO
 38°22'1N 14°59'3E

Gelso

An anchorage off the beach and the hamlet of Gelso on the E side of Punta dei Porci. There is a short jetty with 5–6m depths reported off the end. Anchor off the beach to the NE of the jetty in 3–10m. Depths drop off quickly here so you will have to potter around a bit finding the best place. The bottom is coarse sand and adequate holding once the anchor is in.

There is also another anchorage in Cannitello to the NE under Punta Bandiera. Care is needed close in where a reef fringes the coast.

Sicily East coast

Strait of Messina (Stretto di Messina)

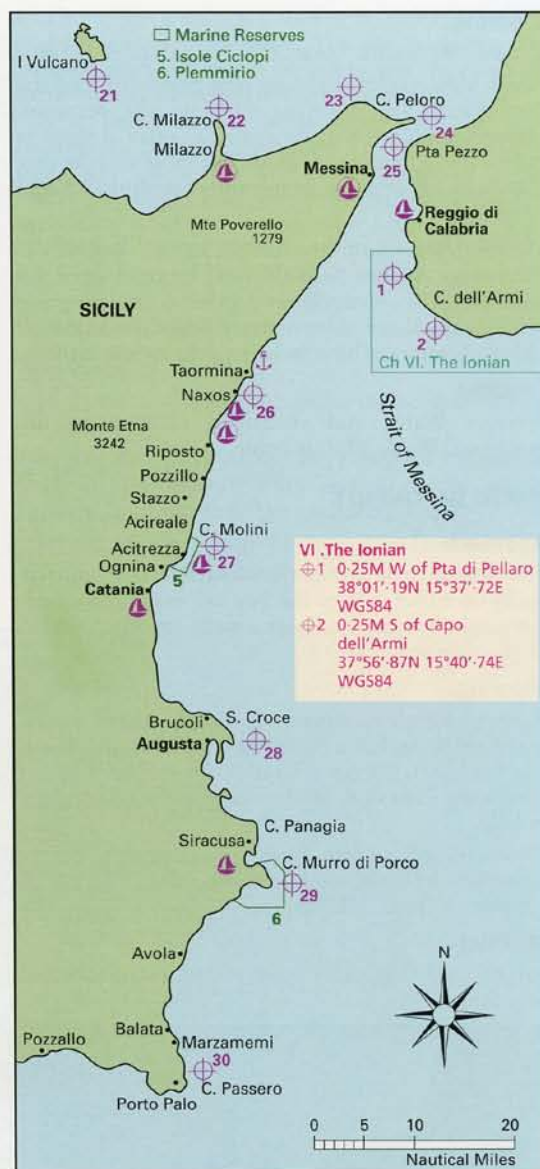
BA 1018, 917 and 992
 Italian 13, 138, 23

‘And all this time, in travail, sobbing, gaining on the current, we rowed into the strait – Skylla to port and on our starboard beam Kharibdis, dire gorge of the salt sea tide. By heaven! when she vomited, all the sea was like a cauldron seething over intense fire, when the mixture suddenly heaves and rises.’

The Odyssey. Book 12 transl. R Fitzgerald.

The Strait of Messina separates Sicily from the mainland of Italy and is much used by yachts on passage to and from the Ionian. At its northern end it is barely 1½ miles across between Capo Peloro and Torre Cavallo, while it is 7½ miles wide at the southern end between Capo Scaletta and Punta Pellarò. Yachts can find shelter at Marina Nettuno off the entrance to Porto Messina or at Reggio di Calabria on the mainland coast opposite.

Although there are strong tides and whirlpools, there is normally no problem in navigating the Strait and a yacht may encounter more problems with squalls blowing off the high land on either side of the



SICILY EAST COAST

- 21 1M S of Pta dei Porci (Vulcano)
 38°21'07N 14°59'49E WGS84
- 22 0.75M N of Capo di Milazzo
 38°17'08N 15°13'88E WGS84
- 23 1.1M N of Capo Rasocolmo light
 38°18'99N 15°31'18E WGS84
- 24 1.75M E of Capo Peloro
 38°15'86N 15°41'42E WGS84
- 25 0.6M W of Pta Pezzo
 38°13'87N 15°37'31E WGS84
- 26 1M E of Capo Schiso
 37°49'7N 15°18'0E
- 27 0.75M E of Capo Molini
 37°34'49N 15°11'32E WGS84
- 28 0.5M E of Capo Santa Croce
 37°14'6N 15°16'5E
- 29 0.75M E of Capo Murro di Porco
 37°00'10N 15°21'20E WGS84
- 30 0.5M E of Capo Passero light
 36°41'23N 15°09'85E WGS84