

Cruising in Greece

by Peter Rigby



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Introduction

The crew



The boat



This presentation does not attempt to be a complete and definitive guide, but a compilation of personal experiences during 10 years of cruising in Greece.

Why choose Greece as a sailing ground ?

Arguably one of the best sailing areas in the Med / if not the World

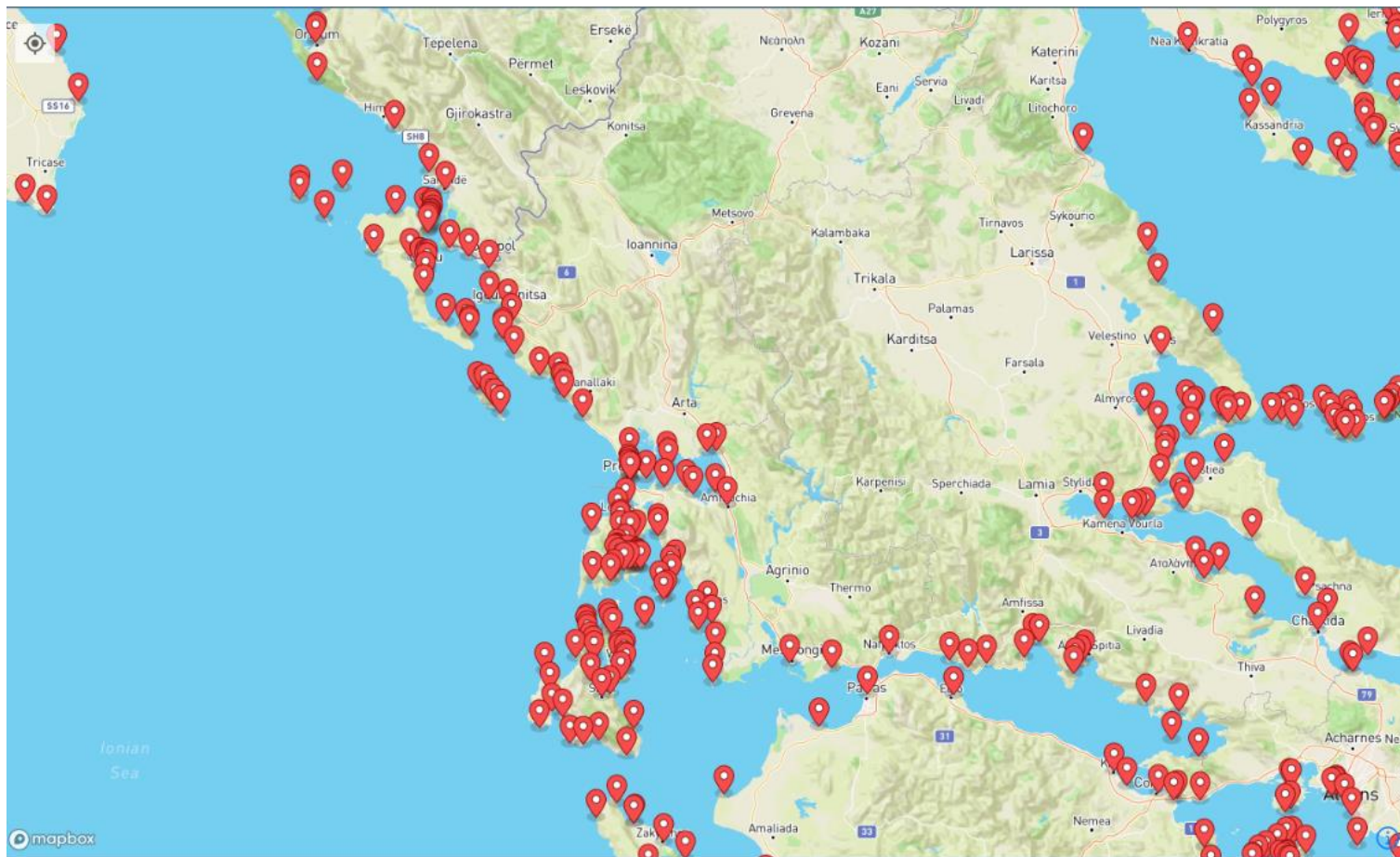
Pros

- Limitless choice of destinations
- Short day sails between delightful ports
- Stunning scenery
- Peaceful anchorages
- Reasonable cost (mooring, taxes and eating)
- Perfect weather in season (usually)
- Culture

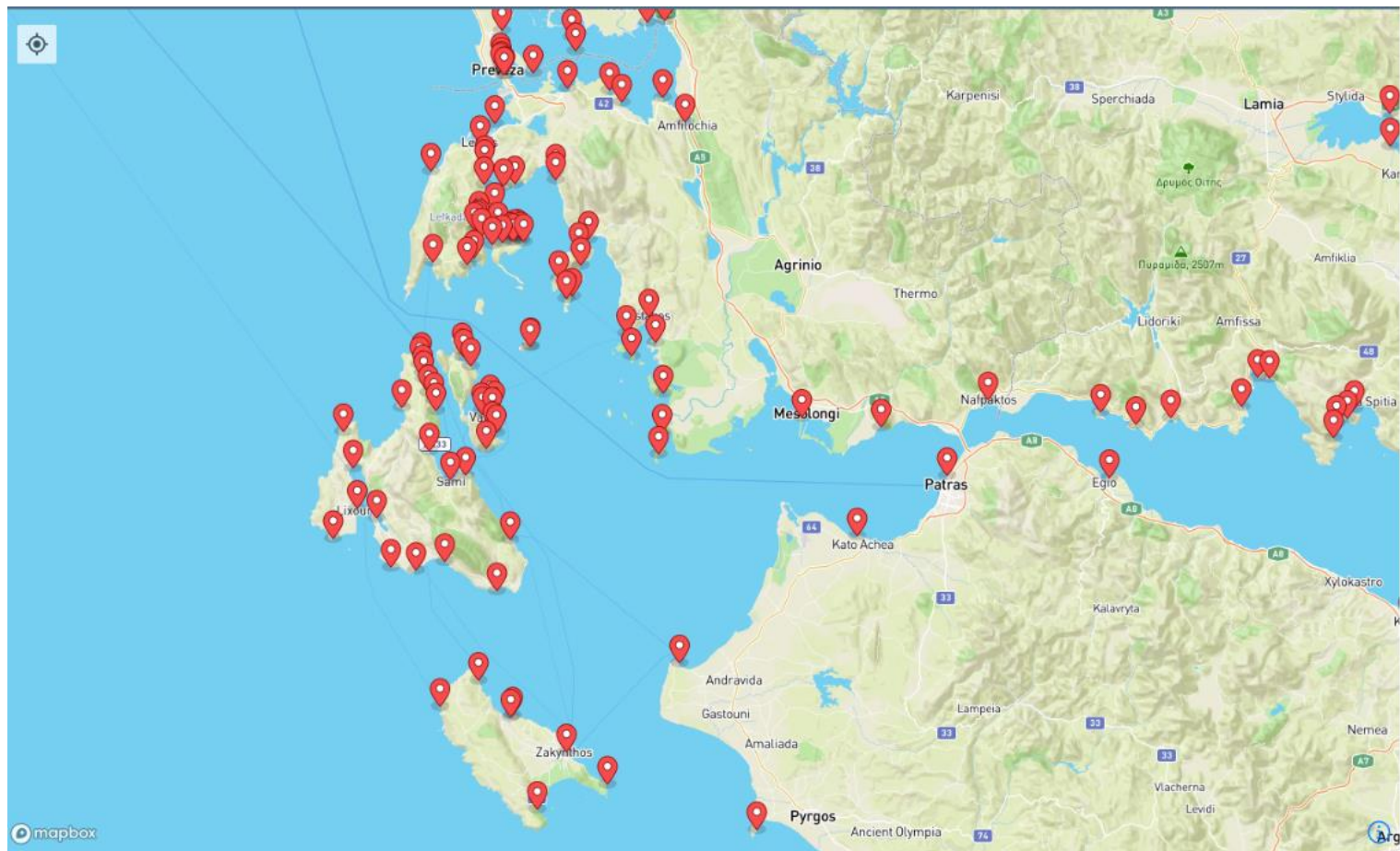
Cons

- Many small ports but limited marinas (<2m draft)
- Can get **very** busy in July / August – especially flotillas
- Bureaucracy can be challenging
- Wind is either non-existent or too strong (but that's normal for sailors)

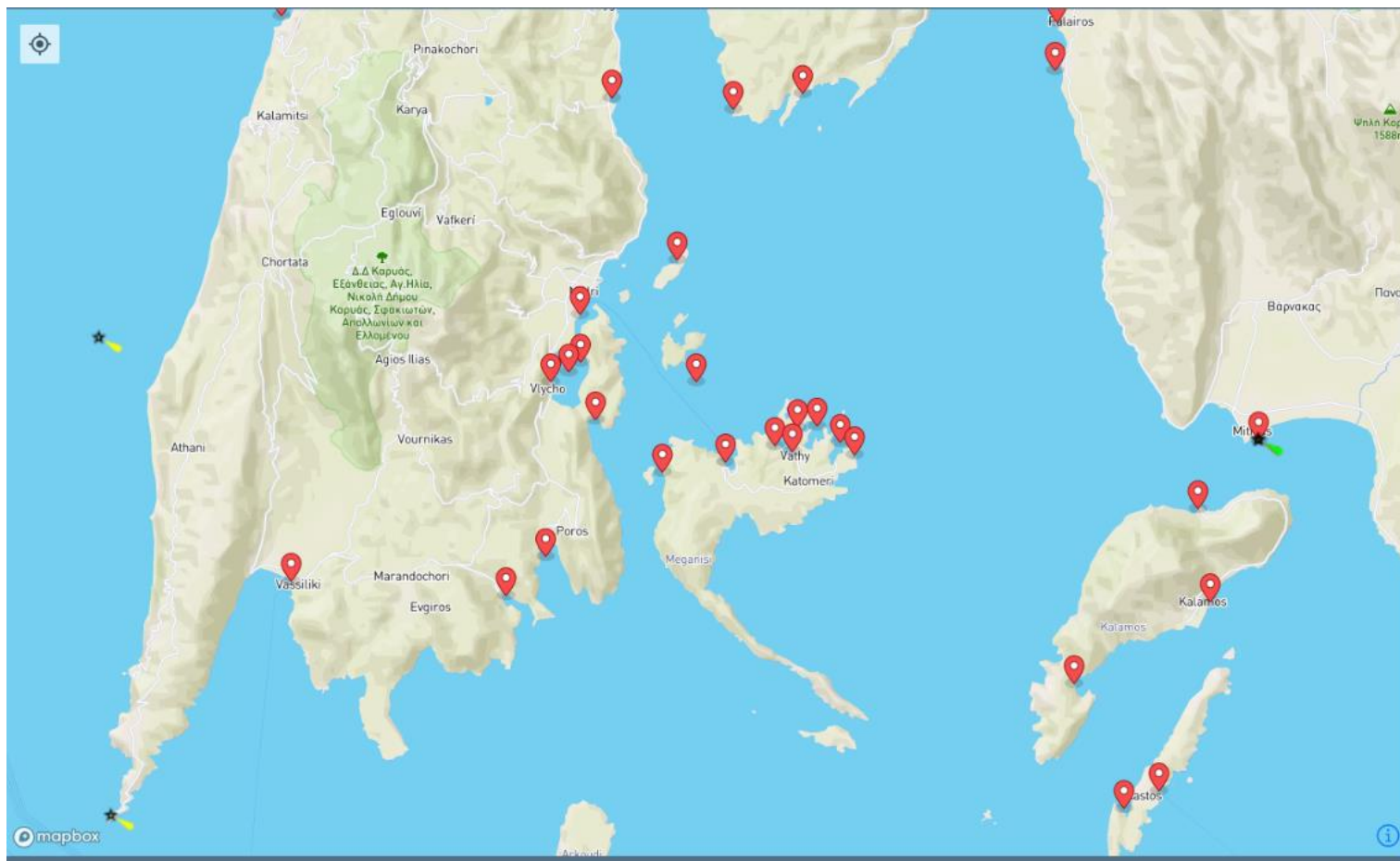
Ports & anchorage - Greece (Courtesy Cruising Association)



Ports & anchorage – S. Ionian (Courtesy Cruising Association)



Ports & anchorage – Inland Sea area (Courtesy Cruising Association)



Delightful Ports - Vathi, Methania



Delightful Ports



Stunning scenery - Navplion



Stunning scenery – Rion bridge – Gulf of Patras



Stunning scenery – Corinth canal



© Peter Rigby, 2020

Stunning scenery – Corinth canal



© Peter Rigby, 2020

Peaceful anchorages - Port Atheni, Meganisi



Peaceful anchorages – Petriti, Corfu



Peaceful anchorages - Porto Leoni, Kalamos



Peaceful anchorages



Peaceful anchorages - Mani peninsula



Culture – archaeological - Ancient Messini



Culture – archeological - Ancient Messini



Culture – archaeological - Epidavros



Culture – archaeological - Mystras fortified byzantine town



Culture – Religious - Port Timoni, Corfu



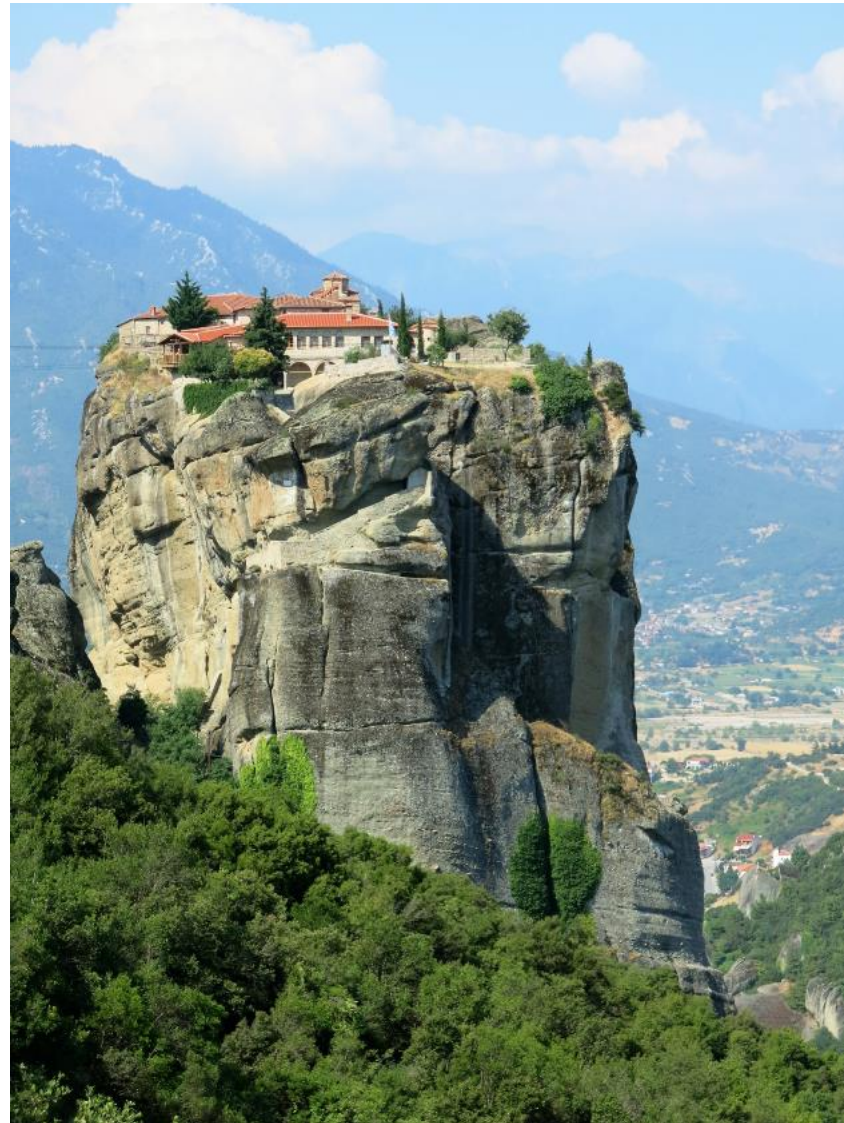
Culture - Religious



Culture - Religious



Culture – Religious - Meteors monasteries



Culture - Folklore (Odysseus' voyage - Ithaca)



Culture - Folklore – Hydra (car-free)



Culture - Folklore – the new dishwasher !



Culture - Folklore – Ethnic museum - Antikyra



Culture - Folklore – Ethnic dance - Paros



Natural wonders – the “crowded” beaches - Mythica



Natural wonders – the “crowded” beaches

.....and this shot was taken before the “C” word.....



Natural wonders – the “crowded” beaches



Natural wonders Caves Cephalonia



Natural wonders – Dyros Caves, Mani Peninsula



Nature – Monemvasia harbour



Nature



Nature – country walks with new friends



Nature – country walks - vista south down Mani Peninsula



Delicious natural food in delightful surroundings

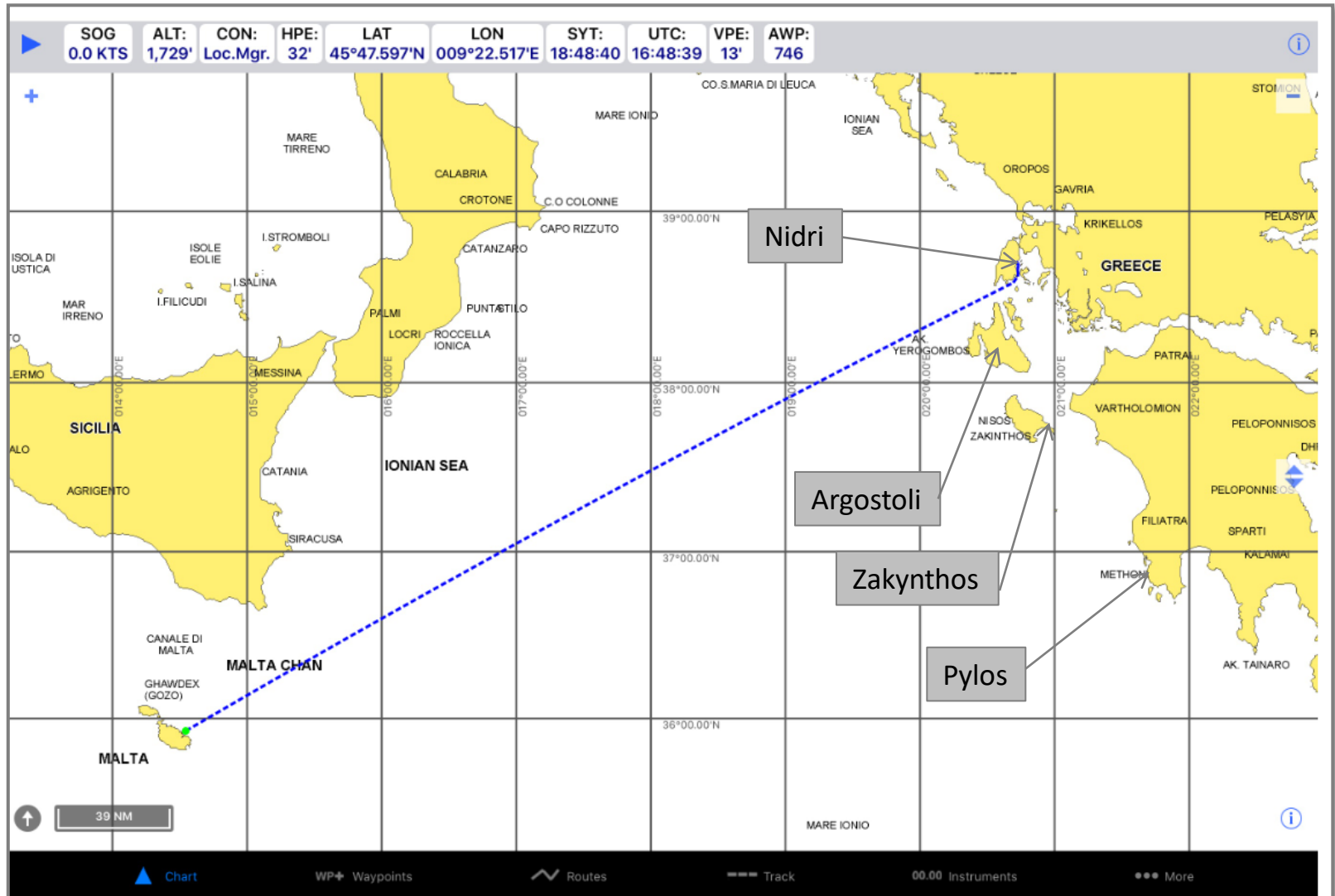


Getting there

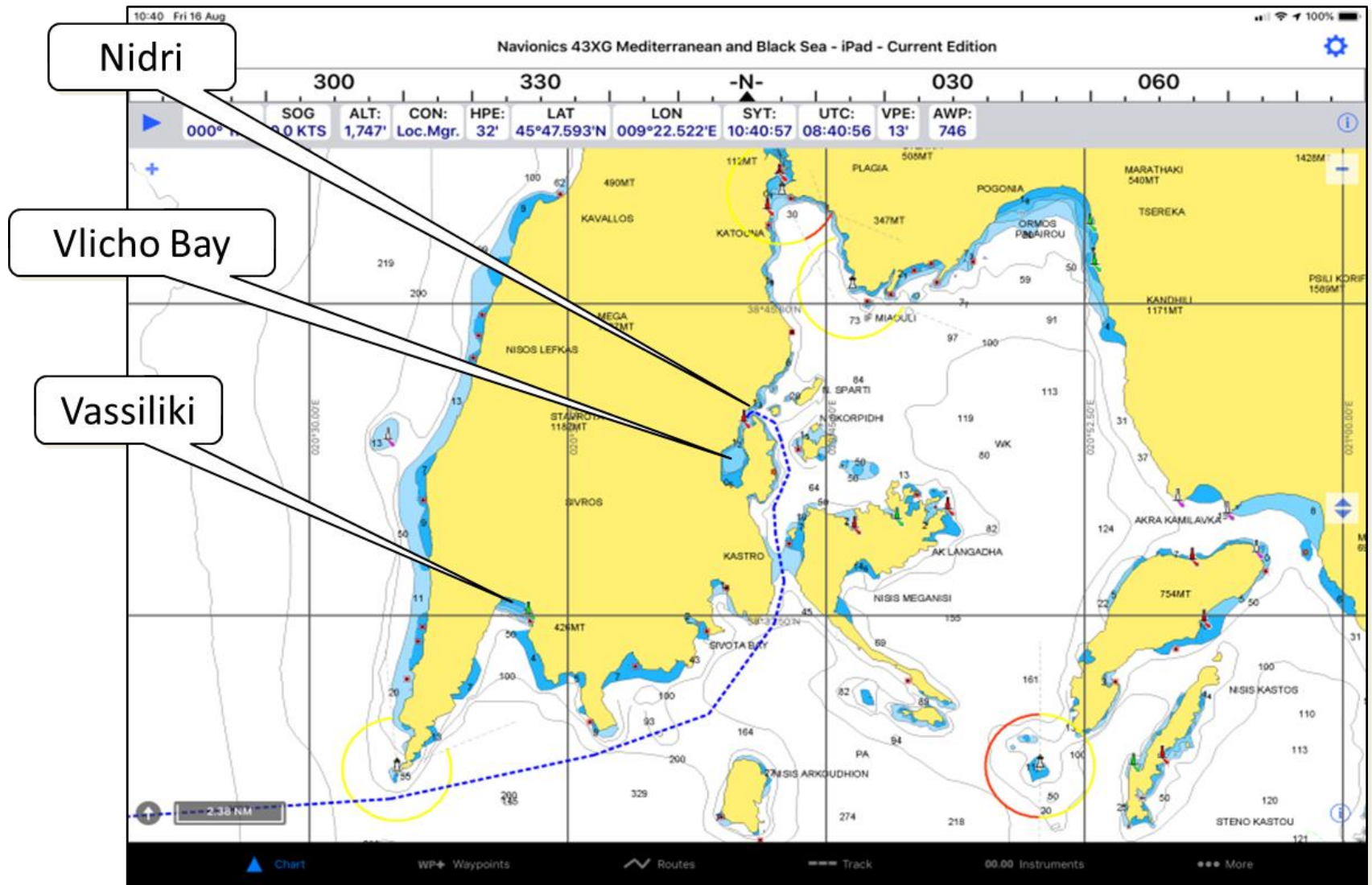
- Getting to Greece is very simple in navigation terms
- The choice of route depends on
 - How much time you have
 - Crew (number and experience)
 - Night sailing

Routing to Nidri - Direct

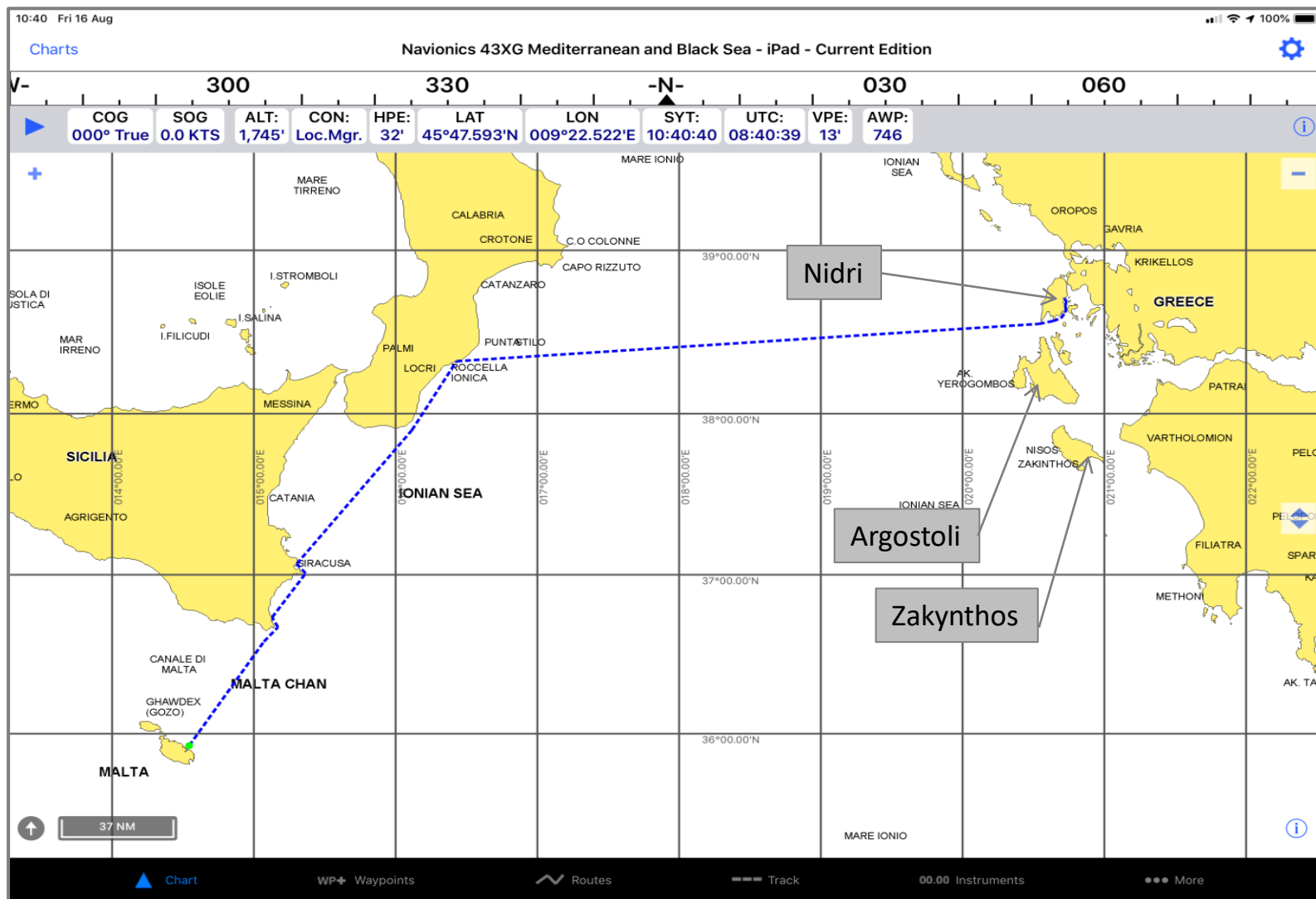
343 Nm; ≥ 2 nights



Routing - south of Lefkada Island detail



Routing to Nidri - via Syracuse, Rocella Ionica
385 Nm 3-4 days / 1 night



Routing to Nidri - via Ericoussa & Corfu

373 Nm to Ericoussa / 482 Nm to Nidri - 5 days / 0 nights to Ericoussa

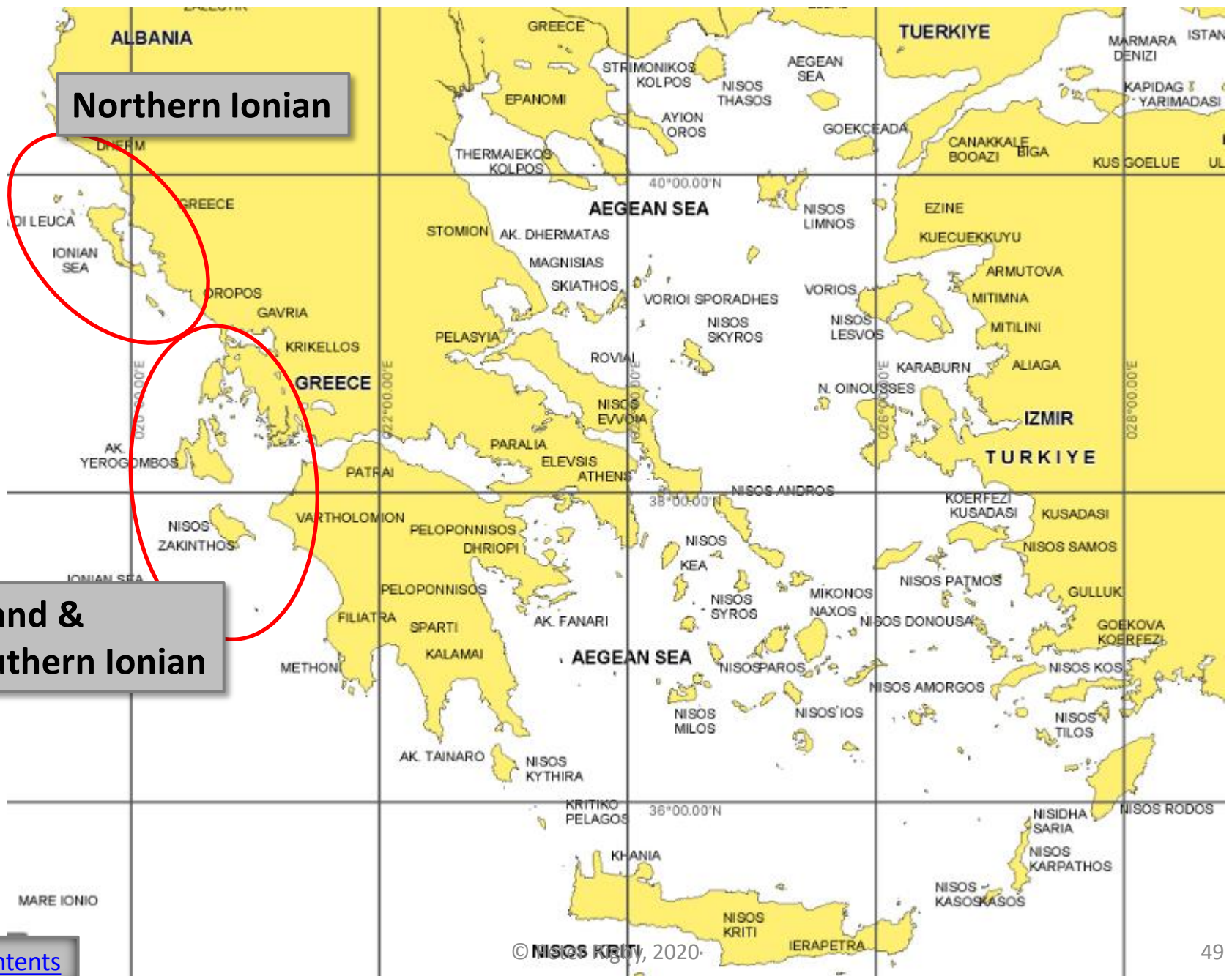


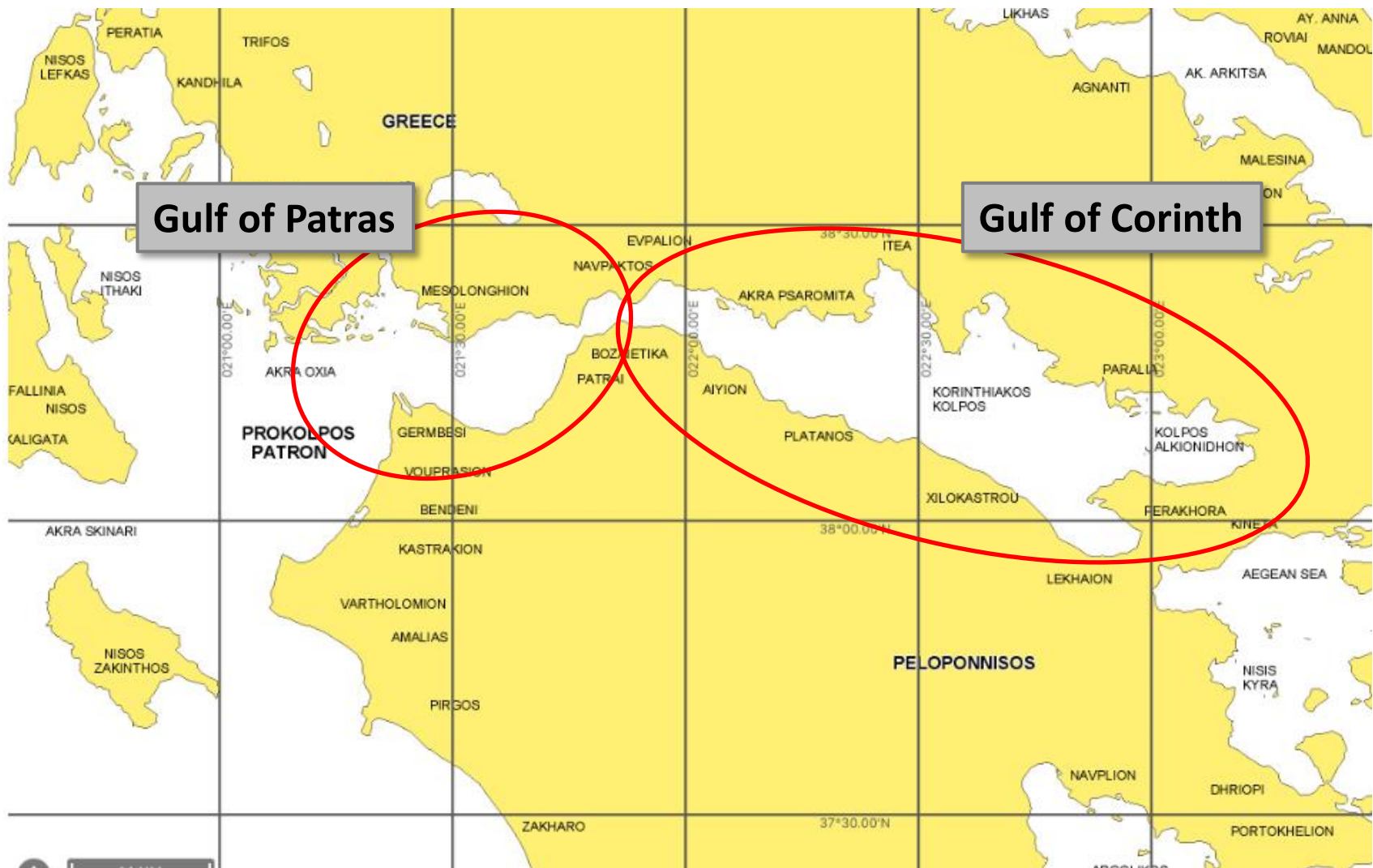
Where to go in Greece ?

- Greece is big with many many islands , fishing ports and possible anchorages
- It can be split up into several distinct cruising areas
- There is something interesting everywhere, so it rather depends on how much time you have
- The Ionian is the closest point of entry from Malta

Northern Ionian

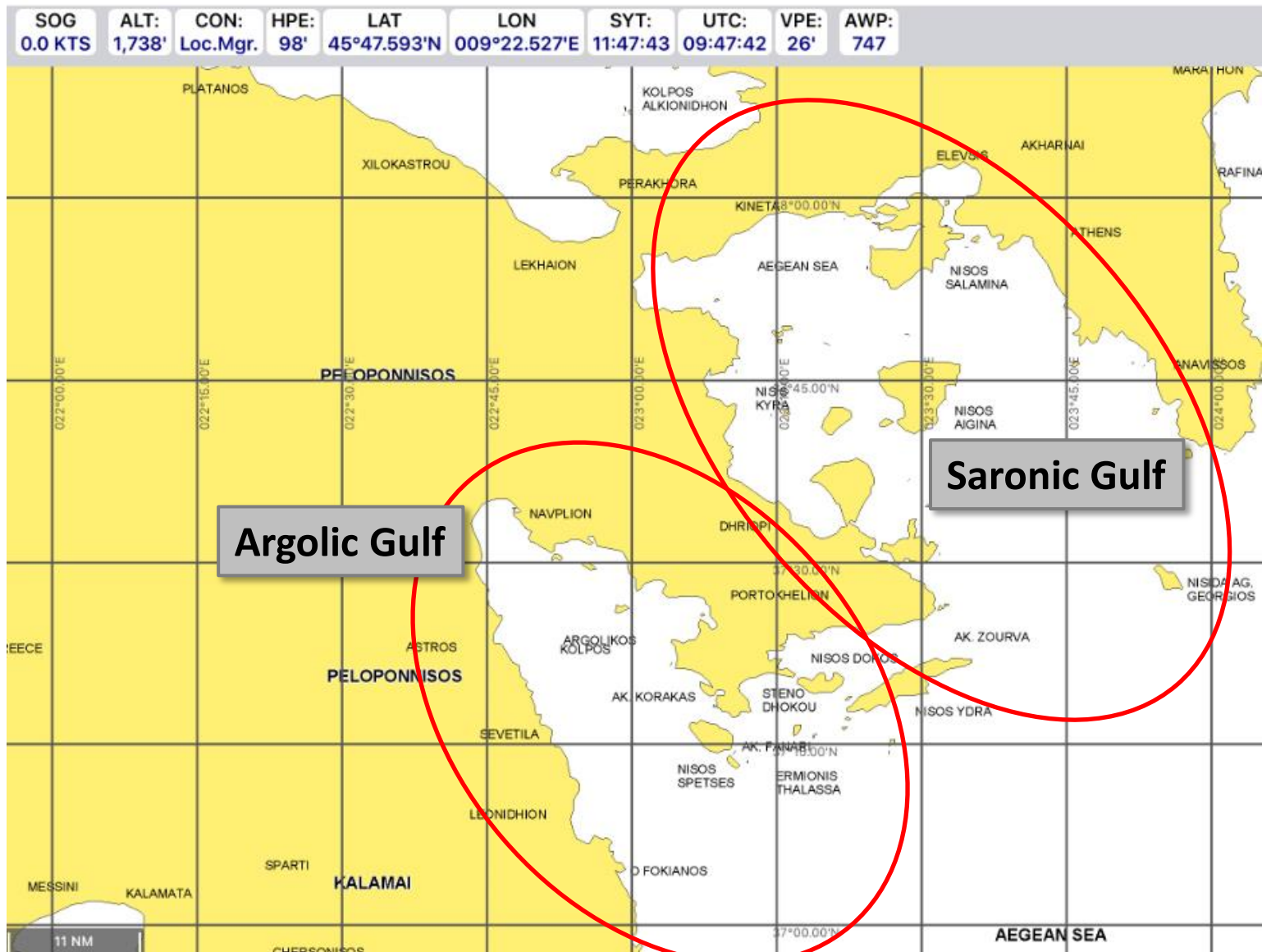
**Inland &
Southern Ionian**



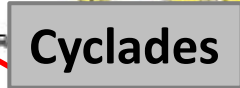


Gulf of Patras

Gulf of Corinth



Northern Aegean & Sporades



Northern Aegean & Sporades

Northern Ionian

Dodecanese

**Inland Sea &
Southern Ionian**

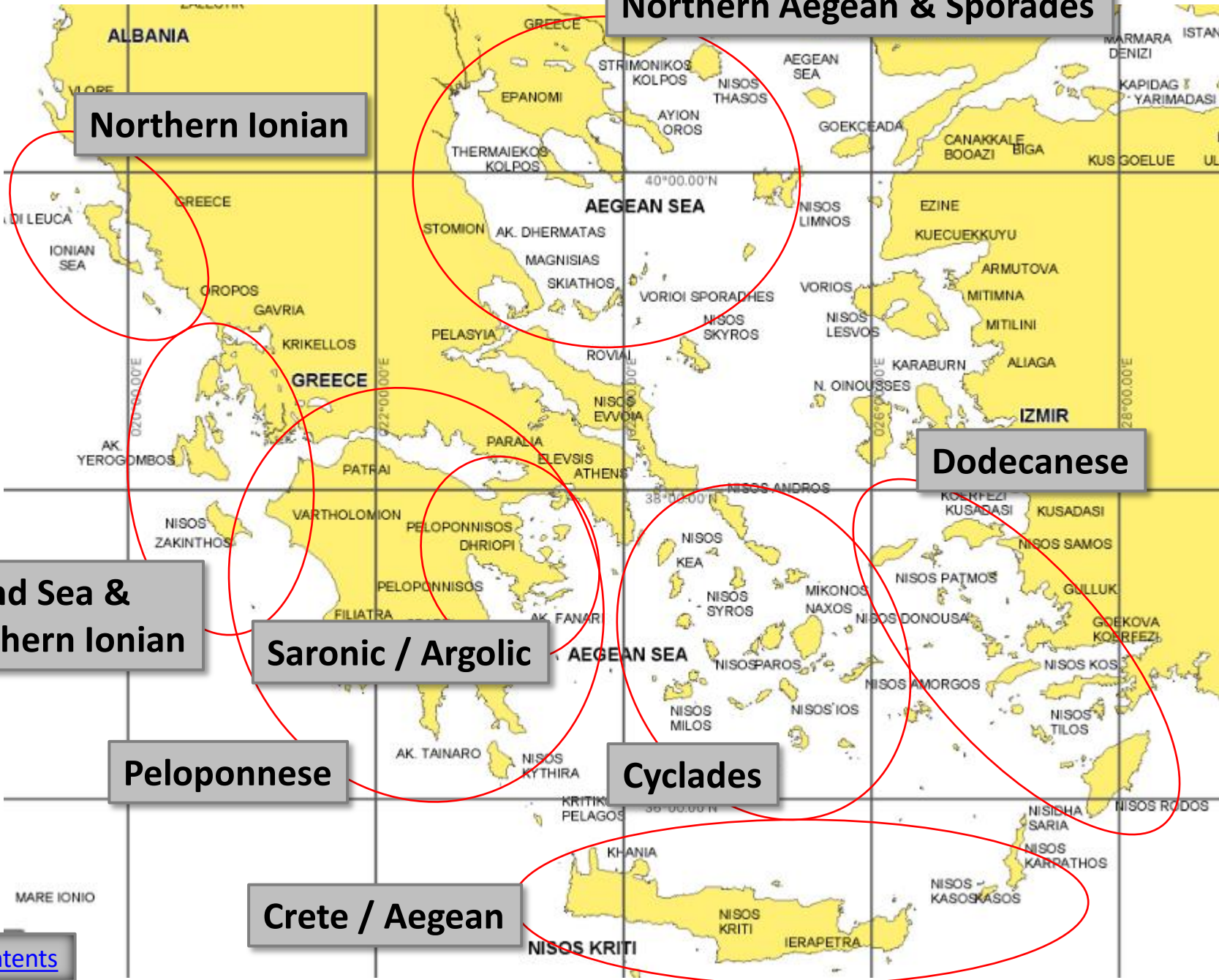
Saronic / Argolic

Peloponnese

Cyclades

Crete / Aegean

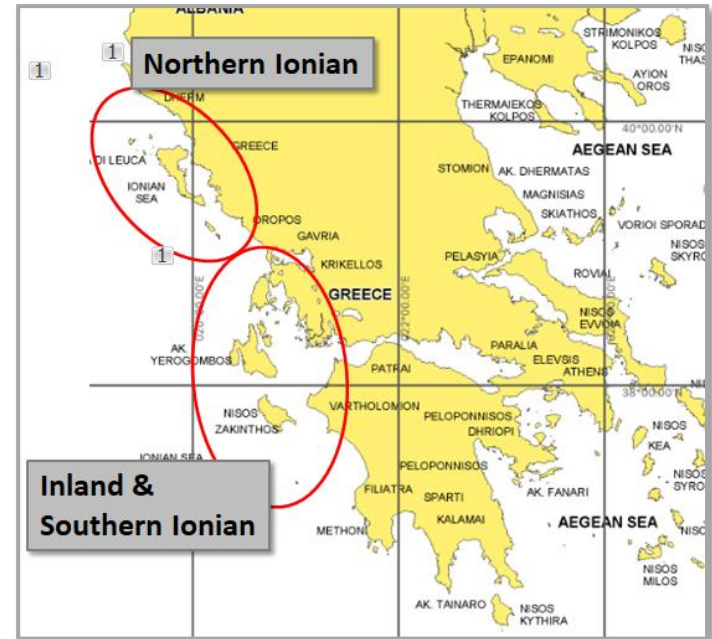
[To contents](#)



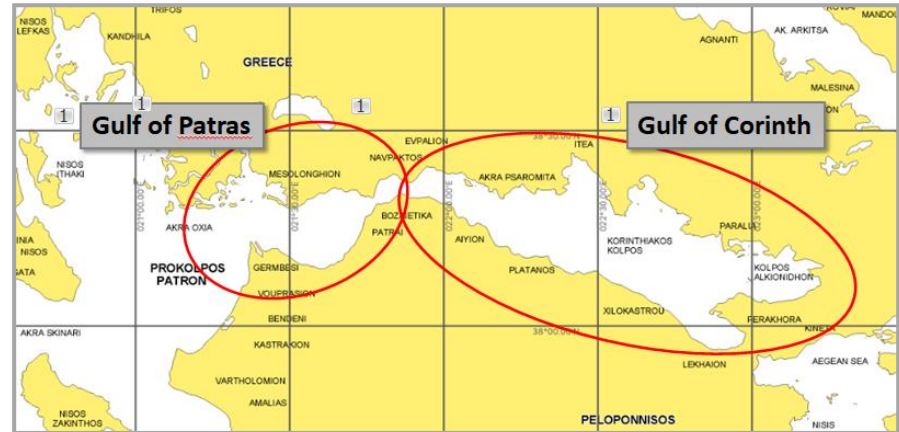
Summary of cruising areas - 1

Ionian N & S (7 – 14 days)

- The Ionian is the closest to Malta, short day sail distances and has the most relaxing and easy sailing
- Charming ports.
- Interesting visits – Corfu, Gaios (Paxos), Parga, Preveza, Lefkas, Nidri
- Tends to be very busy in Summer.



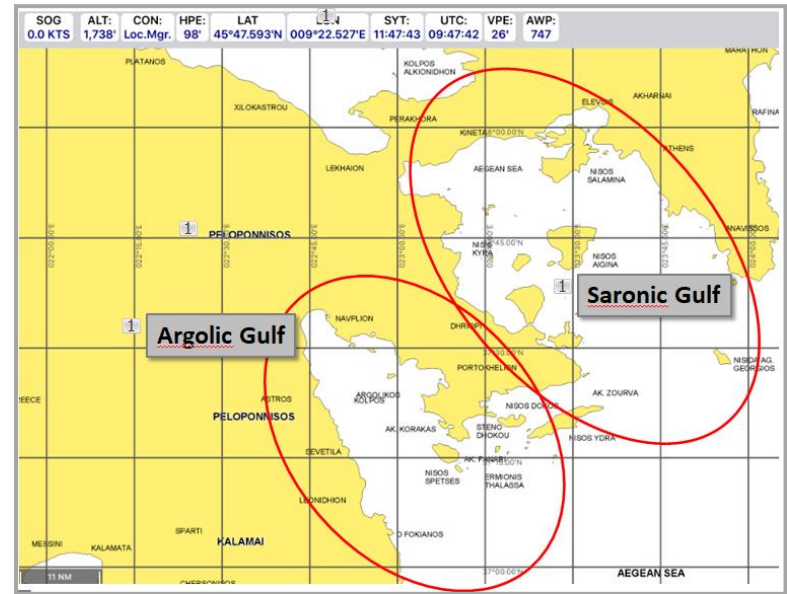
Summary of cruising areas - 2



Gulfs of Patras / Corinth (7 days)

- Shortest route to get to the Saronic Gulf / Aegean
- Good sailing (when the wind is in the right direction ! (Be aware of strong currents/tides against wind under Rion bridge – can be very bouncy).
- Charming stops - Patras, Trizonia, Galaxhidi, Itea (Delphe), Corinth Canal
- Not so busy.

Summary of cruising areas - 3



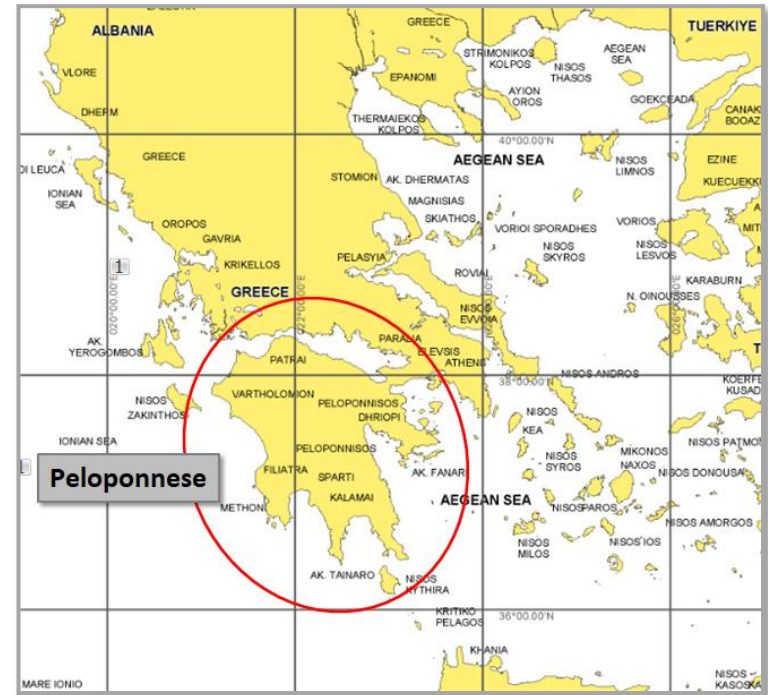
Saronic / Argolic Gulfs (7 – 14 days)

- Short distances / Charming stops – Korfos, Perdika (Aegina), Epidavros (Amphitheatre), Methana, Vathi, Poros, Hydra, Ermioni, Navplion.
- Can be very busy / noisy in the summer especially the closer you get to Athens.

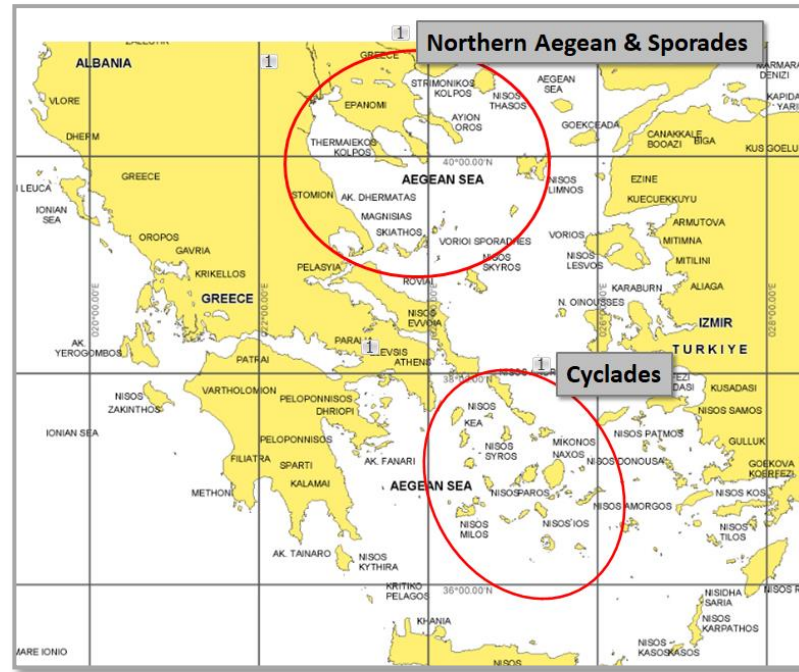
Summary of cruising areas - 4

Peloponnese (7 - 14 days)

- Superb round trip. East coast side is more picturesque.
- Many interesting land based visits - Monemvasia, Mani peninsula, Kalamata, Ancient Messini, Mystras, Methoni, Navarino.....
- Care needed to study prevailing and actual wind patterns (Prevailing north westerlies on west coast and north easterlies (Meltemi) on east coast)



Summary of cruising areas - 6



Northern Aegean

- Less subject to Meltemi

Cyclades (7 – 14 days)

- Numerous very pretty islands / Not too crowded
- Meltemi wind can be a problem even in May, June & September

Summary of cruising areas - 7

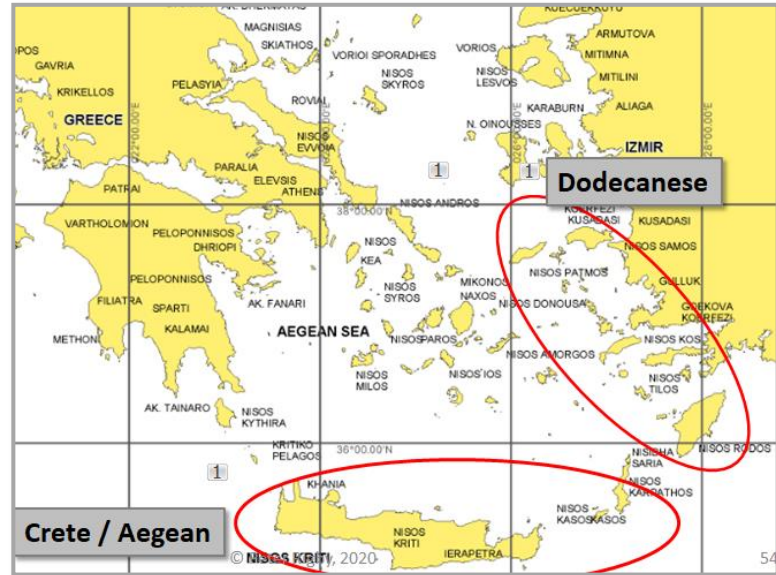
Dodecanese

- Requires at least 6 – 8 weeks if sailing from Malta.

- Good sailing
- Currently increased sailing restrictions related to refugee boat situation

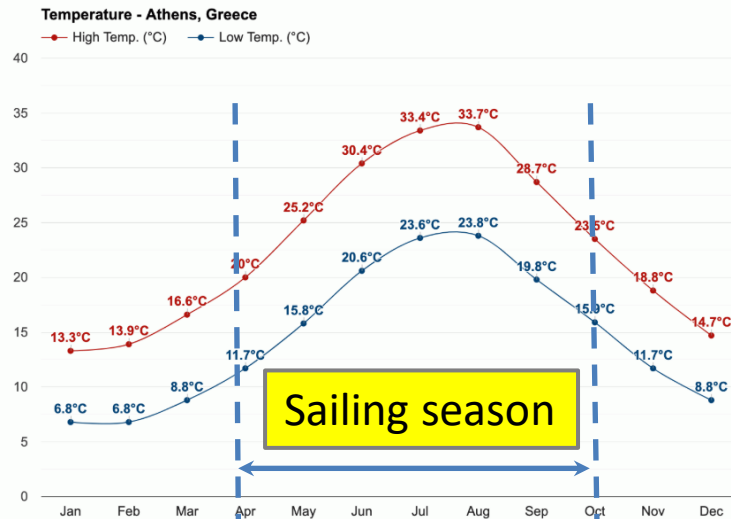
Crete

- Plenty to see on land
- Can be very windy - Limited number of ports / marinas

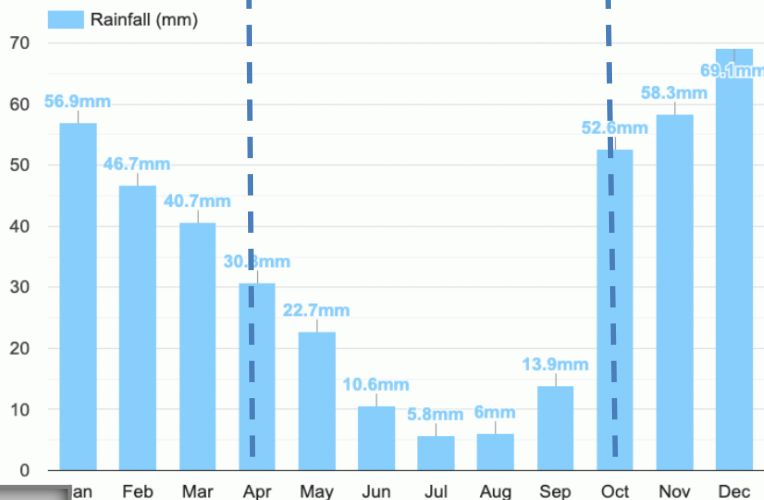


Weather – climate in Athens

Average temperature Athens, Greece

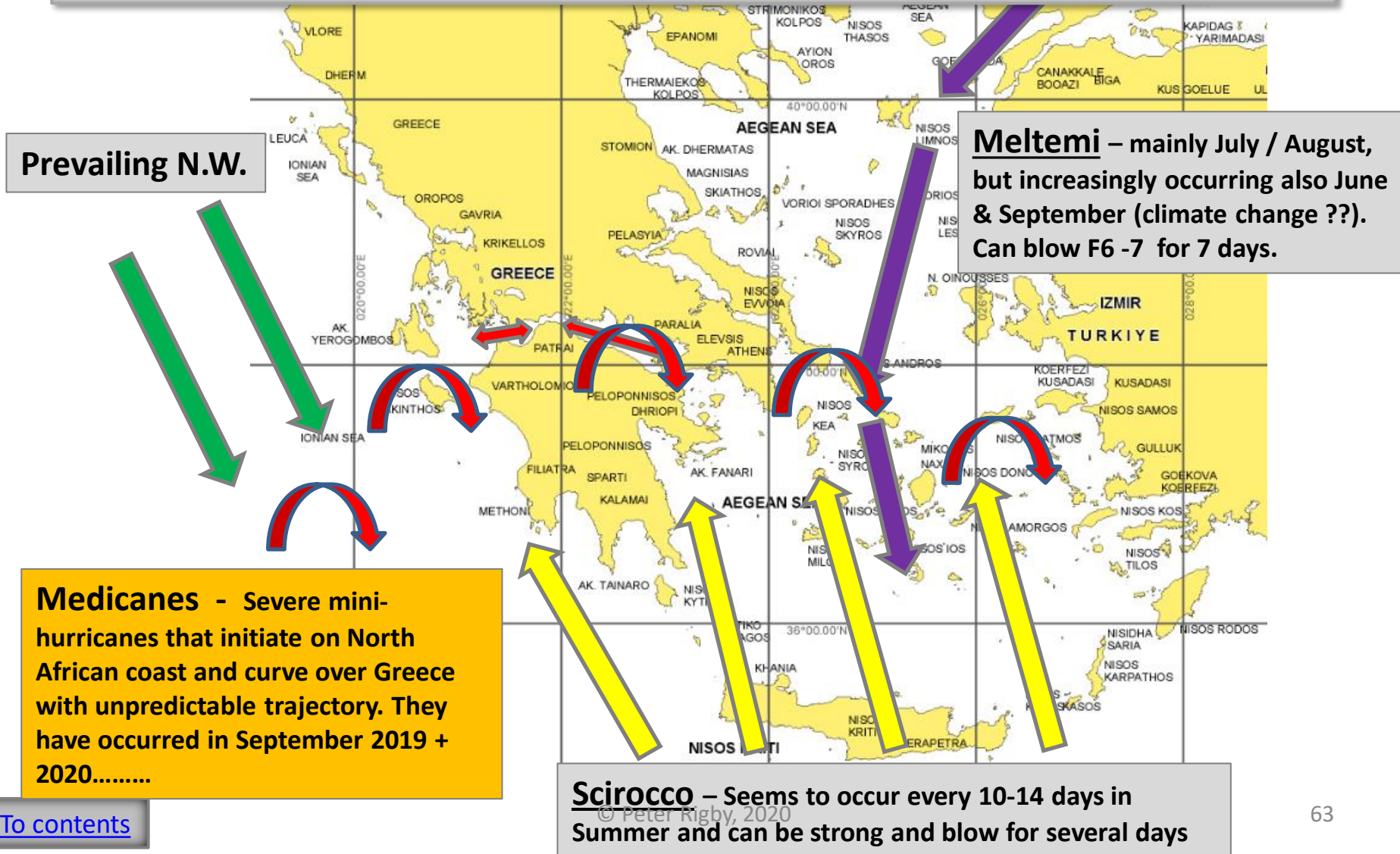


Rainfall - Athens, Greece



- Sailing season is typically mid-April to mid-October
- Can get very hot in August
- However in May 2019 – snow on the hills, we required duvets for night time & waterproofs in the daytime
- The Ionian is wetter than Athens and it gets progressively drier as you go east

Weather – Global wind patterns – Need also to account for local geographical influences particularly late afternoon / evening Katabatic winds and venturi effects around headlands and islands.

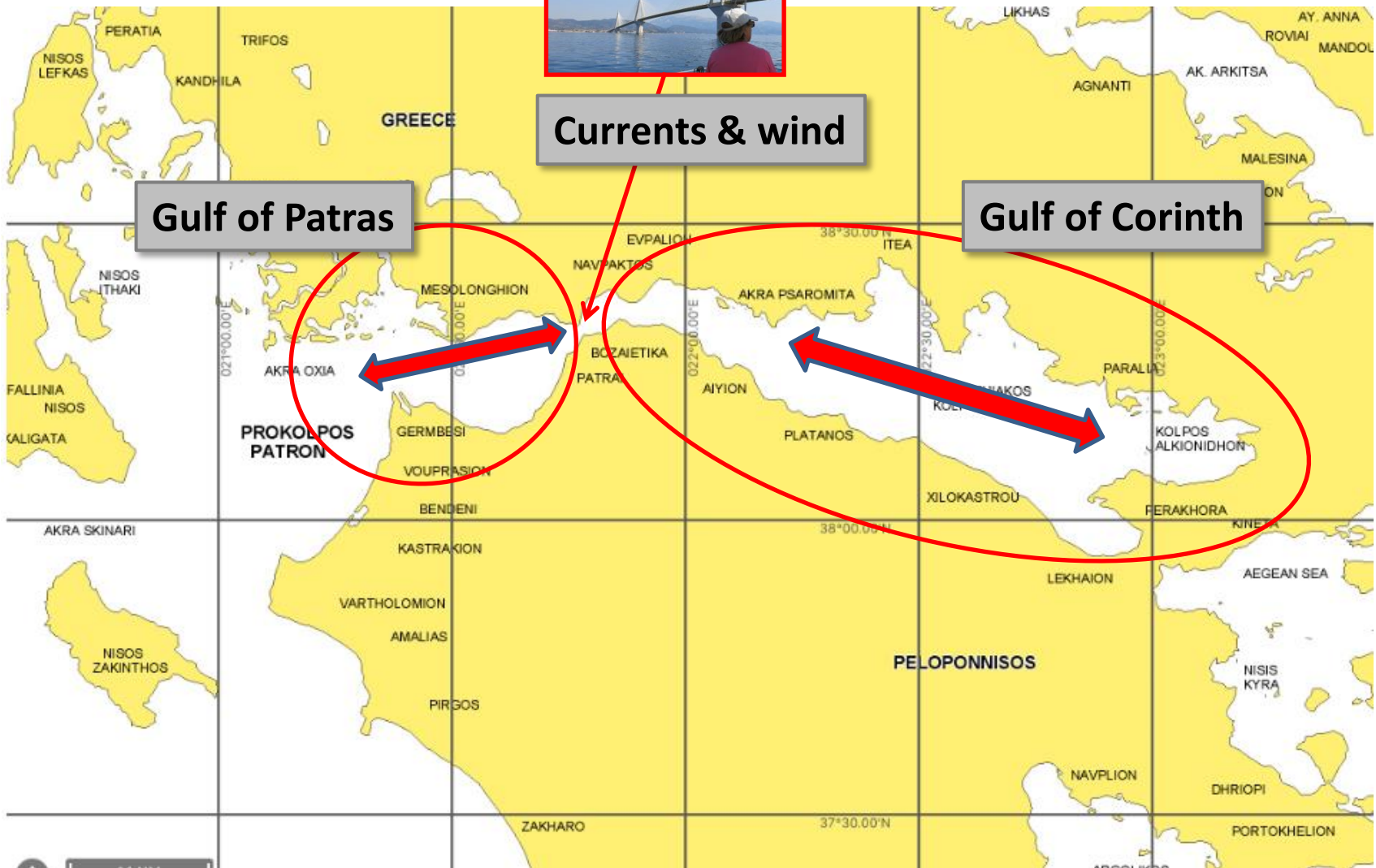




Currents & wind

Gulf of Patras

Gulf of Corinth



Weather - sites

- Predict wind
- Windy
- Wind finder
- Poseidon <https://poseidon.ncmr.gr>
- Hellenic National Meteorological Service
http://www.emy.gr/emv/en/index_html
- Local fishermen !!

Beware of local land effects

When to go

- Normal cruising season is from mid April (still cold and rainy) until mid October.
- Greek Easter celebrations are interesting, but check the dates in the Greek orthodox calendar
- 15th July – 31st August is the busiest period. Advisable for day sail early starts and tying up by about 14h00 latest to be sure of a berth. Anchorages less restrictive.
- August can be unpleasantly hot to be on a boat without AC !! Many northern Europeans take their boats out of the water in August and return in September.
- September and especially October the evenings are getting short and it can be wet & chilly.

Budget

Generally speaking sailing in Greece is cheaper than staying at home “like for like”

A few things of which to be aware:

- Popular international tourist destinations (e.g. Corfu) will be noticeably more expensive than out of the way islands and holiday resorts for Greeks.
- There is a cruising tax depending on duration and boat size (see “Formalities”).
- Diesel is cheaper than Malta.
- Marinas are excellent, but few and far between and consequently relatively expensive.
- Port fees are typically €6-15 / night for 11 meter boat (note that charging starts at midnight and runs for 24 hours, so one night may be due 2 x 24 hour periods)
- Water and electricity may be included in port fees or else charged extra at usually reasonable rates
- Average restaurant will cost €10-20 / head including wine
- Corinth canal is expensive - €150 for 11 meter boat each way

Tips / personal preferences for Greek waters

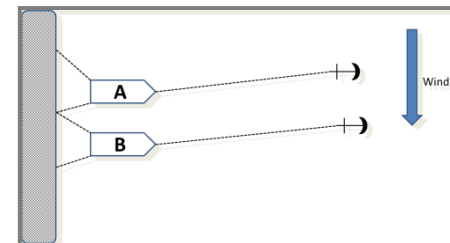
- Full set of different sized shore power plugs and splitters
- Full set of different sized screw-on tap water connections
- Ideally full sets of paper charts (GPS is sometimes surprisingly erroneous)
- Night sailing in Greek waters is hazardous as the maintenance schedules on lights are not always up to date !! And there are many fish farms everywhere
- Plenty of fenders & a fender board for rough concrete harbour walls
- Chain recovery tripping hook advisable – see later
- Longish mooring warps (at least 12 m to allow slip lines)
- Anchor chain / rode => at least 60 meters preferably up to 100 m
- At least 2 x 50+ meter lines for anchoring with shore lines to the poop
- Chains / lifting strops for attaching mooring lines to shore
- Greek courtesy flag & quarantine flag
- Watch out for shelves and rubble in harbours (wear polarised glasses when berthing)
- ***Very severe penalties for boats engaging in non-declared illegal chartering – with guests on board the onus is on you to prove your “innocence”***

The “joys” of mooring in Greece - harbours



- Mooring in harbours is usually stern to, but occasionally bows to where there is limited depth close to the quay.
- Lazy lines are not the norm and not reliably maintained.
- Typically, the anchor is used as a substitute for lazy lines.

The “joys” of mooring in Greece



A general procedure outline for “A” to moor alongside “B” would be:

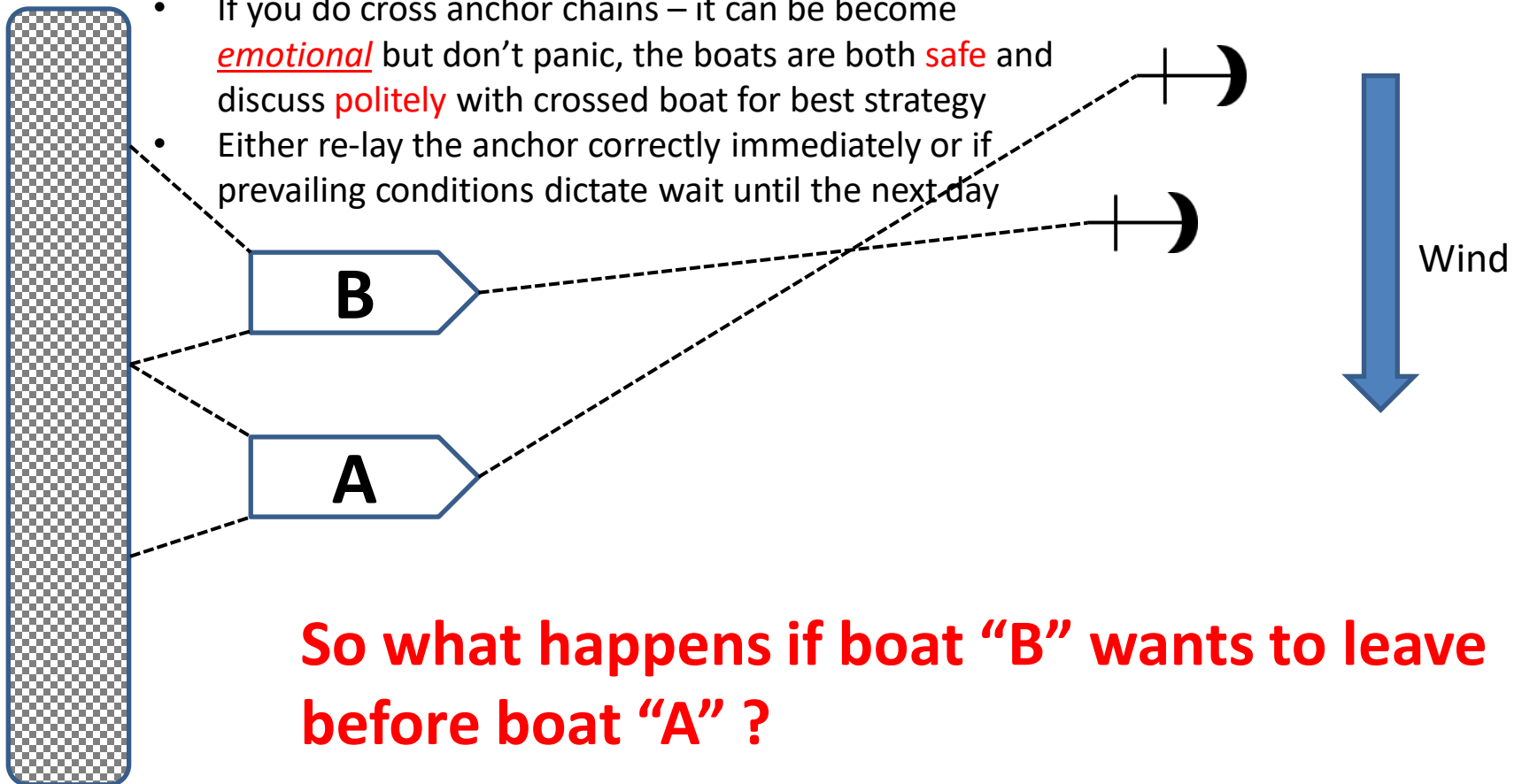
- a) Prepare the boat
 - i. Adequate fenders both sides at the correct height plus fenders on stern and quarters
 - ii. Stern lines cleated on one end and led round **outside** of guard rails and neatly coiled ready for throwing to shore **but not in danger of falling into the water**
 - iii. Ready anchor for dropping
 - iv. If dinghy is already in the water, transfer its painter to the bow
- b) Identify “your” gap between moored boats and check the lay of their chains (great care is required to avoid crossing others’ anchor chains).
- c) Check for wind direction.
- d) Line up allowing for wind drift and start **straight** run astern towards gap and between neighbours anchor chains. Ensure adequate speed to maintain steerage and counter wind effect (especially a problem in the afternoons).
- e) Drop anchor with maximum scope possible (minimum of 3 boat lengths).
- f) Snub the anchor when about 1 boat length from the quay (remote anchor windlass control is useful when short handed).
- g) When 1 meter from quay (and not before) pass windward stern line to shore helper to tie off

The “joys” of mooring in Greece – crossed anchor chains

S*** happens

Boat “A” arriving after moored boat “B” planned to go alongside “B’s” port side but got caught out by a cross gust pushing him into the wrong berth

- If you do cross anchor chains – it can become emotional but don’t panic, the boats are both **safe** and discuss **politely** with crossed boat for best strategy
- Either re-lay the anchor correctly immediately or if prevailing conditions dictate wait until the next day



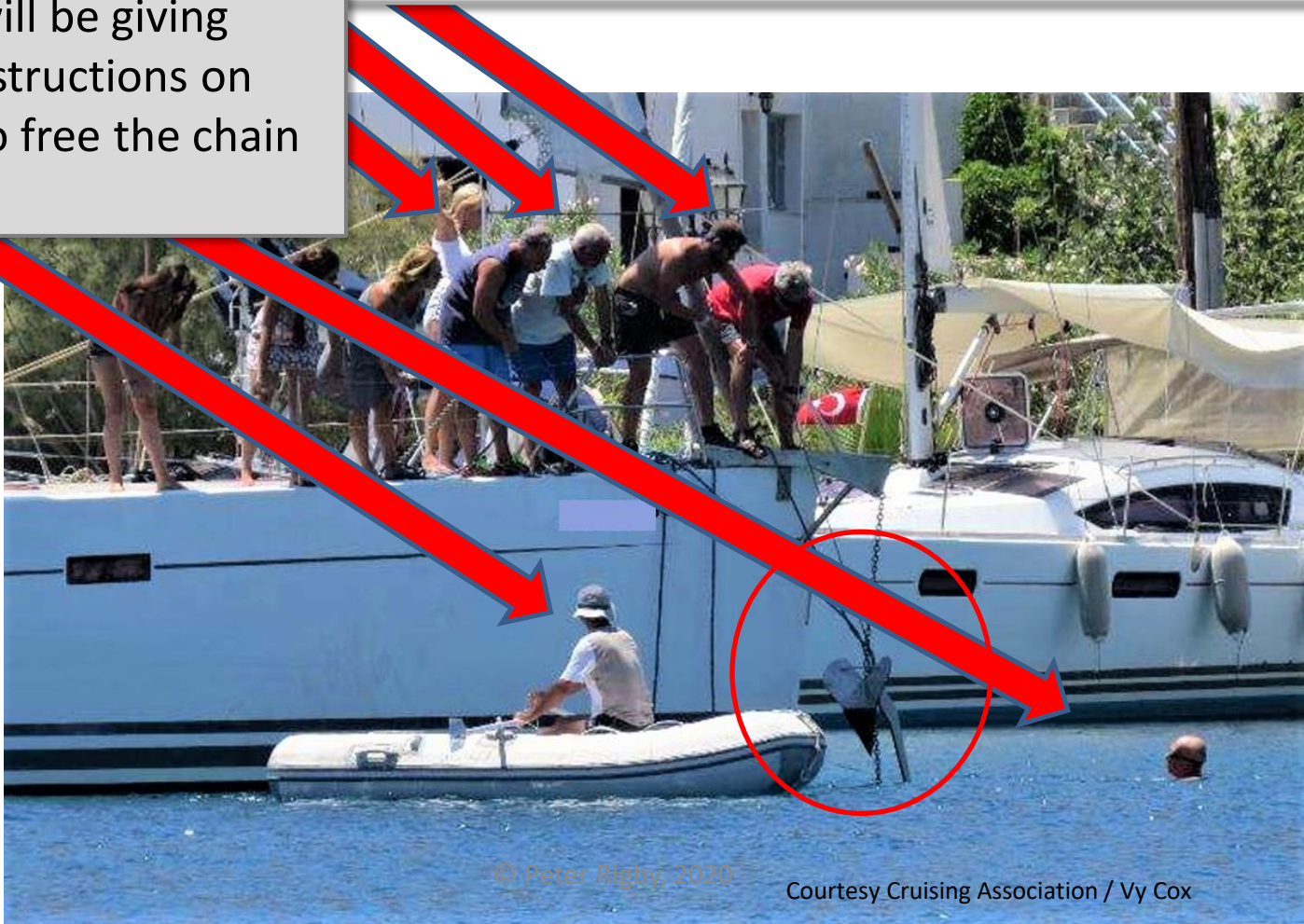
So what happens if boat “B” wants to leave before boat “A” ?

The “joys” of mooring in Greece X-ed anchor chains

Boat “B” is trying to leave before boat “A” the next day and has snagged “A’s” chain.

It happens without an agreed strategy

Everyone will be giving differing instructions on how best to free the chain



The “joys” of mooring in Greece

“Freeing the anchor and chain” strategy

- a) Boat “B” who wants to leave first has lifted “A’s” crossed anchor chain with his own anchor.
- b) Boat “A” should slacken his chain so that his anchor remains set (running his engine on slow ahead to keep off the quay)
- c) On boat “B”, attach one end of a 5-10 meter length of rope to a cleat
- d) Thread the other end under “A’s” chain and then back to the deck on boat “B”, pull tight and cleat off to support weight of “A’s” chain
- e) “B” lowers his anchor and swings it free of “A’s” chain
- f) “B” releases one of the cleated off ends in a controlled manner to let “A’s” chain fall back freely – **beware of loose end not whipping someone off his feet** the total weight of chain can be significant. “A” retightens chain



- g) Steps c, d and e can be replaced by using a dedicated purpose chain tripping hook.

g) (Do not try this with a boat hook !)

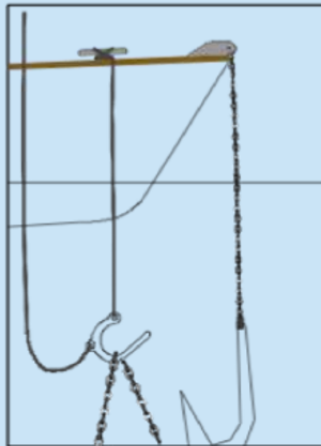


The “joys” of mooring in Greece

Using your Trip-Hook



**Grab the chain
with your Trip-
Hook**



**Secure the lift
line
Ease your
anchor**



**Secure the trip
line and release
the lift line**

Courtesy of Cruising Association / Mike Acton

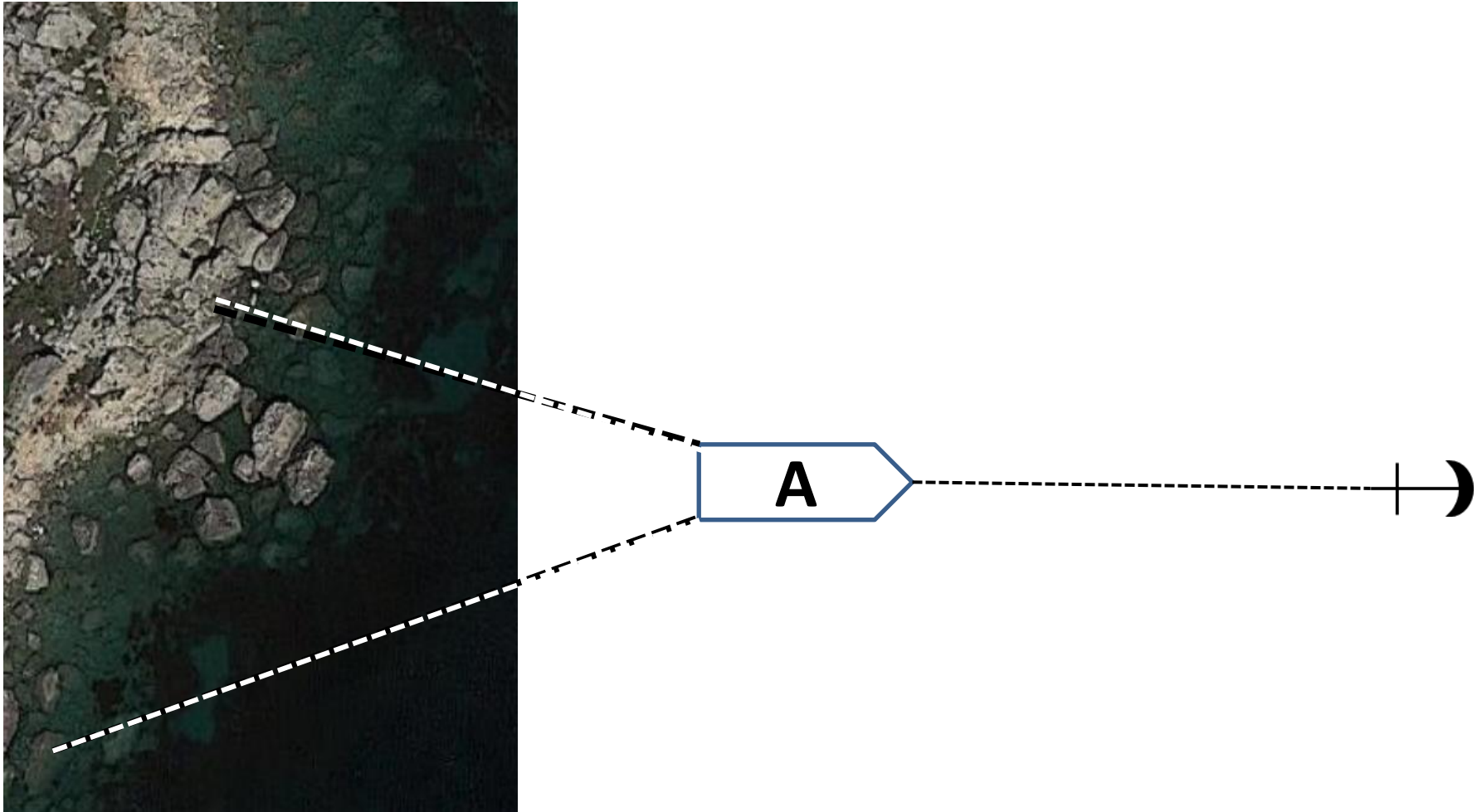
The “joys” of mooring in Greece – long lines ashore

Long line(s) ashore



- Essential to prevent swinging in tight anchorages or for keeping anchor set “uphill” in sharply shelving sea bottom with changing winds.
- Can be challenging to set up if short crewed and in cross winds
- Boat is ready for quick getaway in case of emergency leaving shore lines behind if necessary, to be recovered later

The “joys” of mooring in Greece – long line ashore

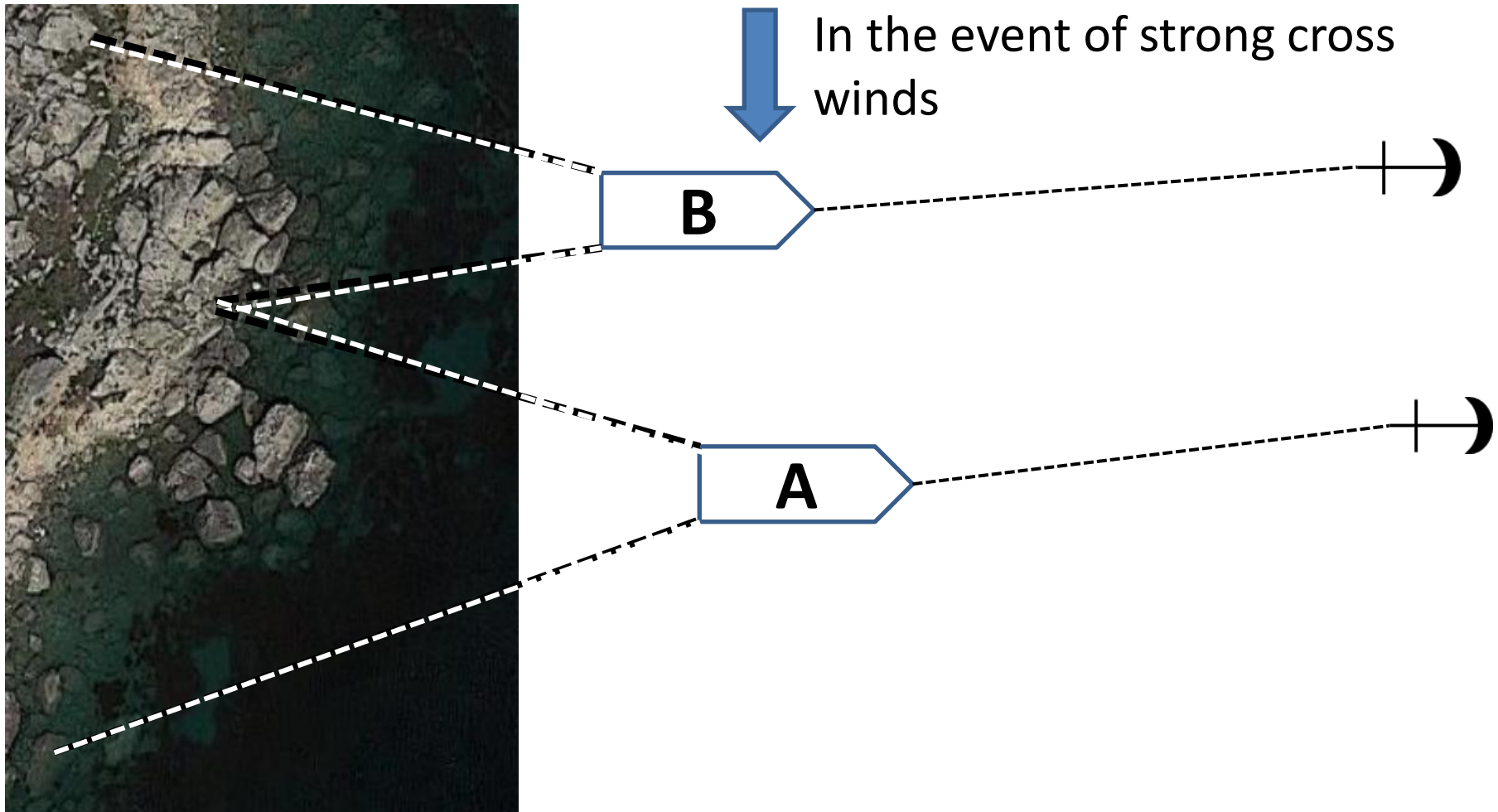


The “joys” of mooring in Greece – long line ashore

There are several possible strategies depending on circumstances

- a) Drop off crew member and long line as close to shore as possible
- b) Shore party attaches one end securely ashore
- c) Meanwhile, boat goes out to drop anchor at sufficient distance for adequate scope
- d) Boat reverses towards shore party whilst they swim (row) back out to meet boat
- e) Tie off long line on stern cleat on windward side
- f) Set up second shore line to create spider web for stability

The “joys” of mooring in Greece – long line ashore



The “joys” of mooring in Greece – long line ashore

In the event of strong cross winds

- a) If there is already a boat moored “B” , request permission to tie up alongside
- b) Go out and drop bow anchor with sufficient scope
- c) Reverse to moored boat (fenders out and tie up amidship cleat to amidship cleat)
- d) An alternative if other boat not available or willing might be to drop a kedge anchor
- e) Cleat off one end of long line, flake it out neatly on deck starting from cleated end and send shore party off with free end to attach to shore
- f) Create spider web with second shore line for stability

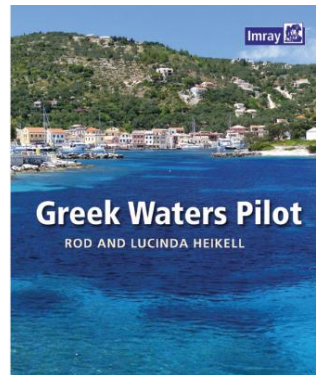
Equip shore party with sea urchin spine-resistant gloves and shoes or stubby surfing fins.

If using a chain strop for attaching to rocks – remember you can’t swim and stay afloat with it – I tried ! A good alternative is a heavy duty webbing lifting strop to go round rough edged rocks

Information and guides / Yacht services

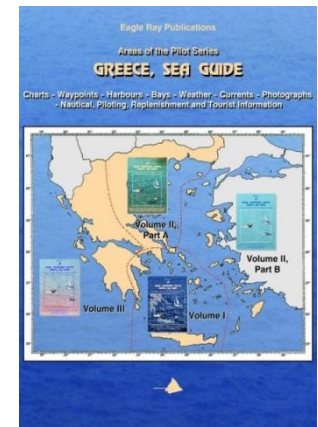
1. Full set of paper charts advisable (GPS anomalies to be found in Greece due to ancient surveys)
2. Pilot guides are highly desirable
 - i. Greek Water's Pilot – IMRAY - Rod & Lucinda Heikell

- Reasonable cost
- The bible for many
- Provides adequate detail
- Does not substitute need for charts



- ii. Eagle Ray Pilot charts / Sea Guides <http://www.eagleray.gr/>

- Expensive
- Highly detailed with both charts and pilotage details
- May allow you to dispense with paper charts (annual updates)



Information and guides / Yacht services

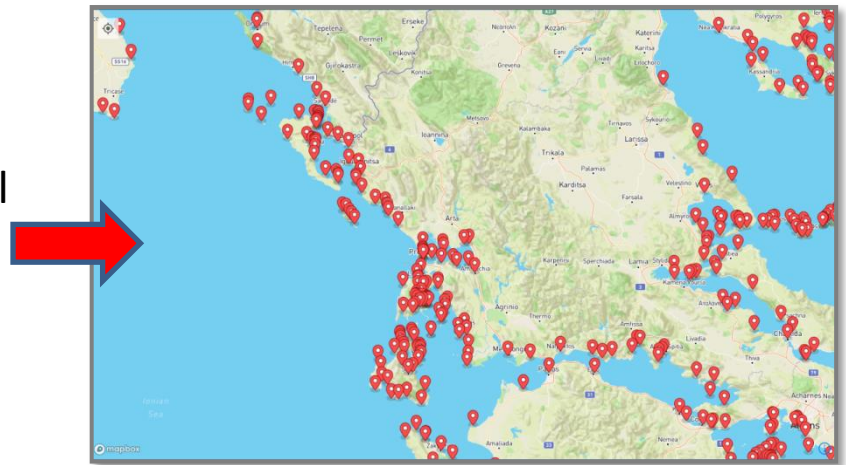
Yacht services

- Fishermen's chandlers are to be found in most ports but with variable stock.
- Most specific replacement parts can usually be sourced for overnight delivery from Athens. More obscure parts can usually be shipped via on-line chandlers such as SVB, parts4us, Force4, Maltese chandlers ?? etc.....
- Major spares/yards centres: Gouvia, Preveza, Lefkada, Nidri, Athens / Saronic Gulf.....

Information and guides / Cruising Association

A highly valuable and worthwhile resource for cruising sailors is the UK's "Cruising Association" <https://www.theca.org.uk/>

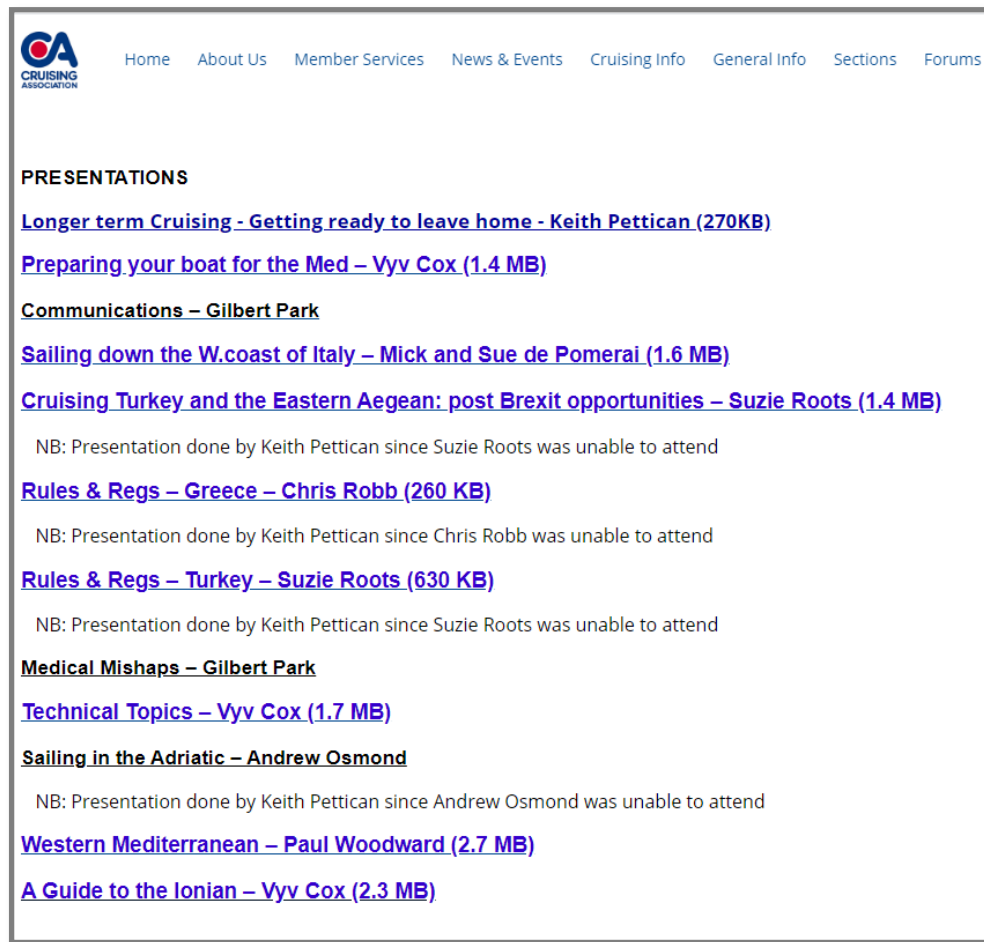
- Interactive relevant forums on both technical and sailing issues
- "Captain's Mate" app – interactive, up to date, informative guide for all practical ports and anchorages
- Discounts on boat equipment and marinas / services
- Crewing services
- Central London club house with accommodation



Courtesy of Cruising Association

Information and guides / Cruising Association

A highly valuable and worthwhile resource for cruising sailors is the UK's "Cruising Association" <https://www.theca.org.uk/>



The screenshot shows the Cruising Association website. At the top is the CA logo and a navigation menu with links: Home, About Us, Member Services, News & Events, Cruising Info, General Info, Sections, and Forums. The main content area is titled 'PRESENTATIONS' and lists several presentation links, each followed by the presenter's name and file size in parentheses. Some links are underlined. Below some links, there is a note (NB) stating that the presentation was done by Keith Pettican because the original presenter was unable to attend. The presentations listed are: 'Longer term Cruising - Getting ready to leave home - Keith Pettican (270KB)', 'Preparing your boat for the Med - Vyv Cox (1.4 MB)', 'Communications - Gilbert Park', 'Sailing down the W.coast of Italy - Mick and Sue de Pomerai (1.6 MB)', 'Cruising Turkey and the Eastern Aegean: post Brexit opportunities - Suzie Roots (1.4 MB)', 'Rules & Regs - Greece - Chris Robb (260 KB)', 'Rules & Regs - Turkey - Suzie Roots (630 KB)', 'Medical Mishaps - Gilbert Park', 'Technical Topics - Vyv Cox (1.7 MB)', 'Sailing in the Adriatic - Andrew Osmond', 'Western Mediterranean - Paul Woodward (2.7 MB)', and 'A Guide to the Ionian - Vyv Cox (2.3 MB)'.

PRESENTATIONS

[Longer term Cruising - Getting ready to leave home - Keith Pettican \(270KB\)](#)

[Preparing your boat for the Med - Vyv Cox \(1.4 MB\)](#)

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[Western Mediterranean - Paul Woodward \(2.7 MB\)](#)

[A Guide to the Ionian - Vyv Cox \(2.3 MB\)](#)

Courtesy of Cruising Association

Formalities & documentation

- When arriving in Greece by **private** boat, it is not necessary to make landfall at a “Port of Entry” irrespective of country of departure. (Not sure about charter boats ??)
- If arriving from non-Schengen country, required to report to local port police with:
 - “Pleasure Boat Document, PBD” (for all vessels and sometimes referred to as an “ESA”) which must be returned to port police when leaving Greece.
 - Passports for all non-Schengen crew.
 - Need to insist on stamp in passport for entry date into Schengen zone or you have no right to circulate on shore
- Cruising permit document (DEKPA) no longer used, but you **must** have an up-to-date /countersigned (signed by captain) crew list **once in Greek waters**. (See appendix). It is advisable to have this document stamped by immigration when leaving Greece proving that you left and will not be liable for “unpaid” cruising taxes at your next visit.
- Departure for Schengen zone countries requires no action except for remittance of PBD and Transit Log where applicable and eventually stamping of crew list.
- Departure for non-Schengen countries, requires remit of PBD and Transit log. Non EU passport holders must obtain “exit from Schengen zone” stamp.

Formalities & documentation

EU-flagged vessels

- No need to visit the port police if arriving from a Schengen state, but must have the crew list on board and produce it if and when port police come and request to see it.
- No systematic immigration checks, but need to present passports if requested.
- Require proof of payment (eparavolo) of e-TEPAI cruising tax.

Non-EU flagged vessels

- Can arrive at any port (preferably with port police) but should contact port police prior for instructions.
- Need to obtain a Transit Log.
- Require proof of payment (eparavolo) of e-TEPAI cruising tax

Formalities & documentation

- Fly a courtesy Greek flag (of course)
- As a courtesy all boats are *supposed* to fly a Q flag upon arrival in Greece.
- Safety equipment to comply with vessel's country of registry regulations. However all safety equipment that is on board must be declared up-to-date by certified authority / agency.
- **Covid restrictions** This is a changing situation so you need to check for latest information:
 - Because of the pandemic, sailing was just not allowed.
 - In general, when sailing was allowed, it was required to maintain a log on board of all crew members of daily temperature and O₂ oxymeter measurements.

Formalities & documentation

- Cruising tax E-TEPAI is mandatory for all vessels >7m and depends on LOA of boat
 - 7-8m=€16/month, 8-10m=€25/month, 10-12m=€33/month, >12m = €8/m/monthE-TEPAI registration has to be done on-line and can also be paid on-line prior to arrival or payment can be made immediately upon arrival in Greece at bank or post office. <https://www.aade.gr/polites/etepai> Also refer to FAQs on web site before attempting to register (It is complicated and maybe using a local agent is a time saver. The Cruising Association provides excellent D.I.Y. guidance on this)
- If vessel has scuba set on board, it must **not** also have spear fishing equipment
- All boats disabled by equipment failure may need an approved survey before port police allow it to leave port again (€400–700 for survey)
- Codeine is an illegal substance in Greece
- Holding tanks are not (yet) mandatory. Very few pump-out stations. Very heavy fines for discharge in ports . Discharge “tolerated” when at least 3Nm from coast.

Formalities & documentation

Summary of documents required to be shown when requested

- Original registration document of the boat
- Ship's radio licence
- Original insurance document (including Greek text & statutory cover thresholds liability)
- Proof of VAT status for boats registered in the EU or where any crew resident in Schengen zone (N.B. Brexit has opened a Pandora's box for UK registered vessels)
- Skipper required to have an ICC even though Greece is not a signatory
- Cruising tax payment receipt - E-Paravalo
- Radio operator's certificate of competence
- Up-to-date , “running”, signed crew list on-board is now mandatory and checked for EU registered vessels arriving from a Schengen state (see appendix)
- Passports
(N.B. Brexit means strict observance of 90/180 day rule for UK passport holders even if you have Maltese residence – Lobbying in progress to increase this to 180 days, but.....)

Summary

- Greece is a great place to sail and caters for all tastes from the simplest to the most sophisticated
- It is very popular in the high season
- Sailing from Malta, you will need a minimum of 2 weeks to just scratch the surface of the Ionian. Chartering locally will give you an extra week's sailing. (But only use recognised charterers with a reputation)
- Flotilla sailing is an excellent option for beginners and those with limited time who enjoy the company of others (Usually Brits or Dutch) and are reassured with having technical and navigational backup
- There are some frustratingly “annoying” Greek formalities, but they are largely outweighed by the overall Greek sailing experience. You are on holiday and need to be Zen.




Crew Lists (draft version courtesy Cruising Association)

Name of Yacht: Registration No: Home Port:	Crew/Passenger List <small>Delete as appropriate</small>	Year: _____	Page ____
		Captain:	
		Signature:	

Family name	First name	Date of Birth	Place of Birth	Nationality	Passport no.	Passenger Emergency Info	Date joined	Date Left
							Port Sign	Port Sign
							Port Sign	Port Sign
							Port Sign	Port Sign
							Port Sign	Port Sign
							Port Sign	Port Sign

Greek pleasure boat document (PBD)

http://www.cruiserswiki.org/wiki/File:Greek_Pleasure_Boat_Document.pdf

 ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ ΥΠΟΥΡΓΕΙΟ ΝΑΥΤΙΛΙΑΣ & ΑΙΓΑΙΟΥ	 HELLENIC REPUBLIC MINISTRY OF SHIPPING, MARITIME AFFAIRS & THE AEGEAN	 ΑΡΧΗΓΕΙΟ ΛΙΜΕΝΙΚΟΥ ΣΩΜΑΤΟΣ - ΕΛΛΗΝΙΚΗΣ ΑΚΤΟΦΥΛΑΚΗΣ ΛΙΜΕΝΙΚΗ ΑΡΧΗ
ΥΠΟΔΕΙΓΜΑ Α.Φ. - File Nr: Α.Σ. - DRAFT Nr:		
ΕΓΓΡΑΦΟ ΣΚΑΦΟΥΣ ΑΝΑΨΥΧΗΣ [ΚΑΝΟΝΙΣΜΟΣ (ΕΚ) 562/2006 ΠΑΡΑΡΤΗΜΑ VI ΑΡΘΡΟ 3.2.6 και 3.2.7] PLEASURE BOAT'S DOCUMENT (REGULATION (EC) No 562/2006 ANNEX VI AR. 3.2.6 and 3.2.7)		
ΕΛΛΗΝΙΚΗ ΠΡΩΤΗ ΑΝΑΦΑΝΤΗΣΗ / FIRST PORT OF ARRIVAL FROM THIRD COUNTRY	ΣΤΟΙΧΙΑ ΣΚΑΦΟΥΣ / BOAT'S DETAILS	
ΛΙΜΕΝΑΣ ΠΡΟΚΛΕΨΗΣ / LAST PORT OF CALL	ΟΝΟΜΑ / NAME ΣΗΜΑΙΑ / FLAG ΛΙΜΕΝΑ ΚΑΙ ΑΡΙΘΜΟΣ ΜΗΤΡΩΟΥ / PORT AND NUMBER OF REGISTRY	
ΗΜΕΡΟΜΗΝΙΑ ΑΦΙΤΗΣ / DATE OF ARRIVAL	ΤΥΠΟΣ ΣΚΑΦΟΥΣ / TYPE OF BOAT ΔΙΑΣΤΑΣΗ / DIMENSION ΜΗΚΟΣ ΣΚΑΦΟΥ / L.O.A. ΠΛΑΤΟΣ / BEAM ΜΗΧΑΝΗ / ENGINE (NAME - HP - TYPE)	
ΟΝΟΜΑΤΙΣΤΕΣ ΚΑΤΑΘΙΣΤΕΣ ΕΤΙΒΑΙΝΟΝΤΩΝ / PERSONS ON BOARD		
Α.Α. / S.N. ΕΠΩΝΥΜΟ / FAMILY NAME ΟΝΟΜΑ / GIVEN NAME (S)	ΗΜΕΡΟΜΗΝΙΑ ΓΕΝΝΗΣΗΣ / DATE OF BIRTH	ΙΔΙΟΤΗΤΑ / NATIONALITY ΤΥΠΟΣ ΤΑΞΙΔΙΟΤΗΤΗΣ / ΕΤΙΒΑΙΟΥ / TYPE OF TRAVEL DOCUMENT ΑΡΙΘΜΟΣ ΤΑΞΙΔΙΟΤΗΤΗΣ / ΕΤΙΒΑΙΟΥ / NUMBER OF TRAVEL DOCUMENT ΑΡΙΘΜΟΣ ΒΙΣΤΙΟΝΙΟΥ / VISA NUMBER (IF APPLICABLE) ΕΤΙΒΑΙΟΤΗΣ / ΣΚΗΡΟΜΑ - ΕΤΙΒΑΙΟΤΗΣ / SKIPPER - CREW-PASSENGER
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Α.Α. / S.N. ΕΠΩΝΥΜΟ / FAMILY NAME ΟΝΟΜΑ / GIVEN NAME (S)	ΗΜΕΡΟΜΗΝΙΑ ΓΕΝΝΗΣΗΣ / DATE OF BIRTH	ΙΔΙΟΤΗΤΑ / NATIONALITY ΤΥΠΟΣ ΤΑΞΙΔΙΟΤΗΤΗΣ / ΕΤΙΒΑΙΟΥ / TYPE OF TRAVEL DOCUMENT ΑΡΙΘΜΟΣ ΤΑΞΙΔΙΟΤΗΤΗΣ / ΕΤΙΒΑΙΟΥ / NUMBER OF TRAVEL DOCUMENT ΑΡΙΘΜΟΣ ΒΙΣΤΙΟΝΙΟΥ / VISA NUMBER (IF APPLICABLE) ΣΤΗΡΙΣΤΗΣ - ΕΤΙΒΑΙΟΤΗΣ / CREW-PASSENGER
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ΛΙΜΕΝΙΚΗ ΑΡΧΗ ΕΛΕΓΧΟΥ / PORT AUTHORITY OF VALIDATION ΗΜΕΡΟΜΗΝΙΑ/ΣΤΑΜΠ / DATE ΣΤΑΜΠ - ΥΠΟΓΡΑΦΗ / SIGNATURE STAMP	ΣΗΜΕΙΩΣΕΙΣ: 1. ΤΟ ΠΑΡΟΝ ΣΥΜΠΛΗΡΩΝΕΤΑΙ ΜΕΤΑΞΥ ΤΩΝ ΕΤΙΒΑΙΩΝ ΤΟΥ ΣΚΑΦΟΥΣ ΓΙΑ ΤΟ ΔΙΑΣΤΗΜΑ ΠΑΡΑΜΟΝΗΣ ΤΟΥ ΕΝΤΟΣ ΕΛΛΗΝΙΚΩΝ ΧΕΡΙΣΤΩΝ ΝΑΥΤΩΝ (Ε.Κ.Υ.) 2. ΠΡΟ ΤΗΣ ΕΙΣΒΟΛΗΣ ΑΠΟ ΤΑ Ε.Κ.Υ. ΥΠΟΚΡΙΝΟΝΤΕΣ ΝΑ ΠΑΡΑΒΛΕΨΤΕ ΤΟ ΠΑΡΟΝ ΣΤΗΝ ΠΛΗΡΗΣΤΕΡΗ ΛΙΜΕΝΙΚΗ Η ΑΣΤΥΝΟΜΙΚΗ ΑΡΧΗ. 3. ΤΥΧΩΝ ΜΕΤΑΚΟΜΗ ΣΤΟΙΧΕΙΩΝ ΤΟΥ ΠΑΡΟΝΤΟΣ ΕΤΙΒΑΙΝΟΝΤΕΣ ΑΝΑΦΕΡΕΤΑΙ ΑΜΕΣΑ ΣΤΗΝ ΠΛΗΡΗΣΤΕΡΗ ΛΙΜΕΝΙΚΗ Η ΑΣΤΥΝΟΜΙΚΗ ΑΡΧΗ. NOTIFICATIONS:	
ΗΜΕΡΟΜΗΝΙΑ / DATE ΥΕΑ - ΕΛΕΓΧΟΥ / BCP AUTHORITY ΣΤΑΜΠ - ΥΠΟΓΡΑΦΗ / STAMP-SIGNATURE		