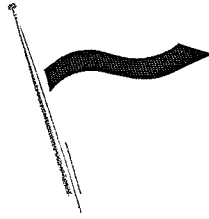




**Cruising Club of America**  
**2007 National Fall Cruise**





THE CRUISING CLUB OF AMERICA

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10/2/2007

Welcome to all the participants in the 2007 CCA Cruise in Turkey. John, Tania, Peter and Liza Chandler have organized a trip which should be unforgettable, starting with an exploration of Istanbul, the ancient area in Central Turkey know as Cappadoccia and the historic and beautifully restored city of Ephesus where we enjoy a dinner under the stars.

From there we travel to Gocek to pick up our boats and set out on a 1 week cruise along the Turquoise Coast of Southern Turkey. We will have a chance to explore many of the old harbors between there and Finike, just south and west of Antalya, where our cruise ends.

A tremendous amount of work has gone into organizing a trip that should provide many happy memories for everyone, and we are grateful to Kazim Uzunoglu who has been the man behind the scenes throughout and who will be joining us on the cruise.

Susie and I look forward to seeing you all along the way and hope you have a wonderful experience. The reading list provided by our chairmen is full of history of this area and I hope it was helpful to all of you. Enjoy your travels by both land and sea in this historic setting.

Edward S. Rowland

Commodore CCA



## **2007 NATIONAL CRUISE IN TURKEY**

Dear Participants in the 2007 Turkish Coast Cruise:

This book picks up where the itineraries of the individual groups leave off – in Göcek, as we all board our boats for the week.

Planned events during the week have been kept to a minimum, because each crew may find that they want to approach this stretch of the coast differently. Some may wish to linger in the beautiful Skoepa Limani (Göcek Bay) area for a day or two, while others may wish to stretch on down the coast past Finike and then return. Others may wish to stop for a day and hire a car to explore inland ruins and historical sites. There are many options, and no wrong choices. No matter how you approach it, we hope that you will enjoy the beauty of the coast and the warmth of the Turks you will meet along the way, and that you will experience the profound sense of history that imbues this part of the world. Above all, we hope that your Turkish experience, from start to finish, will leave you with a desire to return to explore more of the country in subsequent years.

Once we arrive by bus in Göcek, Saturday afternoon will be spent getting checked out on the boats, provisioning, and getting settled aboard. It is likely that many won't be able to leave Göcek until quite late, and some may prefer to stay in town and enjoy one of the many good restaurants to be found there. For those who can get off before dark, there are numerous small coves and harbors to be found all over the bay.

On Sunday night, we will gather at Kapı Cove for the Commodore's Cocktail Party. On Wednesday, there will be an informal, fenders-over-the-side rendezvous in Kekova, and then a wrap-up dinner in the spectacular ruins of Phaselis after we turn the boats in. Thus, crews can plan their own week's activities and proceed accordingly.

We wish you a happy and successful week of adventure and discovery.

Peter and Liza  
John and Tania  
Kazım

## **TURKEY: A VERY BRIEF INTRODUCTORY NOTE**

Turkey is a dynamic, sometimes turbulent, sometimes contradictory, always fascinating place. The modern Turkish Republic was founded by Mustafa Kemal Atatürk in 1923, following a post-World War I revolutionary war which overthrew the last vestiges of the Ottoman Empire and rescued the country from division by the western powers. The hero of the much-celebrated Gallipoli victory over British and Anzac forces, Atatürk was a man of extraordinary breadth and vision, who is still revered throughout the country.

The key elements of modern Turkey are that it is a country with a 98% Muslim population, which is at the same time a constitutional and secular democracy. Eastern in its history and western in its orientation, it stands as a bridge between Europe and the Middle East, both geographically and culturally. With the largest standing army in Europe, Turkey is a key member of NATO, and Turkish troops and commanders have been a part of every NATO activity. However, the Army is also charged with defending the Constitution, which has led to three coups since 1923, taking place when the military commanders felt that things were straying too far from Atatürk's principles. In each case, the government was re-established as it had originally been planned. The Army remains a watchdog over the country's state of affairs, but the dynamic has changed lately, as a strong, Islamically oriented political party has moved into power, while at the same time Turkey's bid to join the European Union has placed it much more on the world's stage.

The reclaiming of territory during the creation of the Republic, and the sense of national pride that developed under Atatürk's leadership, has made the Turks deeply sensitive to any threats to their national identity as well as to the integrity of the country's borders. This has led to difficulties, most recently and publicly with the efforts of the country's Kurds to win more recognition as a distinct culture, and more dramatically with the separatist and terrorist PKK group's efforts to establish a separate Kurdish state, resulting in armed conflict with Turkish armed forces as well as terrorist actions in different parts of the country.

Turkey's economy has seen a recent sustained period of growth, both in terms of domestic product and export sales, as well as in increased foreign investment. With these has come a corresponding growth in consumer prices. Turkey is no longer the bargain it used to be for many visitors, but tourism has increased annually, suggesting that people like what they see and are willing to spend more.

We are including with this booklet reprints of two articles which offer thoughtful analyses of the situations faced by modern Turkey as it enters the 21st Century. One thing is certain: it will continue to be a lively place!

## GENERAL INFORMATION

### **Communications:**

Cruise participants are asked to monitor **Channel 68** and to use this channel for any ship-to-ship communication. Fleet announcements, if any, will be broadcast at 0815 each morning.

### **Fleet Time:**

Standard Time goes into effect in Turkey at 0200 on Sunday, October 28th, our first night aboard. In 1998, we found it useful to arbitrarily extend the deadline by a week in order to allow the illusion of another hour of sailing time. We propose doing the same this year, as long as enough of us keep sufficient wit about us to set our watches back when we leave our boats on Friday.

### **Weather:**

Late October – early November conditions tend to be variable. The 1998 Cruise enjoyed a week of brilliant sun and great breezes. We can only hope to be so lucky this time. Extreme weather is unlikely, and a strong breeze during the day is likely to die out completely at night. Unfortunately, weather forecasts are unreliable, but we will rely on the local knowledge of the charter boat captains to help us. As a general rule, air temperature should be in the mid-70's during the day; seawater temperature around 70.

### **Navigation:**

It is highly unlikely that anyone will need more than the most basic piloting skills for coastal cruising in Turkey. All the bareboats should be equipped with the necessary charts, the Heikell cruising guide, parallel-rules, dividers and binoculars. Individual boats may have chartplotters, GPS units or possibly even a radar, but the need for these will be almost non-existent. Shores are bold and clearly defined, landmarks and light-houses are well-labelled on the charts, and there are very few (five between Göcek and Finike) floating navigational buoys.

### **Anchoring:**

Except in unusual circumstances, anchoring in small harbors is done with a bow anchor and a line ashore. All charter boats are equipped with chain rodes and windlasses, as well as long lines to go ashore. In cases in which the line must go around a rock, it is a good idea to try to put some kind of anti-chafe material to protect the rope (some boats may also have a piece of chain for this purpose).

5:1 scope should be sufficient in most cases. Be sure the anchor is well set and with steady tension in reverse gear, send someone ashore in a dinghy with the line. If anchoring in a town harbor, such as Kaş or Kalkan, use the same guideline for scope and back in to the quay close enough to allow the gangplank to reach the shore (Med-moor). The chain's catenary will hold the boat away from the pier. **In both cases**, study the anchorage carefully and be sure not to lay your anchor on top of someone else's - getting underway is guaranteed not to be a good start to the next morning! Look for an open space, observe how other boats are lying, and have fenders at the ready. There will almost certainly be a group of shoreside consultants who will be filled with opinion – both loud and humorous - but, in general, they will also be the first to help you.

At most town harbors, there is a tie-up fee if you lie to a quay, but it is generally modest.

If the harbor is empty enough to allow swinging room, or big enough (as in Üçağız Harbor at Kekova), you can anchor off without bothering with a line ashore.

### **Moorings:**

Increasingly in recent years, restaurants have been putting out moorings in the hopes of attracting cruising people. We have used many of them and been glad for the service. However, we strongly urge you to inspect the mooring before putting too much trust in it. Some of them are alarmingly casual. Also, please note that tying up to a mooring does not obligate you to eat at the restaurant, but it might not be amiss to have a beer ashore, or to buy a loaf of bread or some vegetables.

### **Restaurants:**

Speaking of shoreside restaurants, there are many of them along the coast at peak season, and a number will still be open. In general, you can count on excellent food, simply prepared, with a heavy emphasis on fish, köfte (small patties of ground beef and/or lamb) and chicken in the menu. Prices should not be exorbitant, but do not rely on all of the restaurants to take credit cards (it's best to check first).

### **Provisioning:**

Food shopping is one of the great pleasures of living in Turkey. Fresh fruit and vegetables are plentiful, and generally excellent. Outside the major cities, much is seasonal but, increasingly, the larger markets will also have imported and/or hothouse raised items. The last ten years have also seen dramatic increases in the amount of canned and packaged foods. Meat can be bought with confidence at supermarkets or butchers. UHT milk is the norm, making storage easy, but providing a problem once the packets have been opened. If your boat does not already have them, it may be advisable to purchase a couple of plastic bottles for liquids (or simply to recycle a couple of water bottles, most of which have screw caps). One treat not to be missed is fresh-baked Turkish bread. Every town has a bakery, generally several, and the smaller the town the better the bread is likely to be. It's best to buy in the morning, when it is hot out of the oven (many of which are wood-burning). The round "village bread" (*köy ekmeği*) is the staple, but look also for the flat *pide*, *simit* (Turkey's answer to the bagel), and whatever local varieties may be available.

Göcek, Fethiye, Kaş and Kalkan all have plenty of shops and markets, but most smaller places you may visit should also be able to provide basics.

### **Fuel, Ice and Water:**

You should not need fuel during the week, but remember that all charterers are required to leave fuel tanks full upon surrendering the boat (this will be explained at check-in). Water is available in most harbors with quays but, again, your boat's tankage should be sufficient for a week's average use. Ice is more problematic, particularly at this time of year. Although the boats all should have refrigeration, participants are encouraged to lay in a supply of ice for drinks, etc, when they can find it.

### **Trash, Pump-Out, etc:**

You will quickly observe that the ecological movement has been slower to catch on in Turkey than in some other parts of the world, a reminder that much of the country is still developing. Fortunately, there is a growing awareness that clean waters and clean shores are essential to promoting tourism, and the area where we will be sailing is better than many other parts of the country. The holding tanks on the charter boats should be sufficient for a week's cruise, and

we ask you to support local efforts by not discharging overboard in any bays or harbors. Similarly, pumping bilge water or rinsing off detergents, shampoos, etc, from the decks is forbidden in many harbors and marinas. There can be stiff penalties if observed by the Coast Guard or reported by others.

Please bag all trash and leave it ashore at any harbor that has waste receptacles (most do). At this writing, there is no serious recycling movement in Turkey. Thus, bottles and cans should go in with the general garbage.

**Flag Etiquette:**

Cruise participants should strike colors at sunset and make morning colors at 0800. There will be no evening gun. Those wishing to fly the CCA "Member Aboard" pennant, should do so from the starboard spreader halyard, below the Turkish courtesy flag.

**Nametags:**

Although they are not required for entrance to any of the events, participants are encouraged to wear nametags, as we are a large and diverse group, including many nonmembers.

**Cash and Credit:**

There will be ATMs in Göcek, Fethiye, Kaş, Kalkan and Finike, possibly also in Kekova. Similarly, most purchases can be made with credit cards in the larger towns (you should check before starting your shopping). You are less likely to be able to find an exchange (döviz) in many of the same harbors, however, and thus you may want to buy a supply of Turkish Lira in Istanbul before leaving to go south.

As mentioned in the newsletters, we do not advise traveller's checks except as an emergency reserve. They are very hard to cash almost everywhere in Turkey.

**Manners and Etiquette:**

The Turks are proud, and justifiably so, of their tradition of good manners and hospitality. Do not be surprised at an unexpectedly warm greeting, or if you are asked what might seem to be remarkably personal questions. Both are offered genuinely and with a concern to make you feel welcome.

It is true anywhere, of course, but a smile and a handshake are valuable currency in Turkey. This is a society built on relationships, and personal connections are important. (It may seem surprising, but Istanbul has no telephone book. If you want something, you ask around, and business cards are essential). All cruise participants are urged to make an effort to talk with the Turkish people they meet and, above all, to return the kindness they receive with corresponding warmth and appreciation. In fact, given the fall of esteem which the United States has suffered since 2003, each of us should regard this trip as an opportunity to be a good and positive ambassador for our own country. It is badly needed these days, and while individual Americans are welcomed, do not assume that you will encounter ringing endorsements of our current foreign policy.

## HARBOR NOTES

Following are some notes and comments about several of the key harbors along the cruise route. This is by no means inclusive. Part of the joy of cruising anywhere is the pleasure of discovering new places on your own, and this coast is no exception.

There are only two fleet events planned for the week, plus the wrap-up dinner at Phaselis. It is assumed that many boats will find their ways to different harbors and will gather informally as they go along.

### Göcek Bay, Fethiye Lagoon, Skopea Limanı:

The western side of Fethiye Bay has several names, depending upon which chart or guide you're using. No matter what it's called, however, it is a wonderful area, filled with beautiful views, charming little harbors, and ample opportunity for gunkholing for several pleasant days. By late October, you may be able to contemplate snow-covered peaks while swimming off your boat.

With Göcek at the north end, and Fethiye only 8 miles east across Fethiye Bay, every possible cruising need can be easily found. Our advice is to stock up as much as you can in Göcek and then top off with anything that's missing in Fethiye (see below) on Monday.

If you are able to get out of Göcek with a couple of hours of daylight left on Saturday afternoon, there will be plenty of small harbors you can reach before dark, virtually all of them attractive. A particularly pleasant one, and only 5 miles south of Göcek, is at Tersane Adası (Shipyard Island) with its sunken ruins, surrounding hills and small farm settlement at the east end. No matter where you go, however, try to go ashore and explore. In most places there will be goat paths which wind above the shore and which are easy to follow. If you do meet any goats, they tend to be quite charming.

On Sunday, we suggest that you gunkhole in the bay, explore the coves and harbors and have lunch at any that look particularly appealing (most of them do!).

The Commodore's Cocktail Party will be held in Kapı Cove (In the Heikell guide, Kapı Creek) at the south end of the bay, starting at 1700 on Sunday evening. There will be "mezes" (Turkish hors d'oeuvres) provided by the Gobun Restaurant, which is prepared to serve those wishing to stay ashore for dinner. Beer, wine and soft drinks will be served until 1900.

History buffs will be interested to learn that the name "Gobun" comes originally from the WWI German Battleship *Goben* which is supposed to have hidden in this cove (think about that when you enter the cove!) while running away from the British Navy. The two battleships, *Goben* and *Breslaw* are one of the reasons the Ottoman Empire entered WWI, when they raised the Turkish flag.



### **Fethiye:**

There are two major reasons to go in to Fethiye. The first is to complete any provisioning needs. The second is to explore the extraordinary rock tombs carved into the cliffs above the city. These will be the only such tombs available to be seen on this stretch of the coast and for those willing to take the time (perhaps 3 hours) it is well worth the effort. For directions, we call upon Marcia Davock's "The Turquoise Coasts of Turkey:"

Turn off Çarşı Caddesi, walking gradually uphill though the narrow winding streets of old town, eventually to a whitewashed stairway that ascends the hillside to the tombs. Villagers can point out the way if you get lost, as we did, in the backstreets of the old town. Most impressive is the Tomb of Amyntas, a 4th Century BC Ionic temple/tomb. The views over the harbor and city are superb.

### **Gemiler Adası and Ölü Deniz:**

South of the Fethiye Peninsula, Gemiler Adası (Island), also known as St. Nicholas Island, offers a superb opportunity for hiking among dramatic Byzantine ruins, with beautiful views in every direction. In addition to being the site of an entire Byzantine community, this island is also thought to have been a pirates' lair. There are several choices of places to anchor near the island, whether along the island shore, across the channel, in Gemiler Koyu or Isthmus Cove. It is also possible to visit the island and then go west to Karacaören Koyu, or around the corner to the east, to anchor along the shore facing Ölü Deniz (Dead Sea). Allow at least half a day for this visit. If you stay here overnight, the sunsets from the top of the hill are particularly beautiful.

Ölü Deniz, sadly, is a beautiful place which has been nearly destroyed by tourism. Yachts are no longer allowed to anchor inside the enclosed pond because of pollution and, in season, the waters are infested with jet skis, tour boats, paragliders and day-trippers. At this time of year, you will have a much better chance to appreciate what this area was once like.

### **From Gemiler to Kalkan, Yedi Burunlar:**

The stretch of coast (about 25 miles from Gemiler to the Kalkan area) simply has to be endured. There are no anchorages, and it is best to stay offshore. The area between Kötü Burnu and Kalkan is called Yedi Burunlar, or Seven Capes, off which the water is often rough. If the water is calm, it's worth running closer to shore, both to see the long stretch of beach, as well as the caves in some of the rock faces, but be mindful that shallows extend well offshore from the beaches.

### **Kalkan:**

It is from Kalkan that a day trip can be arranged to several significant ruins, most notably Patara, Letoon (Letoum) and Xanthos, the three of which together would make a good day trip. All are fascinating, and Patara, in particular, is almost mystical, with the sound of the surf breaking on the beach just over the hill as you explore the ancient theatre and buildings. If you want to go exploring, there are several tourism offices near the harbor which will be glad to arrange a car and driver. For more information about Patara, Letoon and Xanthos, please see reprints from John Freely's "Western Mediterranean Coast," included with this book.

Approaches to Kalkan are clear on the chart, and well described in the guides. Like Kaş, this town has grown rapidly in the last ten years, fueled by tourism and a growing expat (largely British) retirement population. You will have no problems communicating in English here!

There are a great many restaurants of all types near the waterfront, most of which will still be open, and each of which will have a tout urging you to come in. Take your time and choose whichever one appeals to you most; some of the ones a bit up the hillside have better views and are somewhat quieter, but the food will be good in almost all of them.

In addition to several small shops near the harbor a supermarket and an internet cafe can be found above the town on the west side.

### **Kaş:**

Between Kalkan and Kaş, and in the area immediately around Kaş, there is a lot of exploring that can be done. Those wishing to dine ashore or needing to shop should plan on spending the night at Kaş. Others may wish to seek out one of the several smaller anchorages among the islands or along the shore, or to sail around one of the two Greek islands we will pass (see inset).

**Visiting Greek Islands:** In practice, there is little problem with anchoring in a deserted cove of a Greek island, as long as one does not go ashore. Technically, it is illegal, however, and the aggravation of having to clear out of Kaş and into Kastellorizon – the easternmost Greek island, and the only real candidate along this part of the coast - and then repeating the process the other way, makes it not worth the effort to plan to go ashore for a short visit. It's better to enjoy them from a distance.

The area between Kaş and Kekova deserves some time for gunkholing, whether stopping for lunch and a swim in a deserted harbor, hiking on Kekova Island, or exploring the castle above Kale Köyü (village) in Kekova Roads. There are numerous anchorages in the region. Although few are completely undeveloped, several offer peace and quiet.

**Informal Rendezvous at Üçağız Harbor, Kekova:** On Thursday evening, those interested are urged to gather in the landlocked lagoon north of Kekova Roads, called Üçağız Limanı (Harbor). It is possible to anchor off anywhere there is good depth in this area. We suggest turning west once inside the entrances and rafting up. Starting time: 1700. There are several restaurants close by for those wishing to dine ashore.

### **Turning in the Boats at Finike Marina:**

We are due in at the Setur Finike Marina by noon on Friday. This large, modern facility is one of 6 first-class marinas run by Setur, the tourism division of Koç Holding, Turkey's largest business conglomerate. You will be given specific instructions for turning over your boat at check-in.

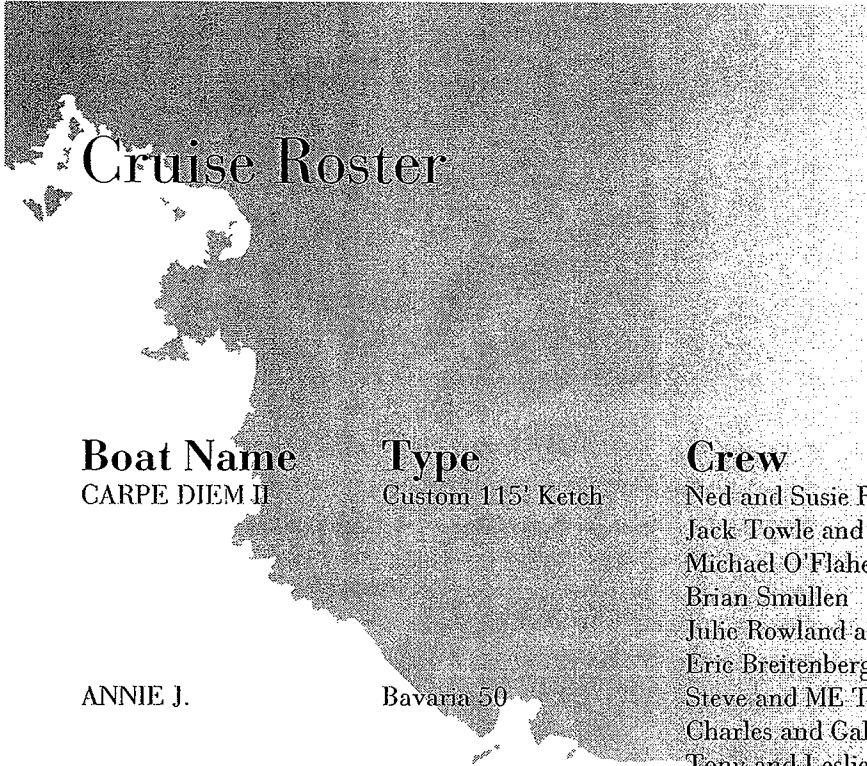
On approaching the marina, hail "Setur Marina" on Channels 16 or 73, and request instructions for the fuel dock, where you should fill your tank. You will be given instructions to a berth from there.

Buses will be waiting to take us to the Closing Dinner at Phaselis, thence to our hotel in Antalya.

**Closing Dinner at Phaselis:**

Our closing dinner will be at site of ancient Phaselis, a 7th Century BC Lycian trading city. This beautiful setting, with the ruins of the city nestled among mature pine groves, has been extremely well preserved and is an ideal venue for our wrap-up.

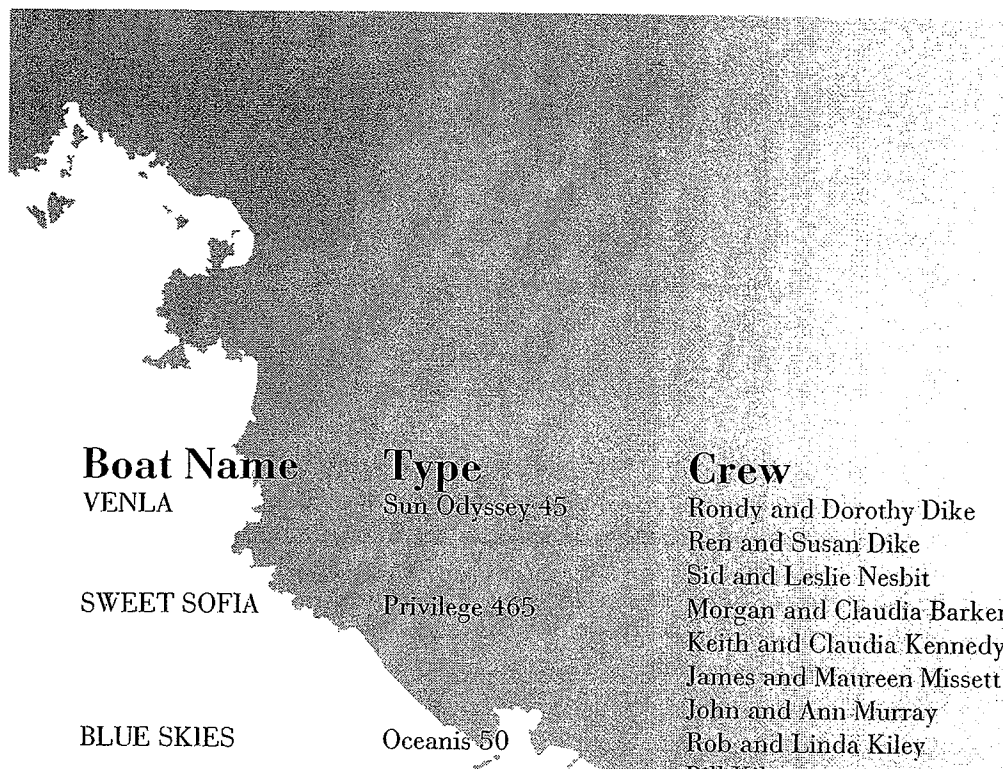
Those who will come to the dinner on their own boats should look for Cineviz Limanı on the chart. The better of the two anchorages is on the south side. Harbor details may be found in both the Heikell and Davock guides under Tekirova Limanı.



# Cruise Roster



Boat Name	Type	Crew	Station
CARPE DIEM II	Custom 115' Ketch	Ned and Susie Rowland Jack Towle and Pam Barker Michael O'Flaherty Brian Smullen Julie Rowland and Eric Breitenberger	BOS BOS BOS BOS
ANNIE J.	Bavaria 50	Steve and ME Taylor Charles and Gale Willauer Tony and Leslie Will	BOS BOS
UNCOMPLICATED	Bavaria 41	Gordon and Phyllis Vineyard Sam and Hilary Vineyard	BOS BOS
VELGA	Bavaria 39	Ed and Suzanne Tarlov Carolyn and Robert Osteen	BOS
MRS. CHIPPY	Beneteau 50	Arthur and Barbara English Andrew and Jo Tomsett Jones	GLS
MALESTHA I	Sun Odyssey 45.2	Jim and Suzie Binch Ross and Tanner Rose Michael and Ronnie Stubbs Sandy and Carolyn Vietor	NYS FLA NYS NYS
WILDCAT	Bavaria 49	Peter and Liza Chandler John and Tania Chandler Jeff and Mollie Eberle Dan and Katie Hinckley	BOS BOS BOS
AN EQUAL MUSIC	Oceanis 473	Rob and Peggy Leeson Garry and Angela Fischer Nigel and Judy MacEwan	BOS BOS NYS
SARAFIN	Oceanis 473	Tod and Linda White Don and Janet Ayres Larry Somers and Lisa Laing	SOC SOC SOC
JANNIXA	Oceanis 473	Brad and Anne Willauer Ted and Elizabeth Brainard Ed and Agnes Danciger Sam and Gerry Gray	BOS BOS FLA BOS
MALESTHA II	Sun Odyssey 43	Dev and Jilda Barker Frank and Louisa Deland Daniel and Marnie Reeve	BOS BOS
MANAIA M	Lagoon 410	Fred and Bobbie Allardyc John and Cathy Bear Peter and Lynn Russell	ESS



Boat Name	Type	Crew	Station
VENLA	Sun Odyssey 45	Rondy and Dorothy Dike Ren and Susan Dike	PNW
SWEET SOFIA	Privilege 465	Sid and Leslie Nesbit Morgan and Claudia Barker Keith and Claudia Kennedy James and Maureen Missett	CHE
BLUE SKIES	Oceanis 50	John and Ann Murray Rob and Linda Kiley Bill Kiley	BOS
SUMMERTIME	Oceanis 473	Roger and Lee Bresnahan Nicholas and Diane Brown John and Britt Brown	BOS
AVANTI	Bavaria 42	Larry Ahlfert Diana Russell Wayne Lemley Andrew Lemley Elizabeth Lemley	NYS
INDIGO	Custom 50' Sloop	Julian Koenig Gus and Carol Hancock Sheila McCurdy and Dave Brown	CLS NYS BOS
ZARIK II	Custom 62' Sloop	Truman and Cinnie Casner Ross and Kathleen Sherbrooke	BOS BOS
NYABO	Contest 46 Sloop	Jim and Sue Chambers Terry Johnson Diana Connolly	FLA BOS
NO NAME	Sun Odyssey 43	John and Margaret Bourke Barbara Watson Charles and Jeanne Moore	BOS FLA FLA
AKANA	102' Ketch Rigged Gulet	Bob and Kathleen Morton Bob and Andrea Knight Jean Myer Linda Glaser Rick and Patty Todd Thomas and Barbara Jo White Jan Taft	BOS CLS BOS PNW BOS

*We are sad to announce the sudden death of John McEwing, son of Bob McEwing (BOS). Bob has returned home to be with his family and will not be joining the cruise.*