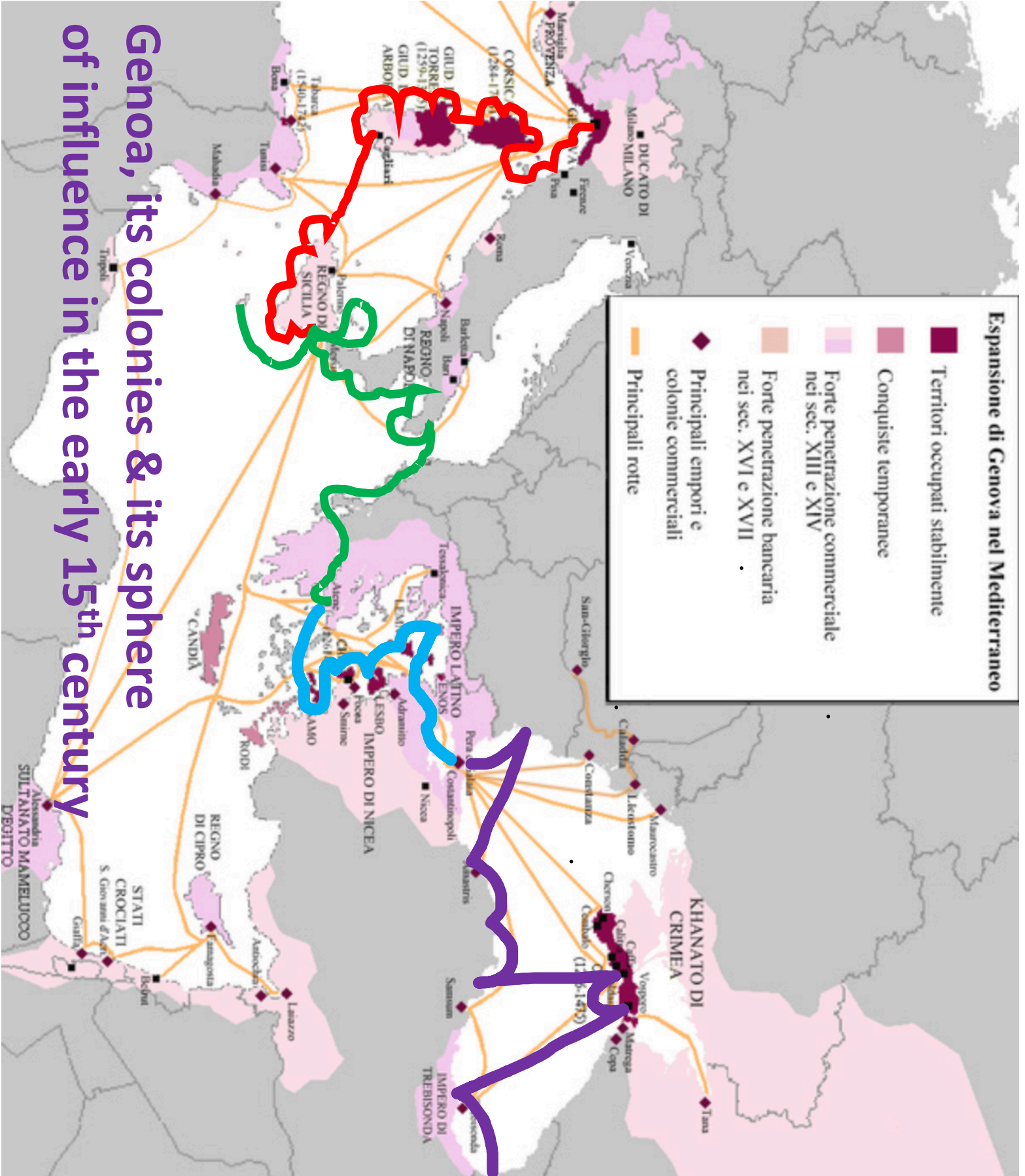




**Discovering Ancient Greek & Genovese Trade Routes  
10 Jul - 7 Aug 2021 (Year II)**





Genoa, its colonies & its sphere of influence in the early 15<sup>th</sup> century

Sailing Plan  
2020 - 2023

Following the ancient Trade Route from Genoa to the Crimean and Georgia

Genoa to Syracuse

2020

Malta to Athens

2021

Athens to Istanbul

2022

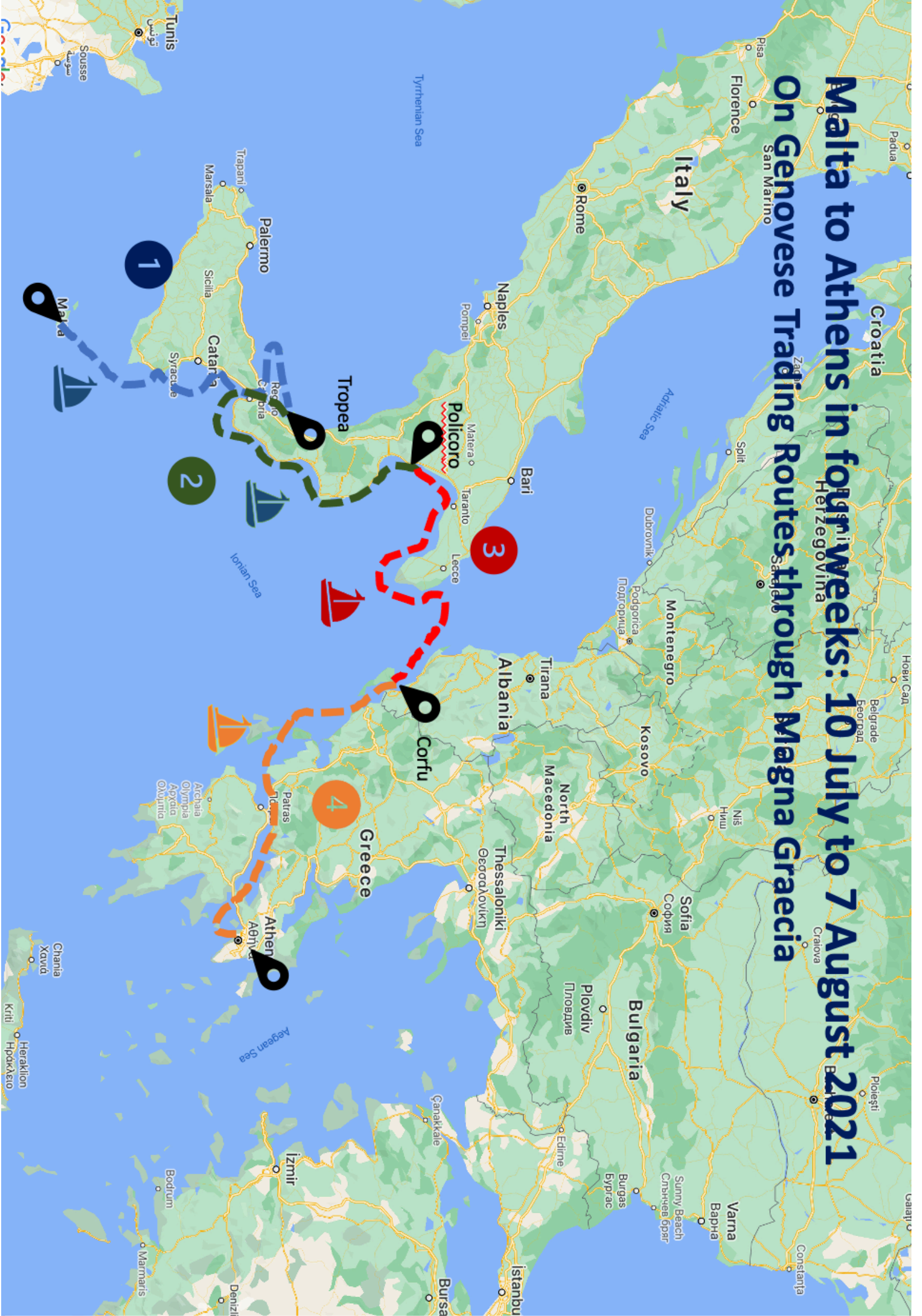
Istanbul to Georgia

2023



# Malta to Athens in four weeks: 10 July to 7 August 2021

## On Genovese Trading Routes through Magna Graecia





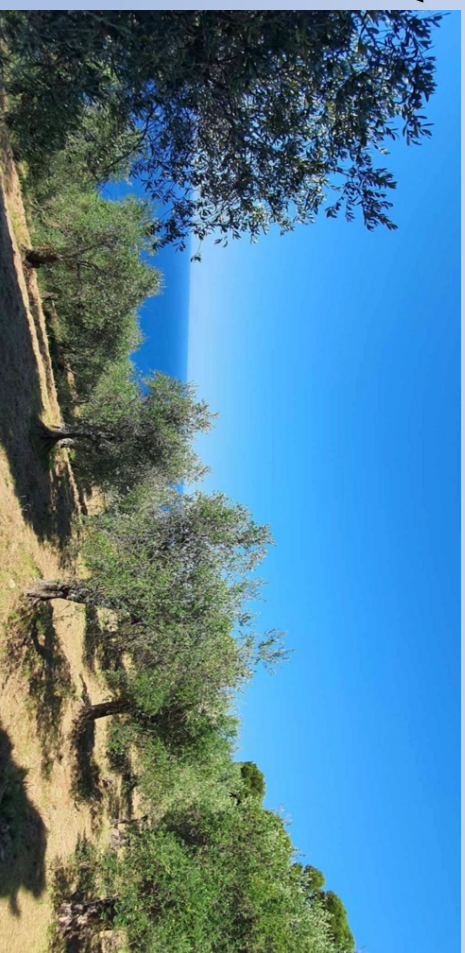
# Genoa's Geography

## Challenge and opportunity

- Liguria is hemmed in between the Tyrrhenian Sea and the Apennine Mountains
- 20 million years ago the tectonic plate of Africa collided with the European plate. The floor of the Tethys Sea between the two plates folded and formed the Apennine dropping straight into the sea leaving only a tiny coastal plane unsuitable for agriculture
- Liguria is also the place where Alps & Apennine meet. Low passes allow the passage to the Po Valley
- Thanks to the Mediterranean climate, olive trees and wine grow on terraces but there is no space for barley
- Liguria's geography forced its people to work as fisherman & traders in exchange for cereals. The Apennine forests provided the necessary timber.
- Genoa is thus a product of its location. It is a natural transportation hub. There is no living without trading.
- Being a small town, Genoa needed political alliances with big powers to stay in business.
- Genoa thus maintained good & strong relationships with Byzantium, the Fatimids, the Normans and Spain



Typical Ligurian Village

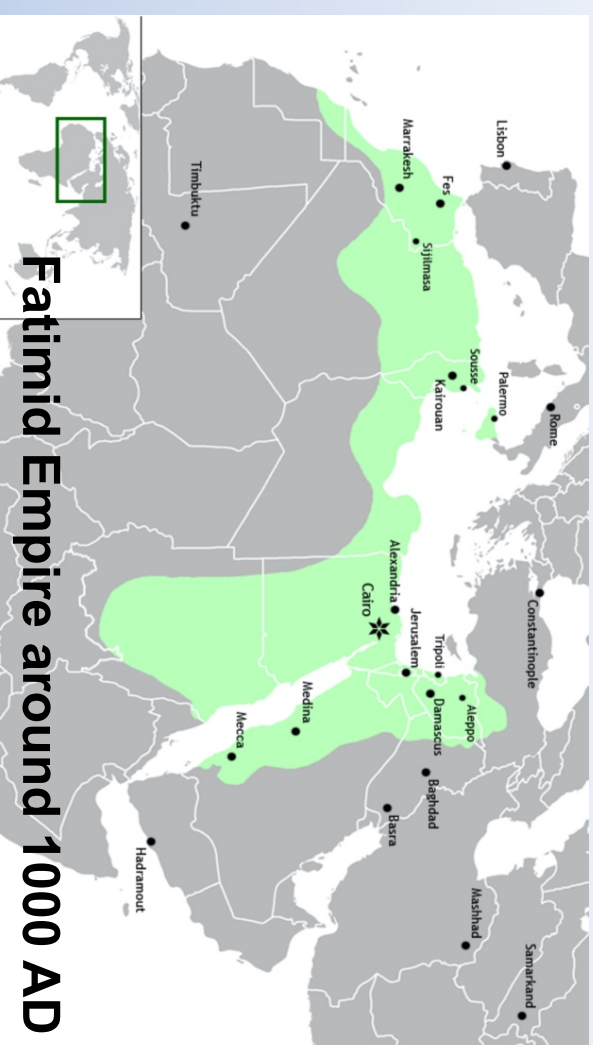




# Relations with the Fatimids

## Genoa's Sack in 935 AD

- With Amalfi and Pisa, Genoa was one of the 3 ports on Italy's west coast which took over what little trading was left when Emperor Justinian integrated Italy back into his Byzantine Empire
- In 827 the Fatimids used inter – byzantine rivalries to conquer Sicily. Genoa continued trading. Sailing to Fatimid Palermo instead of Alexandria was shorter and more profitable
- Not all Fatimid factions followed the strategy of their Caliphs whose goal was to re-unite the Muslim World under Shia Leadership. The Caliphs wanted Egypt, Damascus & Bagdad
- Some preferred a Western Empire & identified Genoa and Pisa as their main rivals. Genoa was sacked in 935 AD by a Fatimid Fleet.
- With nothing to lose, Genoa stroke back. By 1015, with the help of Pisa, both Corsica and Sardinia were conquered back.
- In 1087 Genoa & Pisa destroyed a Fatimid Fleet in Mahdia, the former Fatimid Capital.
- The Fatimids did not respond. Their focus was Bagdad. Lucrative trading with Genoa went on.



**Fatimid Empire around 1000 AD**



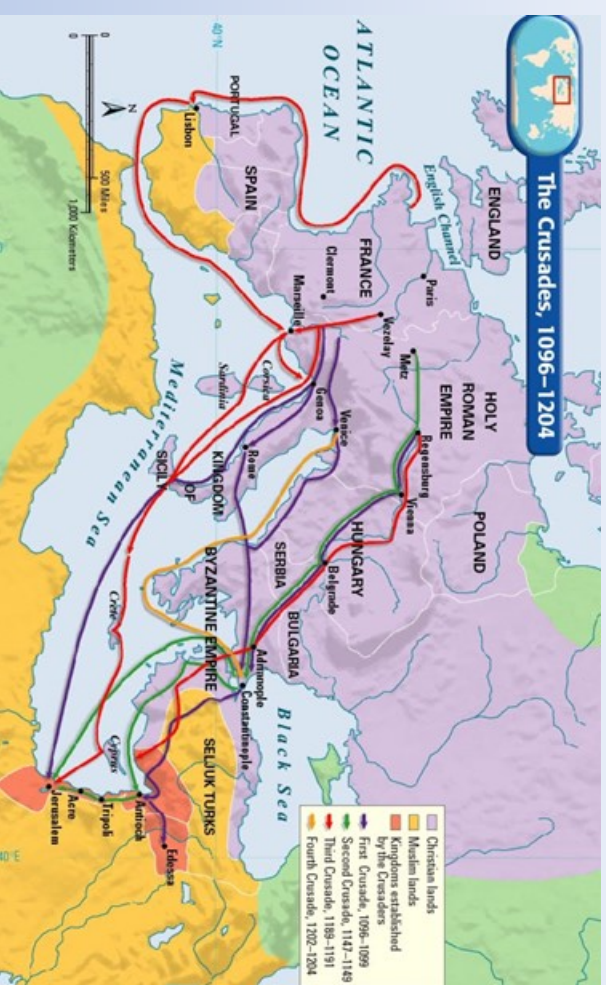
**Depiction of a sea battle 10<sup>th</sup> century**



# Becoming a Great Sea Power

## Genoese Ships supply the Crusaders

- Having destroyed the Fatimid Fleet in 1087, Genoa was now able to logistically support the crusaders.
- Pope Urban II called in 1095 for a crusade to support the Byzantine Emperor Alexios I. After the Seljuk Turks defeated a Byzantine Army in 1071, they moved into Anatolia & nothing could stop them
- Timing was perfect. In 1092 the great Seljuq leader, Malik Shah, had died. His successors quarreled.
- By 1098, the Crusaders conquered Antioch. 1099 Jerusalem followed. Whilst the Christian Armies marched on land, their supplies followed on the sea
- For providing shipping, Genoa, Pisa and Venice got richly rewarded with trading concessions by the Byzantine Emperor, the Normans & the Crusaders.
- Genoa did not need to build its own hubs to trade. It could rely on Byzantium & the Normans
- Not surprisingly, the enormous wealth made every-one greedy. Genoa, Pisa & Venice became rivals for centuries – wars followed ruining everybody.

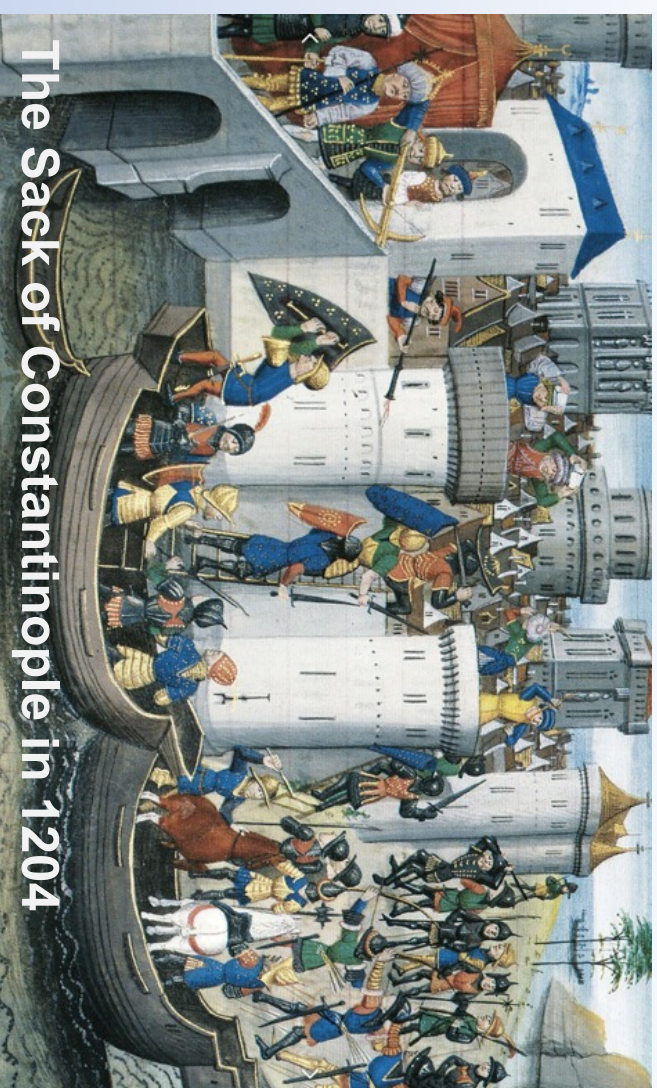




# Constantinople Sacked

## Genoa opposes Venice

- For the next 200 years, the survival of the new Crusader States stayed in limbo. Their forces were not strong enough to establish permanent presence & needed constant reinforcement.
- A 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> and 6<sup>th</sup> Crusade was necessary
- Pope Innocent III launched the 4<sup>th</sup> crusade but Venice directed it to Constantinople and sacked it in 1204. The Byzantine Empire was split up.
- Genoa cautiously sided with what was left of Byzantium and helped it to evict Venice in 1261.
- The ever-grateful Byzantine Emperors Michael VIII Palaeologus awarded Genoa in the Treaty of Nymphaeum (1261) with colonies and rich trade concessions (Crimea, Chios & Mytilene)
- The possession of Galata on the Golden Horn – just opposite Constantinople – was confirmed
- After the fall of Constantinople in 1453, the Ottoman Turks made short shrift of these privileges. By 1466 all Genoese possessions were taken. Genoa's long-distance trading was a history of the past. It became a Spanish Ally.



The Sack of Constantinople in 1204



Genoa's Sudak Fortress in the Crimea



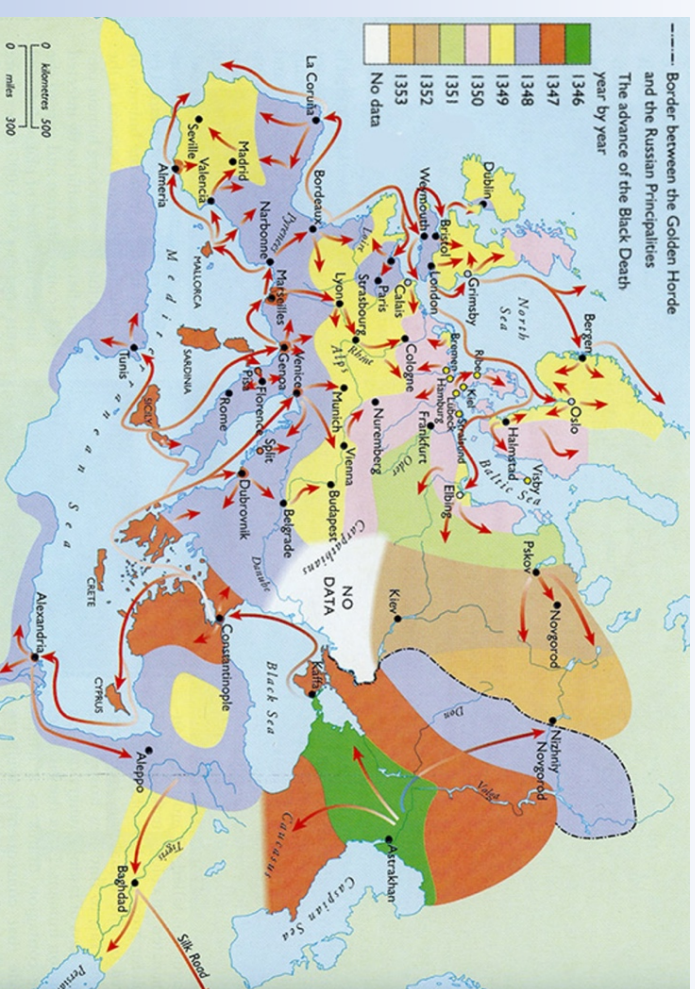
The Genoese Galata Tower in Istanbul



# Genoa and the Black Death

## Killing 1/3 of Europeans in 1348

- The trading network Genoa created, carried not only goods but also the deadliest disease Europe ever encountered.
- The Black Death or the Bubonic Plague came from the Asian steppes. It started 1346 when a Mongol Army attacked Caffa, Genoa's Crimean colony.
- Legend has it that the Mongols catapulted dead corpses into Caffa. But it is a myth. The disease needs living beings to spread.
- The disease was carried by Genoese refugees from Caffa to Constantinople and then to Messina in 1347. From there is spread to Europe. We sail on the routes on which the plague travelled.
- The infection takes 4 days to incubate and kills 80% of the infected within 4 days. The plague spread with the movement of humans thus nobody could warn anyone. It was the time before tele-communication..
- The plague killed >30m (1/3 of Europe's people); it was far more lethal than the Covid-19!
- Today's Quarantine is a result of the plague: 40 days of isolation for ships from dangerous places



The Triumph of the Black Death

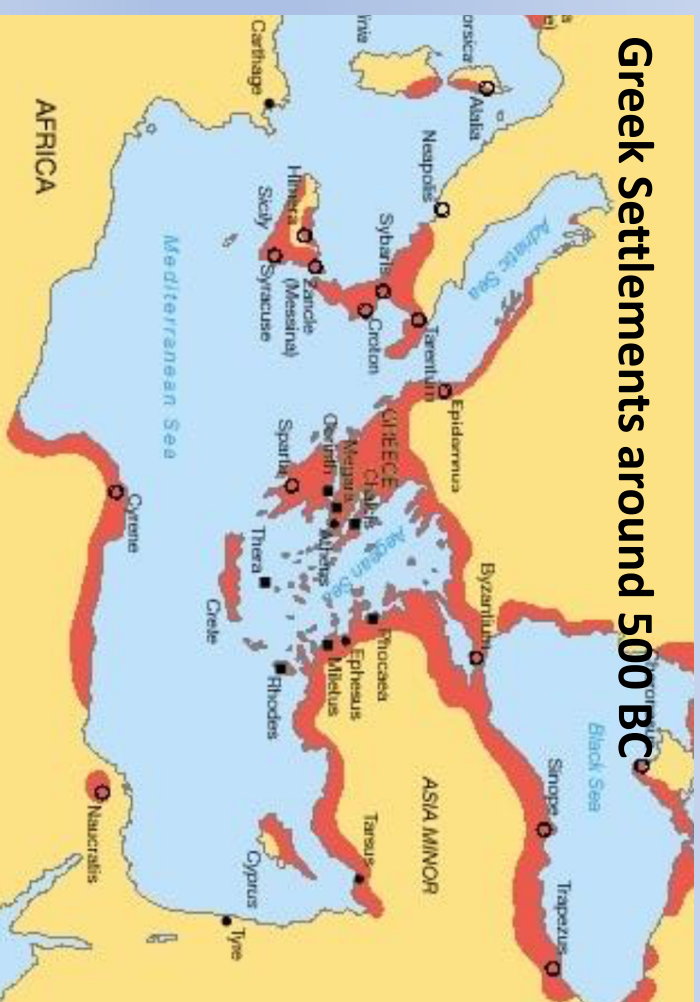


# Genoa & Venice: Two Different Trading Strategies

- When sailing along Venetian Trade routes from 2017 – 2019, we found every 30 miles a Venetian harbor with a church and a fortress
- The Genovese established permanent residences and colonies only when and where necessary
- On our way to Greece this year, there is no single Genovese colony all way long.
- But the Genovese galleys were subject to the same technical constraints as their competitors, the Venetians. A galley can only travel 30 – 40 miles per day. Given their lack of food & water on board they have to hopp from port to port.
- Genoa's trading concessions allowed it to use existing ports without having to pay taxes
- There are ports every 30 – 40 miles. Genoa just let others having the glory to build & defend them!
- On our journey we will thus be in Norman, Spanish and Byzantine ports the Genovese regularly used
- Genovese were traders who knew how to manage money – first lesson: lower your own cost!



**Republic of Genoa and its colonies**



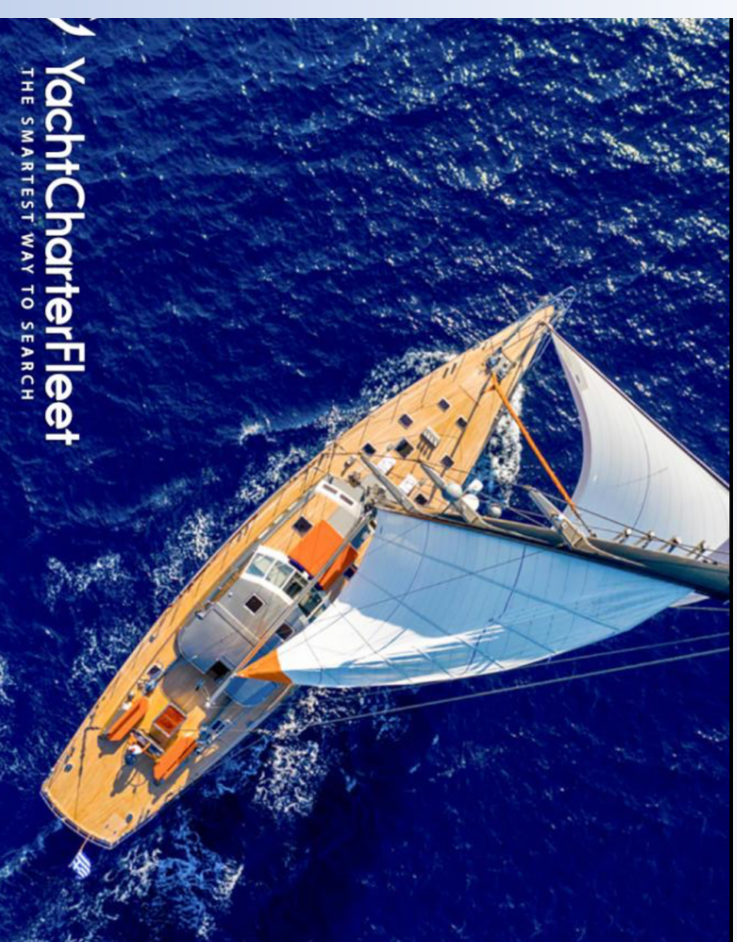
**Greek Settlements around 500 BC**



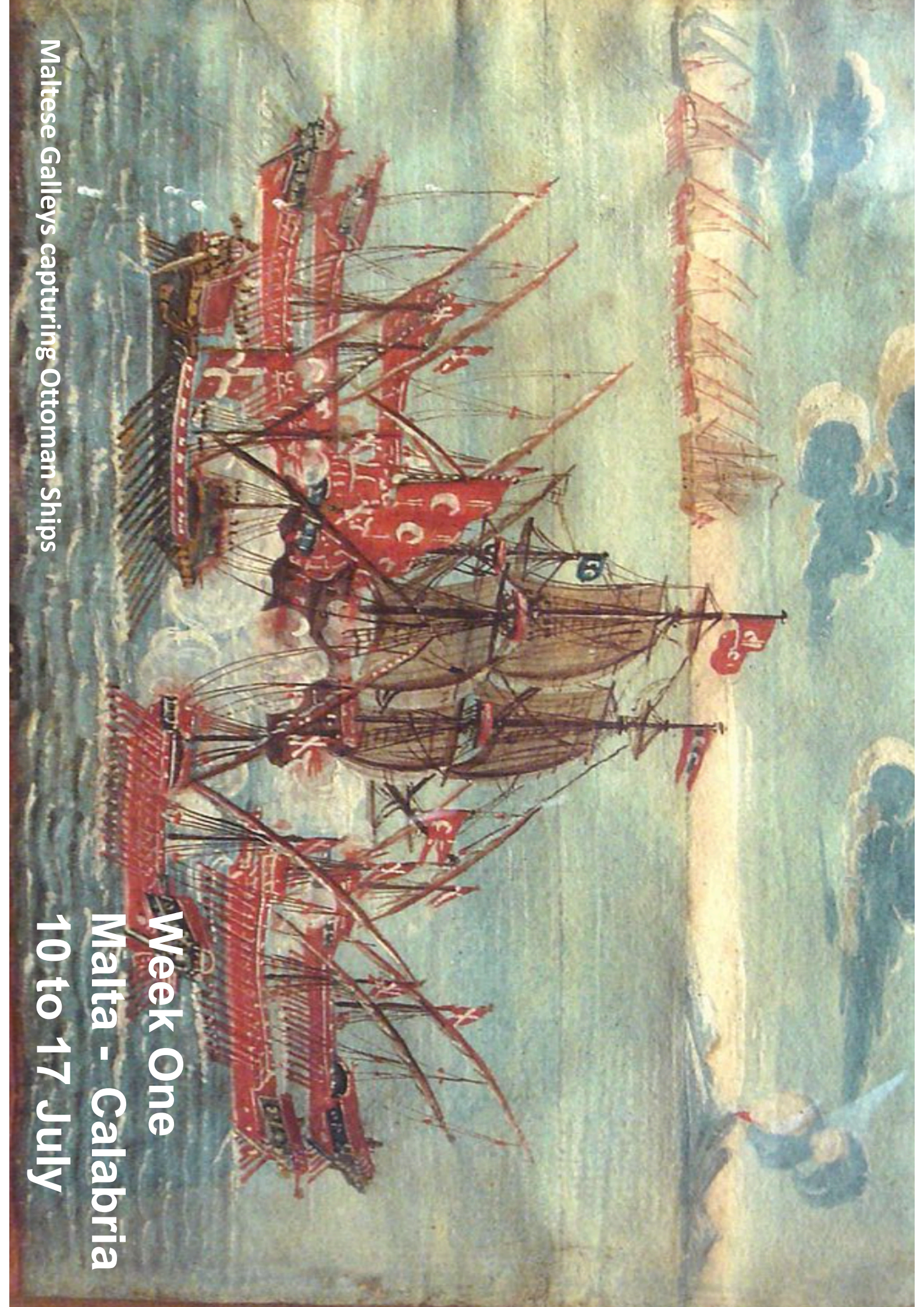
# AFAET

## Our home 10 July – 7 Aug 2021

- AFAET has one mast and is 30 meters long.
- 4 air-conditioned bedrooms with their own bathrooms. Dining areas on the after deck and indoor.
- Capt. Nikos Makarantzis and his crew of 3 hands plus Konstantinos Kamanas, our Greek Chef.
- The sleek steel hull is well designed for sailing on open waters (Malta – Sicily, Puglia – Greece)
- There are two kayaks and water ski on board.
- You find more info at: [yachtfolio.com/e-brochure/AFAET/Bq0wuVb8Xlrw](http://yachtfolio.com/e-brochure/AFAET/Bq0wuVb8Xlrw)







Maltese Galleys capturing Ottoman Ships

**Week One**  
**Malta - Calabria**  
**10 to 17 July**



# La Valetta to Tropea

## A Spanish Experience

### 10 - 17 July 2021

- Meeting time: Sat, 10 July 2021, 12.00 pm
- Meeting point: Msida Yacht Harbor, La Valetta
- Travel arrangements to La Valetta in Malta by participants individually
- Travel to Msida Yacht Harbour: take a local cab – there are plenty
- Arrival in Tropea: Friday, 16 July 2021 in the evening
- Travel to airport Reggio di Calabria on 17 July: CS events will arrange – it takes 90 minutes
- Travel arrangements back home: by participants individually
- Dress code: casual, swim wear, hiking shoes
- Please remind us of any dietary restrictions



Grand Harbor La Valetta



Greek Theater Taormina



# From Malta to Tropea: 10 to 17 July





# La Valletta, Birgu & Senglea Saturday & Sunday, 10-11 July

- On Saturday, we are going to explore Malta's Capital, La Valletta of the Knights of St John
- Our guided tour will lead us through the old streets of La Valletta, to the beautiful Co-Cathedral of Saint John, the heavily fought over Fort St Elmo, Fort St Angelo, the Headquarter of the Knights, and last but not least to Senglea and Birgu
- It is not clear yet where we are going to stay for the night – maybe in La Valletta's beautiful Grand Harbor or in a bay nearby. We have to find out
- On Sunday morning, we plan an excursion to Mdina, Malta's old capital which took its name from the times when Arabs run the island
- If there is time, we will also visit St Paul's Bay where the vessel that took him to his trial in Rome shipwrecked
- On Sunday lunchtime, we lift anchor and sail over to the neighbor island of Gozo for swimming, then start our journey to Syracuse which takes a good 12 hours - we will arrive by 2 am on Monday



Fort San Angelo



Bastion in Birgu



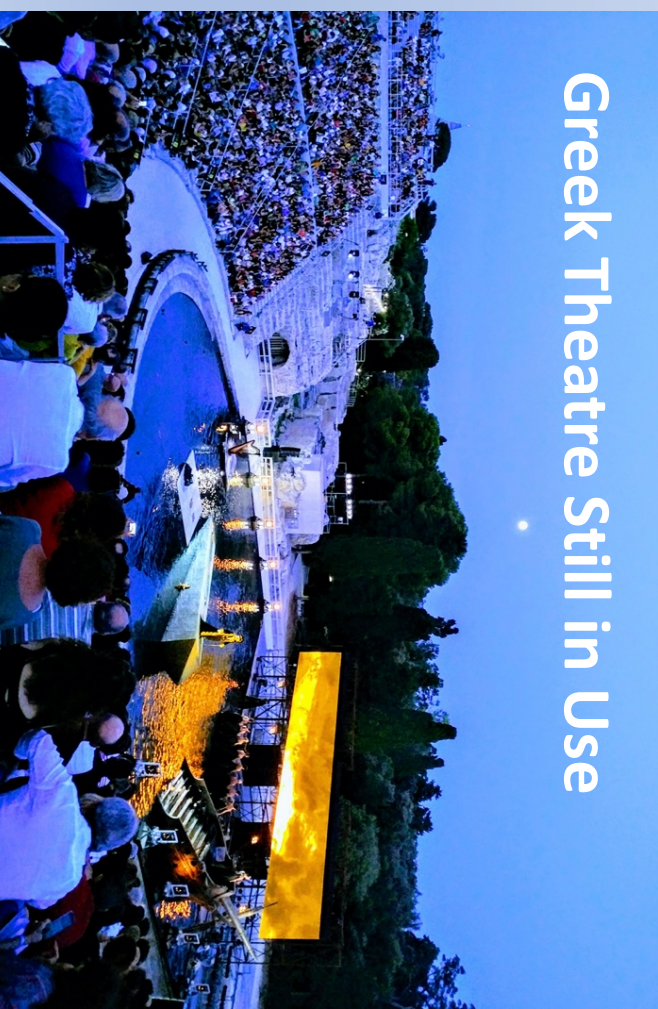
# Syracuse, Sicily

## Monday, 12 July

- We wake up to the sunrise over Ortygia, the old town of Syracuse – what a treat!
- The sun rises at 5.50 am and bathes the antique harbor in the most beautiful morning light
- On our schedule today is a guided excursions to Syracuse ancient Greek part. Visiting the Greek theatre is an absolute must. With 15'000 seats it was the largest in antiquity. The size shows how wealthy Syracuse was during the heydays of Magna Graecia
- Closer to lunch, we retreat to the shadows of the Baroque town center to escape the heat. Ortygia was rebuilt in a homogeneous Baroque style after the devastating earthquake of 1693.
- Sadly, many buildings are now decaying. Modern life happens outside Ortygia and there is not enough money to keep them in good shape.
- As we walk down town, we discover the cathedral, a converted Greek temple with Dorian columns and finally arrive at the old Norman castle that secures the harbor – later reinforced with Spanish guns



**Ortygia with the Norman Fort**



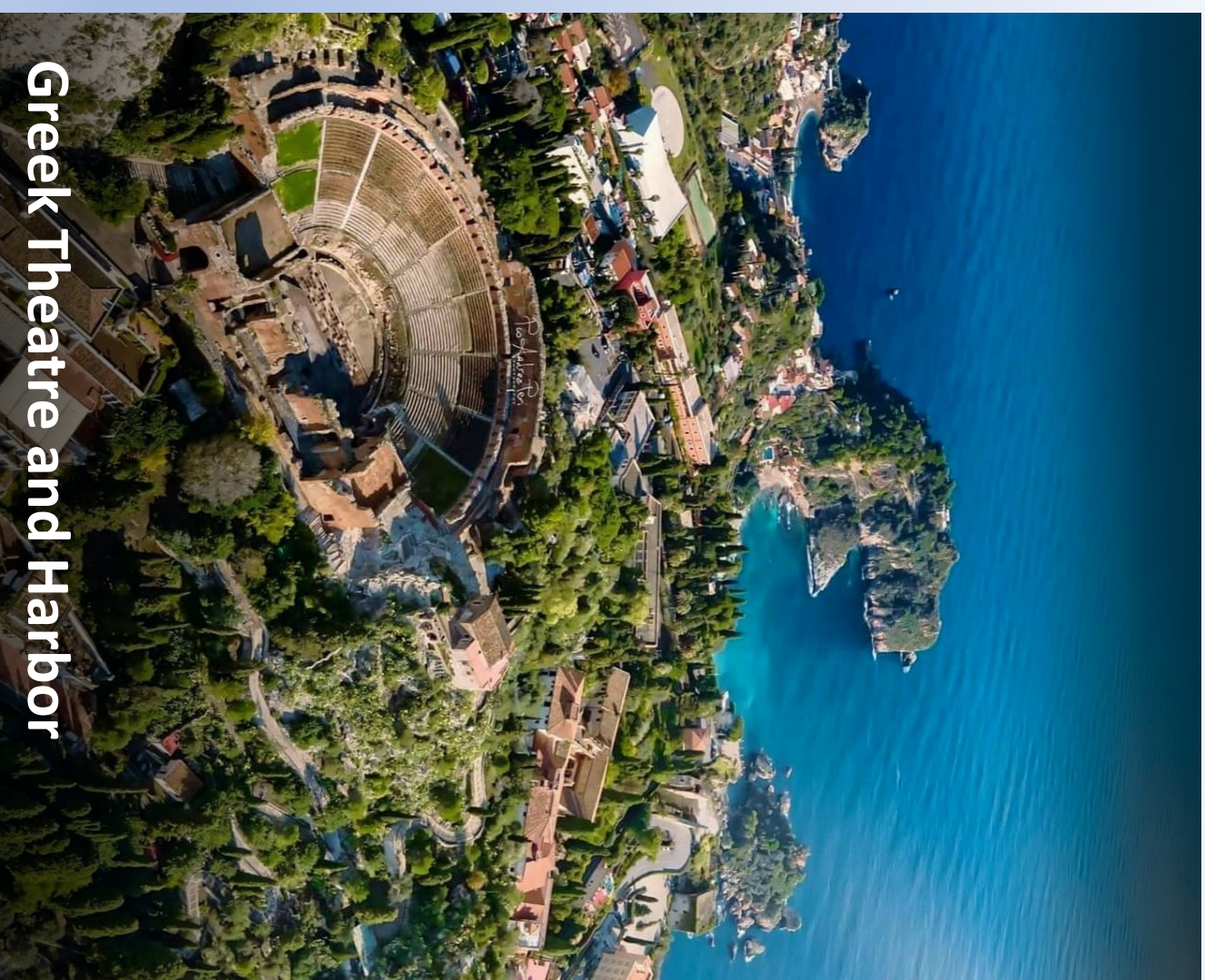
**Greek Theatre Still in Use**



# Taormina

## Tuesday, 13 July

- The next morning, we lift anchor early to sail to Taormina, another town with Greek roots
- The trip is 64 miles. We arrive at about 2pm
- Colonialists from Naxos settled here in 734 BC. It is one of the oldest Greek towns here
- The colonists from Naxos loved the hilly beauty & strategic location which allowed easy control of the Straits of Messina
- The Romans liked Taormina for its strength as a fortress. Augustus built a colony here. During Roman time Taormina was known for its excellent wines and marbles
- With the fall of Rome, Byzantium stepped in and governed the town until 932 AD when it was lost to the invading Fatimids. It was the last Byzantine town in Sicily
- Over time, Taormina's harbor lost its importance - it was too small for larger ships
- Taormina is today on of the top tourist destinations in Sicily

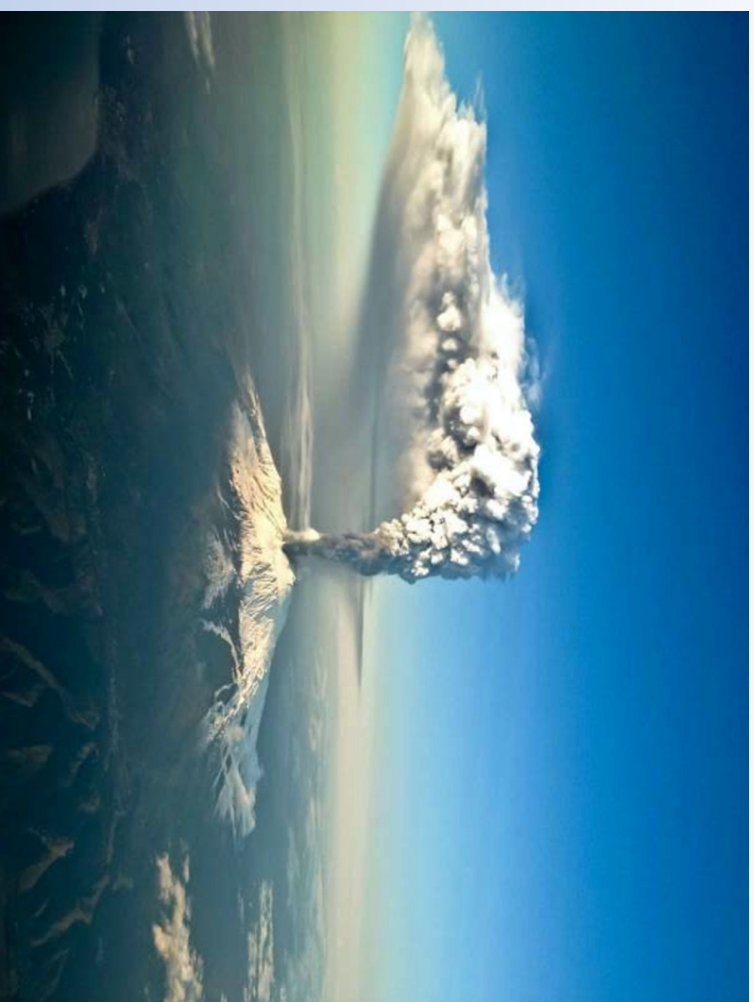




# Taormina – Aeolian Isla

## Wednesday, 14 July

- Wednesday will be a long sailing day. We will follow Sicily's East Coast to get to the Aeolian Islands just north of Sicily
- In the morning, we will see the Etna to our west – if we are lucky, there will be a smoke plume
- Mount Etna is 3'350 m high. His white snow cap is permanent and visible from very far
- There have been continued eruptions over the last twenty years and at night the glowing lava is often visible on the volcano's flank.
- The trip to the Aeolian Islands is 65 miles and will take us a good 7 hours. We will probably face head winds most of the time and have to motor up north
- It is not yet clear where we are going to spend the night – preferably in a bay of the Vulcano Island. But maybe we have to move to Lipari, the next island to the north
- In any case, after a long day on deck we will finish the day with water activities





# Aeolian Islands

## Thursday, 15 July

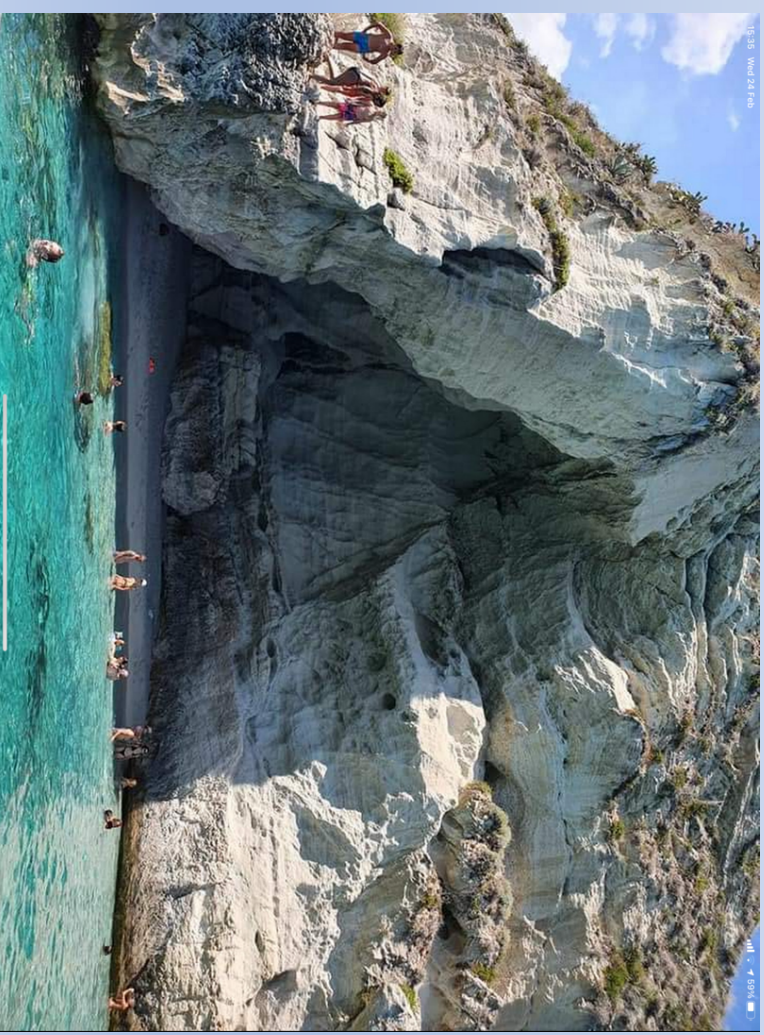
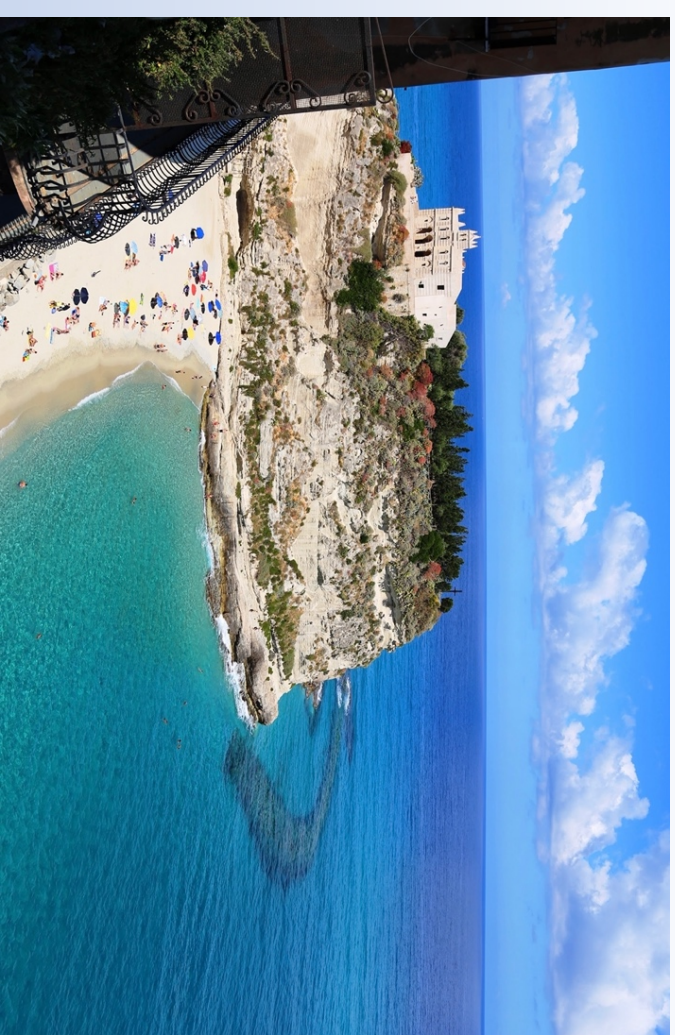
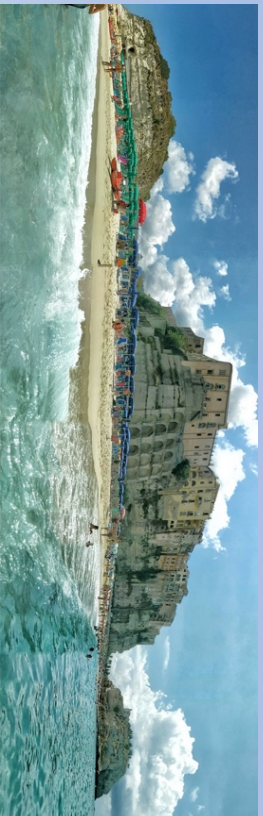
- It is Volcano Day today. We are going to climb Monte Vulcano after whom all volcanos in this world are named
- The ascent will take about 90 minutes – Monte Vulcano is 500 meters above sea level
- Since the last eruption, more than 130 years have passed. The gases of the volcano are permanently monitored to detect any signs of eruptions early.
- On top, there is a large caldera which still emits Sulphur fumes
- The view from the top will be magnificent. There are excellent photos on Google Map from where the two photos on the right were taken
- To the north of Vulcano, the other Aeolian Islands are visible. Lipari, the capital island, is the closest.
- After a day of climbing, we may go to Lipari for the evening or spend the rest of the day in the water. We will see





# Turning West to Tropea Friday, 16 July

- Last sailing day for this week. We move east to Calabria. Our destination is Tropea – yes, the town where the red onions got their name
- Today, Tropea is a typical Italian tourist seaside resort mainly visited by Italians
- Its roots go way back to Greek time but not much is left from that period. The Romans settled a bit further south and built a harbor in Formicoli
- What remains today is the old Norman village but the castle on the rock was demolished in the late 19<sup>th</sup> century to make place for more touristy buildings
- Given its good port facilities, we change crews here

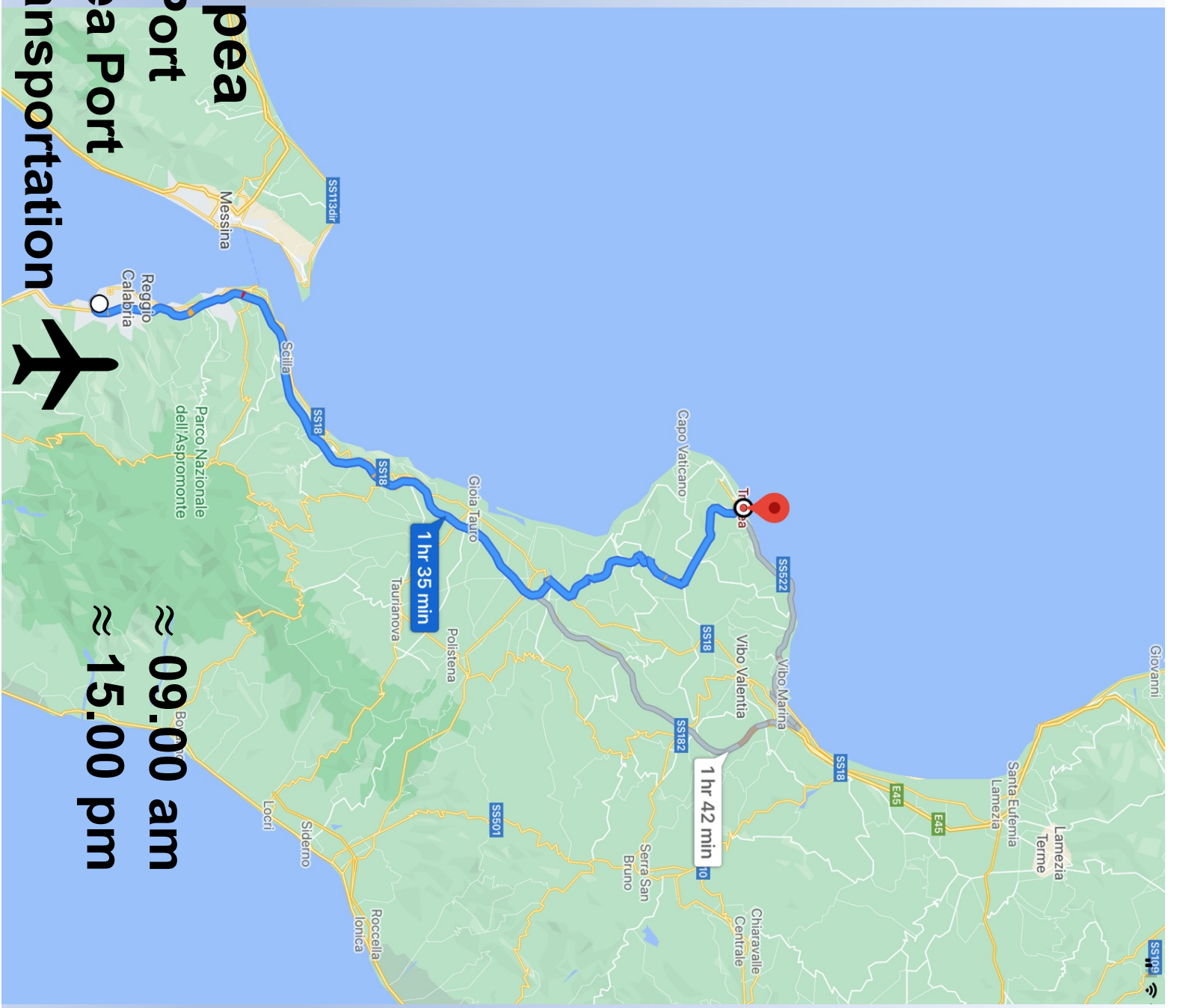




# Saturday, 17 July 2021

## Change of Crew in Tropea

- Crew 1 leaves Tropea Port
- Crew 2 arrives at Tropea Port
- CS Events arranges transportation



≈ 09.00 am  
≈ 15.00 pm







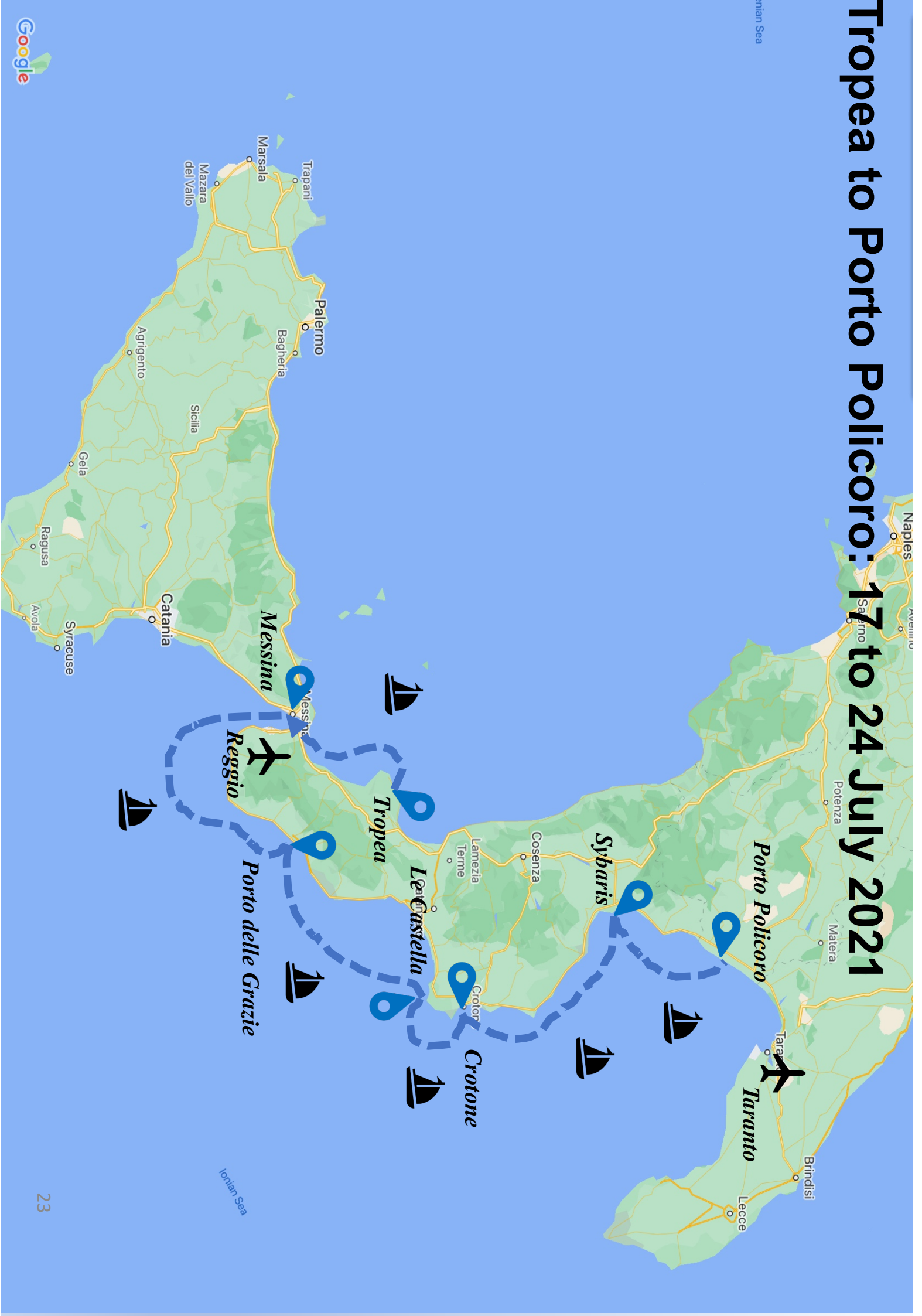
# Tropea to Porto Policoro Colors & Smells of Calabria 17 to 24 July 2021

- Meeting time: 17 July, 15.00 pm
- Meeting point: Tropea Yacht Harbor
- Flight arrangements to Reggio Calabria Airport: by people individually
- Travel to Tropea Yacht Harbor: arranged by CS Events
- Arrival in Porto Policoro: Friday, 23 July in the evening
- Travel to Taranto airport on 24 July : transport arranged by CS Event
- Travel arrangements back home from Taranto Airport: by participants individually
- Dress code: casual, swim wear, hiking shoes
- Please remind us of dietary restrictions





# Tropea to Porto Policoro: 17 to 24 July 2021





Ascent will take 90 min

# Scilla

## Saturday, 17 July

- After restocking the boat, we leave Tropea in the afternoon and make our way to the Straits of Messina.
- Before getting into the Straits, we shall stop at the town of Scilla for the night – sunset is at 20.15 h
- Scilla was founded during the Greek colonization around 500 BC either by pirates or settlers. We do not know. A lot of Greek pottery was found nearby.
- The rock of Scilla makes a good pirates' nest though! On top is Ruffo Castle of Norman origin. Due to its strategic location, it was rebuilt by the Spanish Empire
- Scilla is better known for its part in the odyssey of Odysseus, the king of Ithaca. Scylla, the six headed monster attacked passing ships and devoured their crews. She was said to live on the rock of Scilla
- Charybdis was the monster on the other side of the Straits who drowned ships with her whirlpool
- The saying “between Scylla and Charybdis” means facing 2 dangerous situations simultaneously
- Homer’s tale reflects the dangerous nature of the Straits with strong currents and winds in the winter





# Messina Straits

## Sunday, 18 July

Ascent will take 90 min

- Day Two of our trip finally takes us through the Straits of Messina
- On a summer day the passage is benign – the wind is light & currents are weak - winter is a different story
- We head straight for Messina, the old Greek colony – the perfect place to control and cross the straits
- Its importance induced Rome to the first campaign outside the Italian peninsula & lead to the Punic Wars
- Messina became Roman in 264 BC. Byzantium lost in 842 to the Arabs before the Norman Knights took it back in 1061. Through succession it became Spanish
- It was the port from where the Christian Fleet left to defeat the Ottomans in Lepanto in 1571
- Messina was one of the 10 most important towns in the Spanish Empire thanks to its harbor and trade
- A revolt against the Spanish Lords in 1674 marked the beginning of its decline. Trade had moved to the Atlantic - Turkey had stopped its expansionist policy in the Mediterranean. Messina was not needed anymore



Messina today



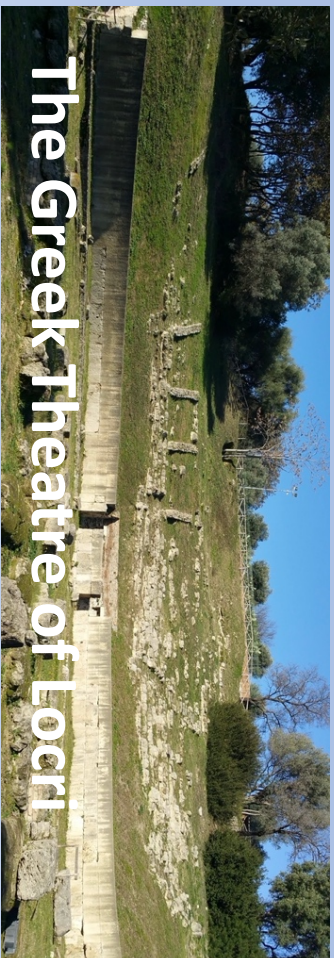
Messina Harbor full of  
Genovese & Spanish Galleys



# Norman Villages

## Monday, 19 July

- Today, we return to Calabria to visit Norman Castles and villages high up in the mountains
- We leave early – a van takes us to Amandolea, a deserted village of Byzantine or Norman origin
- Its castle was built by the Norman rulers in the 11<sup>th</sup> century when they took over Calabria
- We then continue to Castello Normanno di Bova and Castello di Palizzi Superiore.
- If there is time we also visit Locri, one of the most powerful city states of Magna Graecia. Sadly, very little remains.
- We meet the AFAET again in Castello Carafa di Roccella, another Norman castle. Dragut, the Ottoman Corsair, tried to take it in 1553 but failed. We stay the night in Porto delle Grazie



The Greek Theatre of Locri



Amandolea with Ionian Sea



Amandolea River



# Aragonese Castle

## Tuesday, 20 July

- To get to our next stop, we have to sail a few hours. Le Castella, a scenic fortress, dates back at least 2'400 years
- We shall arrive there before lunch time
- The origin of the castle is lost in myth. Was the son of Deadalus the founder, the guy who got too close to the sun with his wax wings? Or the Phoenicians? Or the Illyrians?
- The Fortress is mentioned in a treaty between Rome and Taranto in 304 BC and was used by Hannibal in 208-202 BC.
- During its Roman time, it was a fleet harbor and kept that function until conquered by Arabs who run it from the 9<sup>th</sup> - 11<sup>th</sup> century
- The Normans did not have much use for it but when it came to Aragon it was rebuilt.
- In 1536 an Ottoman Fleet sacked the town and enslaved its people but could not find out whether the castle was taken as well
- It all looks benign and peaceful today



Aragonese Castle of Le Castella



The endless beach N of Le Castella



# Charles V.'s Town: Crotone

## Wednesday, 21 July

- We continue our journey by rounding Cape Colonna today, the site of Hera's big temple
- The temple dedicated to her survived until the 16<sup>th</sup> century but was dismantled to supply stones for the episcopal palace in Crotone
- We may stop to visit the impressive museum
- Kroton, founded in 708 BC, became one of the very powerful towns in Magna Graecia with 80'000 inhabitants in 500 BC. It had walls 19 km long. The mathematician Pythagoras built his school here in 530 BC
- Kroton lost to Syracuse in 379 BC. In 277 BC it allied with Rome. It prospered, became a colony. For the next 800 years, we know little.
- It became part of the Byzantium Empire, was raided by the Arabs in 870 AD, conquered by Normans and passed over to Aragon in 1284.
- For Charles V., Crotone was of high strategic value. He fortified it heavily using the lessons learnt from the siege of Rhodes in 1522
- His castle dominates the city today



Crotone Medieval Town



Hera's last column



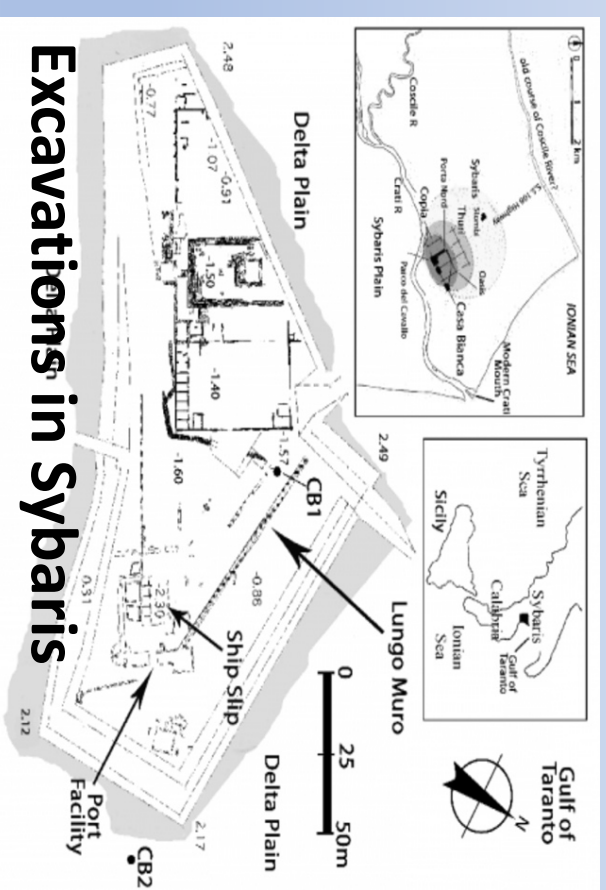
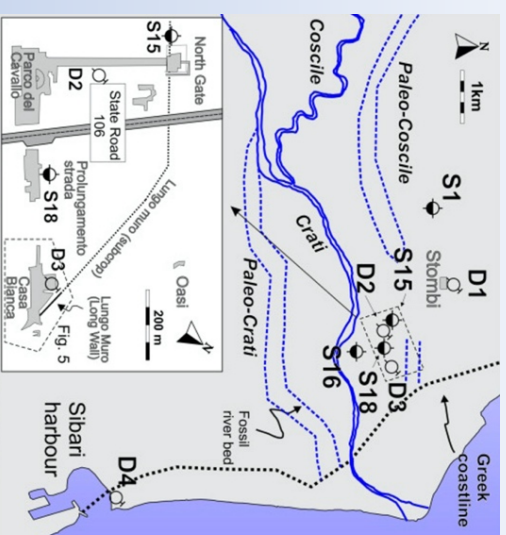
Kroton in 306 BC – all recycled!



# Sybaris & Thurii

## Thursday, 22 July

- In Crotona, we not seen much of Magna Graecia. Every single stone seems to have been recycled. Today' visit of Sybaris and Thurii will be different.
- Sybaris was found in 720 BC. The fertile land and its harbor made it very wealthy. The rich town had a reputation for a hedonist lifestyle
- But several unsuccessful wars with Kroton (510 – 445 BC) sealed its fate and it was destroyed
- In 443 BC the town was rebuilt as Thurii by settlers from Athens. It became Roman in 282 BC, was a favorite of Augustus and prospered for centuries
- The towns were originally located between the two rivers Coscile and Crati which merged about a thousand years ago as the alluvial plain expanded
- The continued silting of the harbor & the collapse of the Roman Empire in 473 AD ruined the town's business. The remaining inhabitants moved in the Middle Ages to Terranuova, 15 km away, deep in the Calabrian Mountains
- Sybaris was only rediscovered in the 1960s, buried under 4 m of alluvial sediments



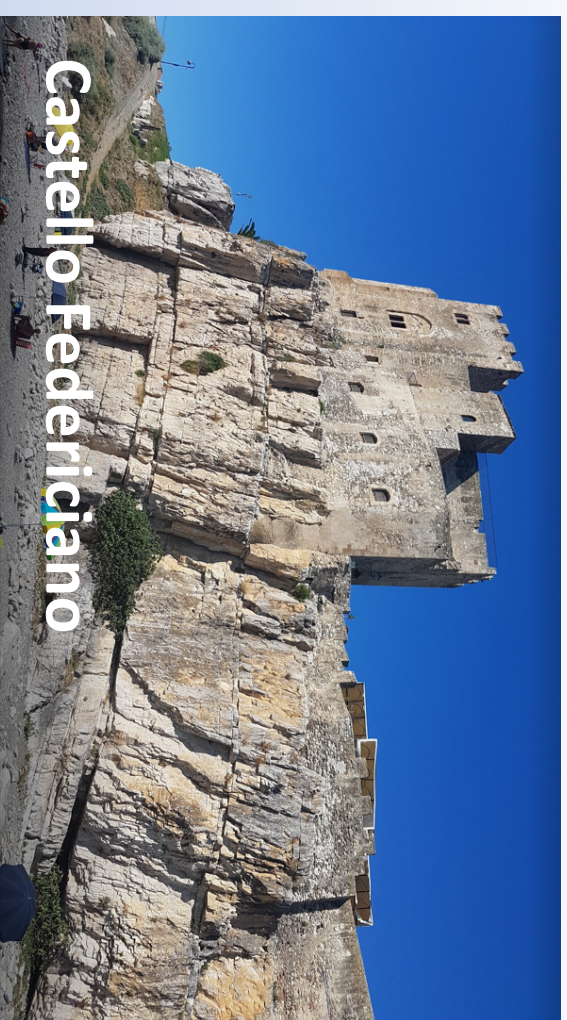
## Excavations in Sybaris



# Sybaris - Heraclea

## Friday, 23 July

- Our last day takes us into the bay of Taranto
- For most of the day, we will see endless sand beaches, decorated with neatly arranged, colorful deck chairs – Italian beach paradise
- Half way to Heraclea we stop at Castello Federiciano
- Monument of Norman mercenaries, the tower was taken over by the German Emperor who ruled southern Italy and thus got its name
- Towards the evening we arrive in Heraclea, a Greek colony founded by Taranto in 433 BC
- The Greek King Pyrrhus defeated the Romans here in 280 BC at the start of the Pyrrhic war
- But as Taranto, Heraclea became a Roman colony by 272 BC and was garrisoned
- We stay tonight in one of the ports built with EU money – empty as most of them
- Rates are so expensive that nobody uses them. They are full of rusty, old boats. So much about developing tourism with our money ...!



Castello Federiciano



The empty port



Heraclea – not much left



# Handover & Matera visit

## Saturday, 24 July

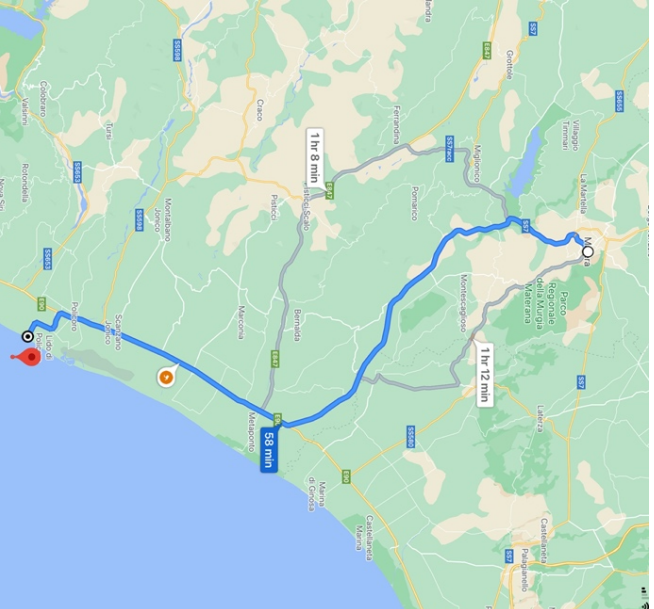
- Sadly, Saturday has arrived and we will have to change the guest crew
- But we are going to use the day Captain Nikos and his team need to restock and clean the boat for a trip to Matera, the cave town
- The village of Matera is very popular today and visited by many tourists
- It was not always like this. Until 1950 people were so poor they lived with their animals in caves which were carved hundred of years ago
- Most people just owned one single dress and lived in dismal poverty
- In the 1950s, the Italian government intervened and built modern houses which allowed all of Matera's inhabitants to resettle
- Today, we find chic boutique hotels & museums in the caves
- From Matera, the van will take you directly to Taranto Airport



Costello's Fortification



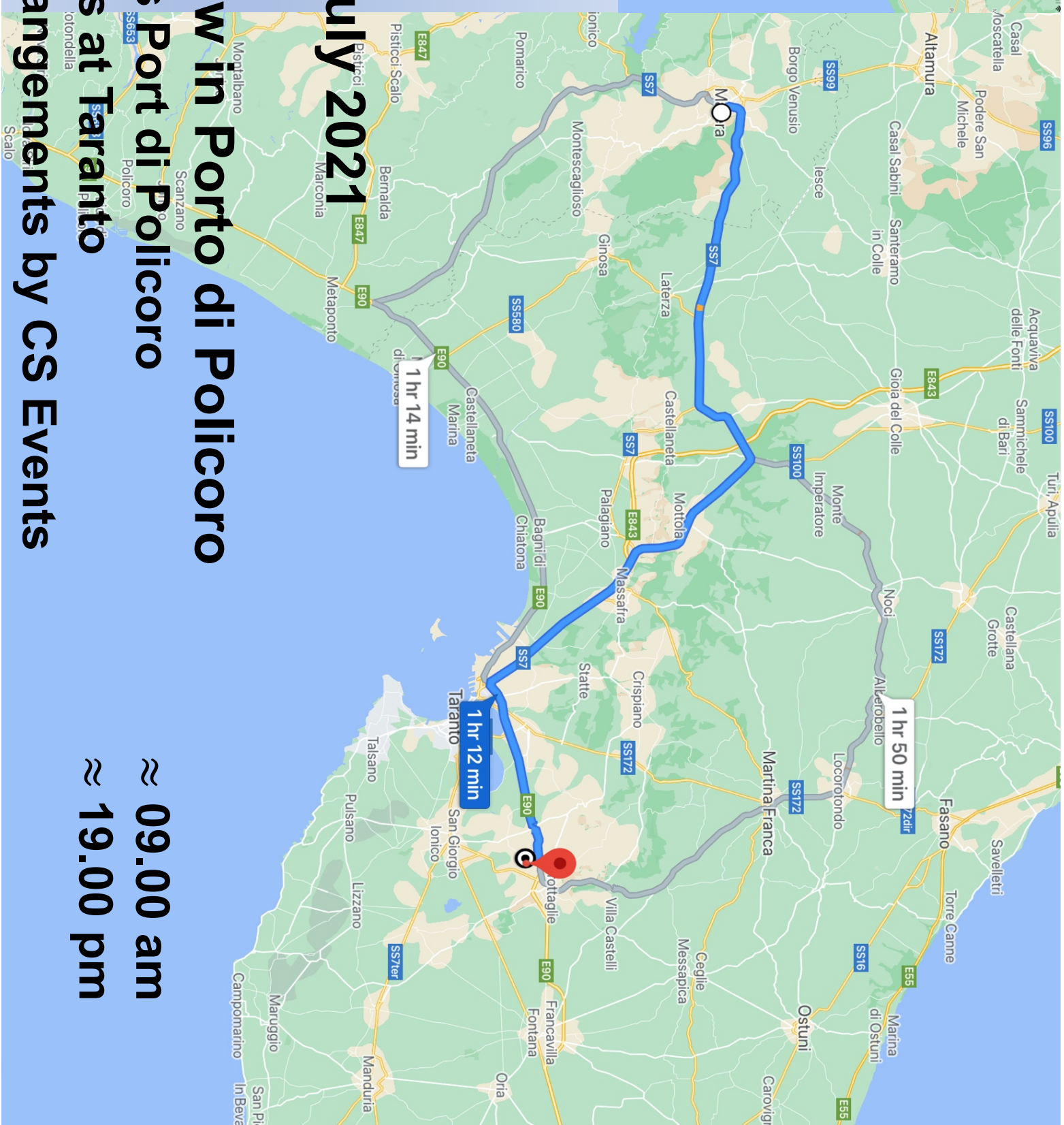




# Saturday, 24 July 2021

## Change of Crew in Porto di Policoro

- Crew 1 leaves Port di Policoro
  - Crew 2 arrives at Taranto
  - Transport arrangements by CS Events
- ≈ 09.00 am
- ≈ 19.00 pm





Map of Taranto by  
Piri Reis, Ottoman Admiral



Week Three

Porto Policoro to Corfu

24 = 31 July 2021



# Porto Policoro to Corfu

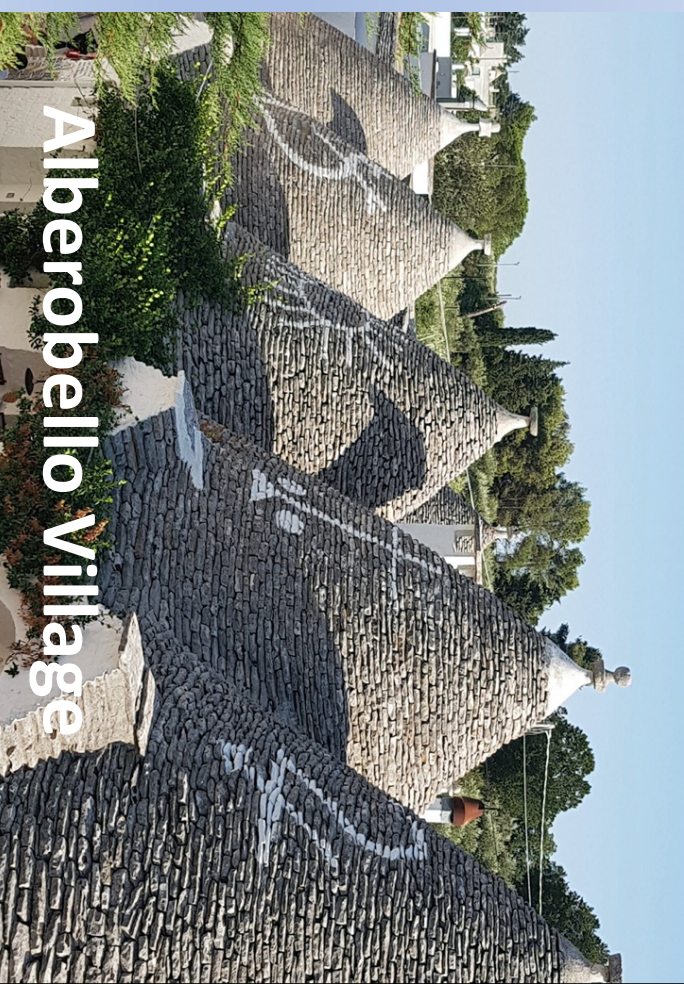
## The Beauty of Puglia

### 24 – 31 July 2021

- Meeting time: 24 July, 12.00 pm
- Meeting point: Taranto Grottaglie Airport
- Travel arrangements to Taranto Airport: by participants individually
- Travel to Matera and back to Taranto: arranged by CS Events
- Arrival in Corfu: Friday, 31 July 2021
- Travel to Corfu airport on 31 July : by taxi – there are plenty
- Travel arrangements back home from Corfu Airport: by participants individually
- Dress code: casual, swim wear, hiking shoes
- Please remind us of dietary restrictions



**AFAET in Port early morning**



**Alberobello Village**



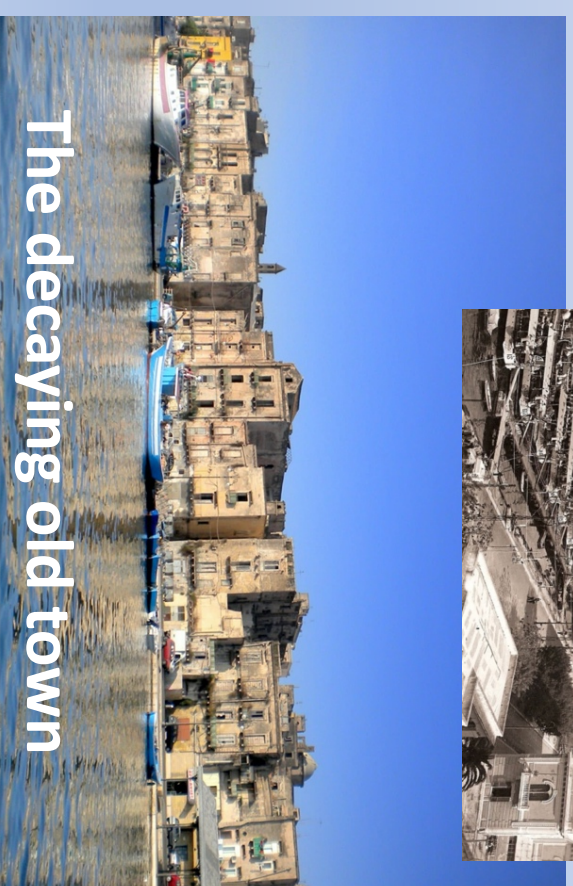




# Taranto

## Saturday, 24 July

- After our return from Matera we explore old Taranto
- Taranto was founded in 706 BC & Magna Graecia's biggest town. At one point, 300'000 people lived here. It was one of the most influential towns in antiquity
- Taranto was so powerful it could resist Rome's push into Southern Italy for centuries, was allied with King Pyrrhus and sided with Hannibal in the 2<sup>nd</sup> Punic War.
- Of course, this did not make it popular with Rome who established their commercial center in Brindisium
- After the fall of Rome, Taranto, as all other towns in Southern Italy, withered away. It became important again only with the Ottoman threat.
- In the 19<sup>th</sup> century, Taranto became the key harbor of the Regis Marina, the Royal Italian Navy
- In 1940 the Royal Navy launched the first airstrike from the HMS Illustrious and sank three capital ships
- Taranto was an important port for NATO during the cold war but as military budgets got cut, Taranto suffered. In 2005 it went bankrupt.

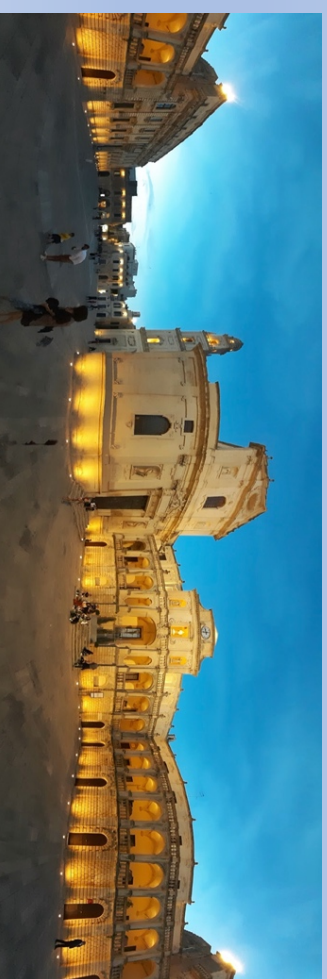
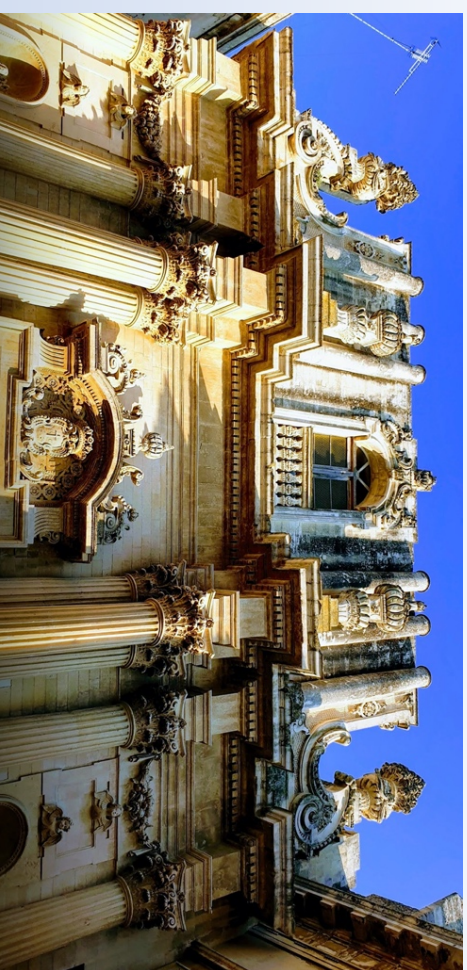




# Lecce – Baroque Splendor

## Sunday, 25 July

- After our first night on the AFAET, we are heading for Porto Cesare today
- It is a nice beach resort with not much historical background. We will leave the AFAET and go inland for an excursion to Lecce
- Lecce does not have the noble history of Taranto. It was conquered by Rome in the third century BC and has an undistinguished record
- It became important though at the time of the Kingdom of Sicily (1053 – 1459), when it was one of the Kings most important counties
- Charles V. fortified it heavily as a bastion against any potential Ottoman invasion of Puglia
- As a consequence it received a number of Baroque monuments which give it a homogenous Baroque look which is seldom found elsewhere
- During WW2, the 15th US Army Air Force was based here and bombed the oil fields in Romania, Hitler's main supply of oil.

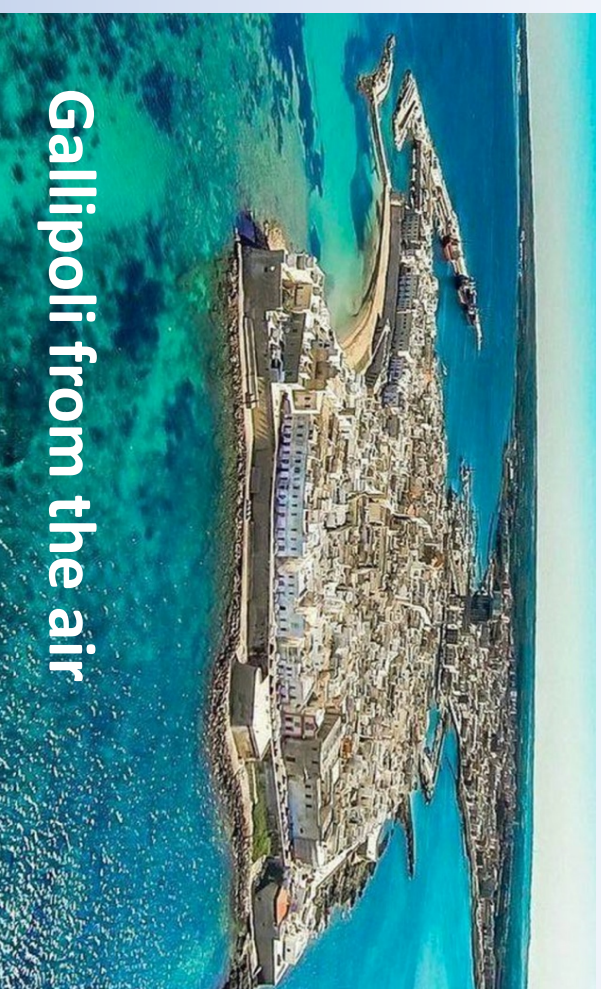




# Porto Cesareo to Gallipoli

## Monday, 26 July

- Today, we stay on the sea or close to the shore to balance a day of summer heat in Puglia with more moderate temperatures on the water
- From Porto Cesareo it is only a small hop to Gallipoli, the next stop on our trip
- It is unclear as to whether the town was founded by Natives or Greek colonists from Crete. In any case it was a prominent town in Magna Graecia
- Because it sided with Taranto in the Pyrrhic Wars against Rome, it became a colony in 265 BC, meaning it got garrisoned by former Legionnaires.
- Having been Roman since then, it was taken by Normans in the 11<sup>th</sup> century AD and from then on shared the fate of the Kingdom of Sicily.
- In 1484 Venice unsuccessfully tried to grab it.
- Gallipoli had strategic value for the Spanish, but was also an important trading center for Puglia's wine and olive oil
- Today, it is primarily a holiday place



Gallipoli from the air



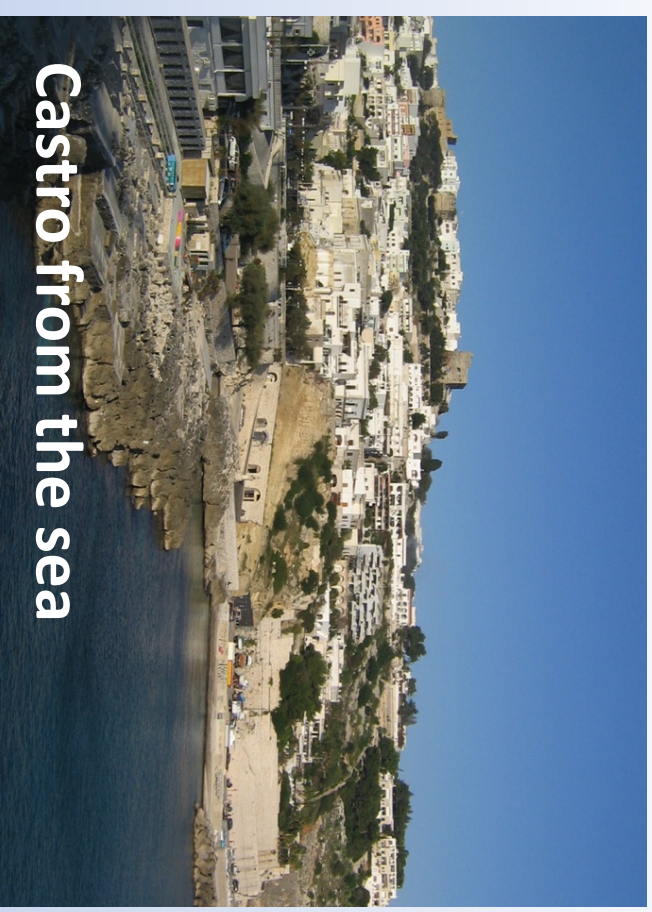
Gallipoli's old port



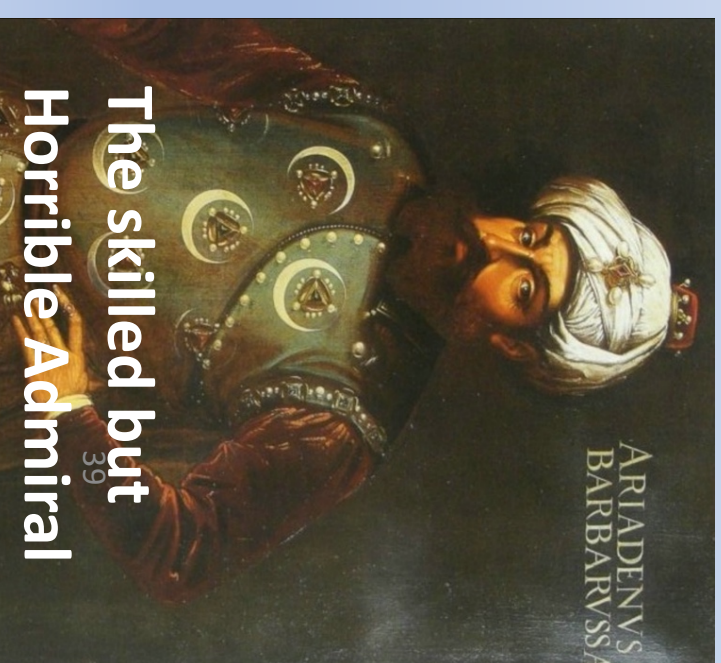
# Gallipoli to Castro

## Tuesday, 27 July

- This morning we are embarking on the second longest journey of week three: we are going to round the heel of Italy
- The journey will take a good four hours of cruising
- Contrary to the other towns we visit, Castro is not a Greek settlement. It was founded in the 17th century BC by Illyrians, the people living on the other side of the Adria and who's only surviving branch may be the Albanians
- By 123 BC it was a Roman colony – meaning the Romans did no trust its citizens and settled army veterans there
- Then it shared the fate as all other towns in Puglia
- With one disastrous exception though. In 1537, when the French King Louis V and Suleiman the Magnificent agreed to simultaneously invade Italy, the Turkish Admiral Barbarossa landed here to create a bridgehead.
- The invasion came to naught. The Turks withdrew but not before rounding up 10'000 people around Castro to sell them in the slave market of Tripoli.



Castro from the sea



The skilled but  
Horrible Admiral



# Castro to Otranto

## Wednesday, 28 July

- After Gallipoli, the last leg of our journey in Italian territorial waters leads to Otranto, Puglia's pearl
- Otranto's origins are similar to Castro's. Founded by Illyrians, it attracted Greek settlers by 700 BC which named it Hydrus or Hydronton.
- In the 2<sup>nd</sup> Punic War, Otranto was on Hannibal's side and relegated to Roman colony after his defeat
- But the Romans liked its strategic location which offered the shortest crossing of the Adria to Greece. Otranto became more important than Brindisium.
- After the collapse of the Roman Empire, Otranto withered away as all other towns in Puglia
- In 1480 however, the Ottoman Sultan Mehmed the Conqueror (the guy who captured Constantinople in 1453) invaded Italy to take Rome. His bridgehead was Otranto which fell within 2 weeks. 800 men who refused to convert to Islam were beheaded.
- After a good year, the Sultan was dead, his successor busy with problems in Romania and Albania (Skanderbeg) and the garrison left
- The sacking of Otranto is living memory though



Otranto aerial view



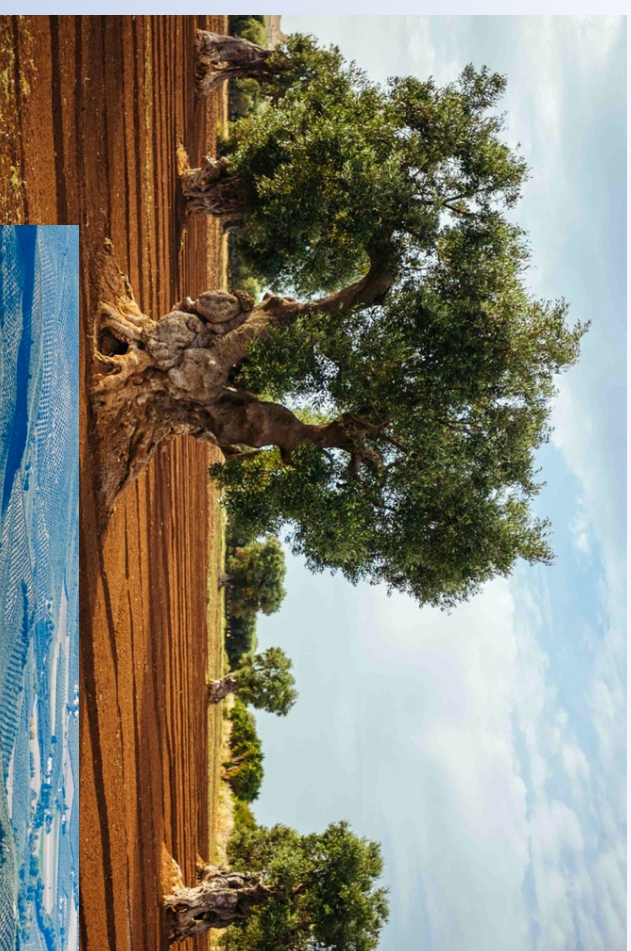
Baja dei Turchi



# The Pearl of Puglia

## Thursday, 29 July

- On our last day in Italy, we leave the AFAET in port and embark on another excursion inland
- Puglia has not only miles and miles of olive orchards, it also has some of the world's oldest olive trees. Some are more than 1'000 years old
- We are going to visit one of the beautiful olive farms and learn everything there is to learn about making olive oil.
- Of course I have a vested interest since I want to compare notes with what we do in Chantrou
- Sadly, there is now a new disease which kills olive trees by the scores – hope it did not progress too much
- On the way back we are going to visit a vinery to learn everything about Apulian wines
- Back in the harbor in Otranto, we prepare for the crossing of the Adria tomorrow and have a farewell dinner for the guests who are going to leave us here – not everybody wants to fly home from Corfu





# Otranto - Corfu

## Friday, 30 July

- We are sailing to Greece today!
- Having said good-bye to the few who want to leave us in Otranto, we lift anchor and head out into the open sea to cross the Adria
- The distance from Otranto to Corfu is 86 miles and we should be able to cover the distance in 9 – 10 hours
- Usually, during this time of the year, the wind blows from North to South. Thus we should find good sailing conditions and travel at 10 kt/h.
- We will arrive in Corfu at the end of the day. Clearing customs should not take long since we travel between two Schengen countries.
- Dinner will be in Corfu's old town where we are going to meet our guests for the last week which will take us deep into classic Greece.
- We won't follow routes the Genovese would have travelled since the Corinth Canal was only built in 1881. They had to travel around the Peloponnese as we did in 2017

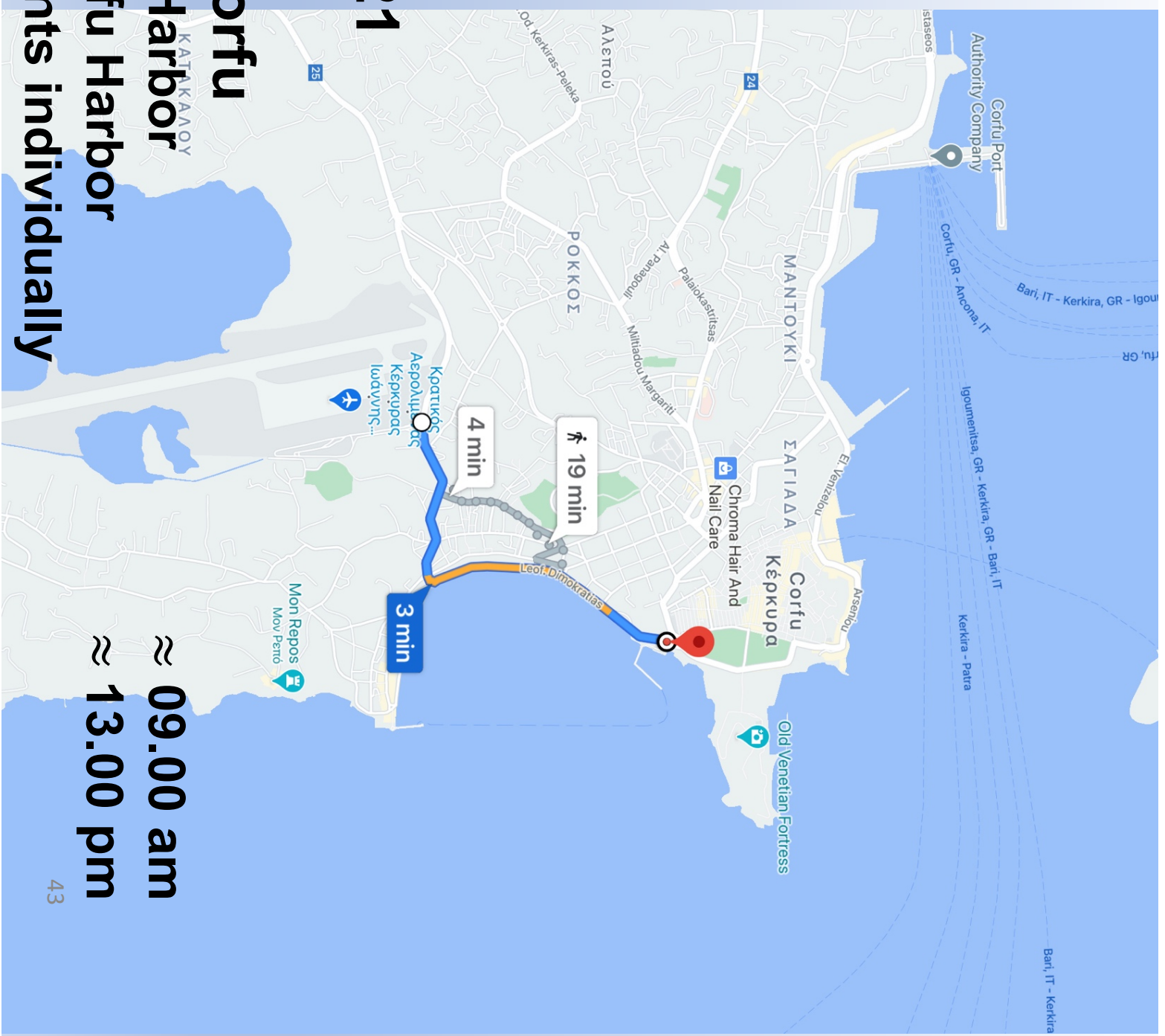


**AFAET on the open sea**



**Venetian Fort and Corfu Town**





# Saturday, 31 July 2021

## Change of Crew in Corfu

- Crew 1 leaves Corfu Harbor
  - Crew 2 arrives at Corfu Harbor
  - Transport arrangements individually
- ≈ 09.00 am
- ≈ 13.00 pm





**Delphi and its oracle**

**Week Four**

**Corfu to Athens**

**31 July – 7 August 2021**



# Corfu to Athens

## Greek colonists in reverse

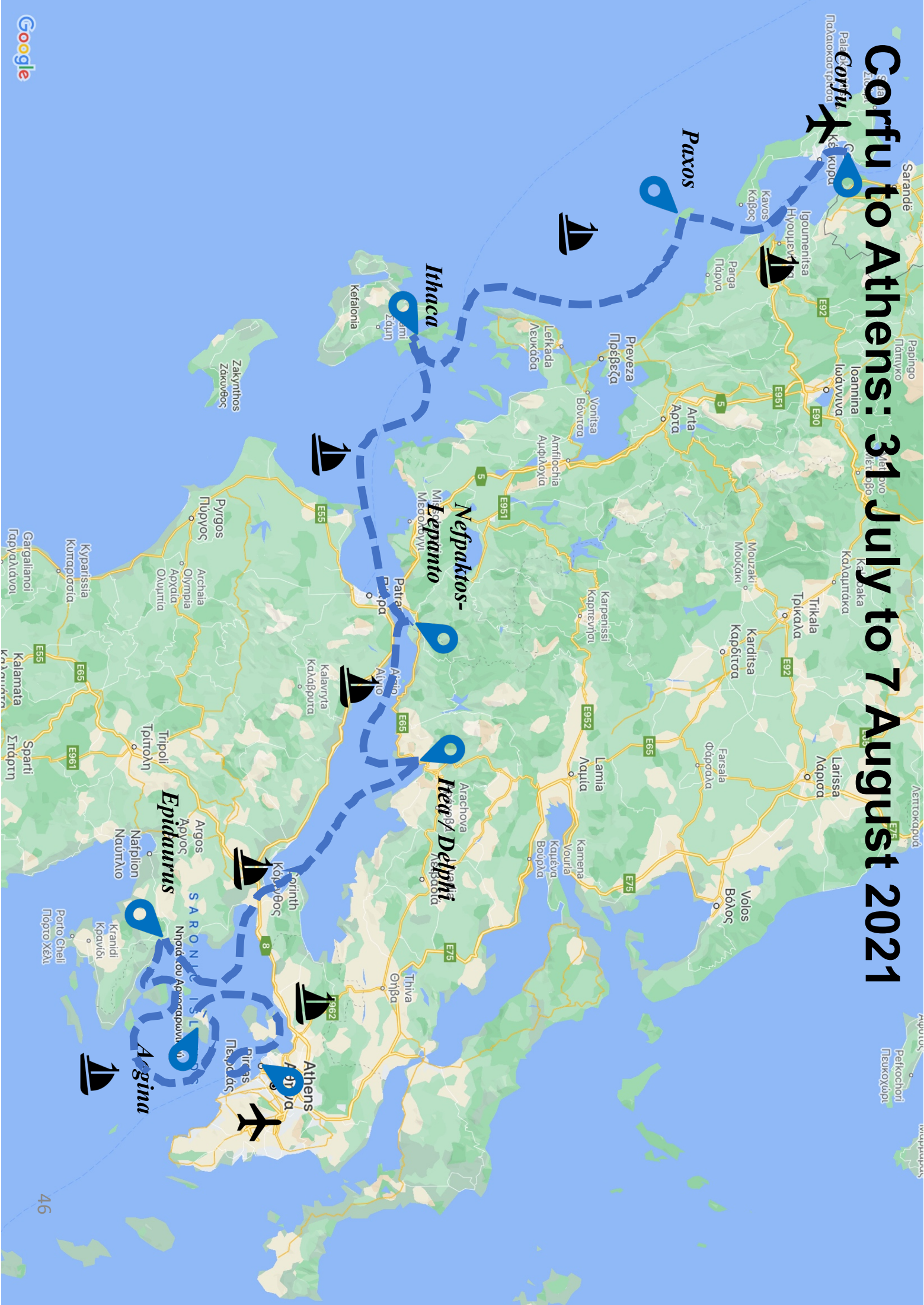
### 31 July – 7 August 2021

- Meeting time: 31 July, 13.00 pm
- Meeting point: Corfu Harbor
- Travel arrangements to Corfu Airport: by participants individually
- Travel to Corfu Harbor: individually by taxi or walking – it is so close
- Arrival in Athens: Friday evening, 6 Aug 2021
- Travel to Athens airport on 7 Aug : by taxi – there are plenty
- Travel arrangements back home from Athens Airport: by participants individually
- Dress code: casual, swim wear, hiking shoes
- Please remind us of dietary restrictions





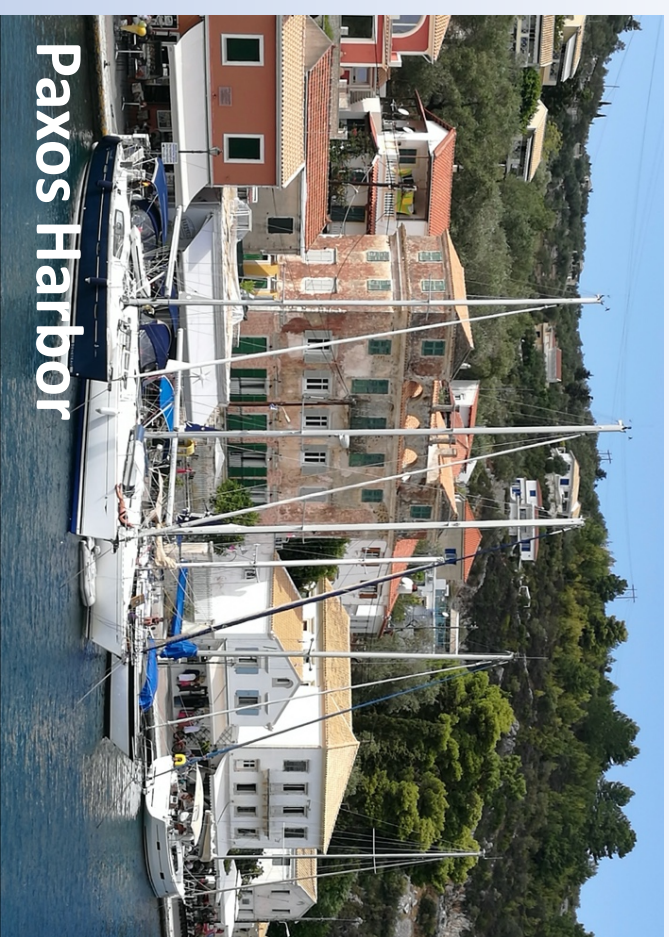
# Corfu to Athens: 31 July to 7 August 2021





# Corfu to Paxos Saturday, 31 July

- We are not going to stay long in Corfu since we have been here already in 2017
- Corfu does not have the same, long history as the towns of Magna Graecia we visited last week
- The main settlement in the region was the ancient town of Butrint on the mainland. It's harbor silted and by the 11<sup>th</sup> century, its people moved over to the safe island of Kythera where settlers from Greece lived since 700 BC
- In the 11<sup>th</sup> and 12<sup>th</sup> century the island was fought over by the Byzantine Empire and the Normans now firmly established in Sicily. They saw it as a stepping stone on their way to Constantinople
- From 1386 on, Kythera was controlled by Venice
- The Ottomans tried to capture Corfu three times: 1537, 1571 and 1716. But their siege failed every single time. The fortress was too strong.
- You only need to stand on top of it to see why.
- Paxos history is similar to Corfu's. Today, it is mainly a holiday destination with a beautiful harbor



Paxos Harbor



Raising the Flags<sup>47</sup>



# Paxos to Ithaca

## Sunday, 1 August

- It is Swiss National Holiday today! But we will sail nonetheless – there will be no bonfire on board but maybe we find some fireworks!
- It will be a long sailing day. The distance from Paxos to Ithaca is 80 nautical miles. With the North Wind we should arrive there late afternoon.
- Ithaca is the home of Odysseus who's delayed return from Troya is told in Homer's Odyssey.
- The island was already populated in the early bronze age, around 2'000 BC and an autonomous part of the Hellenistic World
- It became Roman with the rest of Greece in the 3<sup>rd</sup> century BC and stayed in Byzantine hands to the 12<sup>th</sup> century.
- Various Norman and Latin rulers followed but in 1484 the Ottomans conquered it before losing it to the Venetians in whose hands it remained until the French took over in 1797. The island was British from 1815 – 1864 before becoming Greece
- Ithaca lives from agriculture and fishing today and has only little tourism



Vathy on Ithaca



One of Ithaca's beautiful bays



# Ithaca to Nafpaktos

## Monday, 2 August

- Yesterday was Homer. His Odyssey played in the early iron age, the 9<sup>th</sup> or 8<sup>th</sup> century BC
- Today, we jump 2'500 years to the 16<sup>th</sup> century to the Battle of Lepanto, the clash of two global powers – Spain and Turkey – in 1571
- It followed the Turkish invasion of Cyprus. The siege of Famagusta took longer than planned & allowed the Holy League to assemble a relief fleet. Othello from Shakespeare is about the siege of Famagusta.
- Famagusta fell before the Christian fleet was ready. But it was not too late in the season to challenge the Ottoman Navy in the Gulf of Corinth
- Both sides had around 220 ships and 70'000 men
- More experienced commanders would probably have avoided an all or nothing frontal engagement but John of Austria and Ali Pasha wanted a fight.
- Loosing a fleet was costly. Building a galley cost around USD 100m in today's money, replacing seasoned sailors was almost impossible
- It was the end of the Ottoman's west expansion.



**Lepanto where Turkey lost  
30'00 men & 117 Gallies**



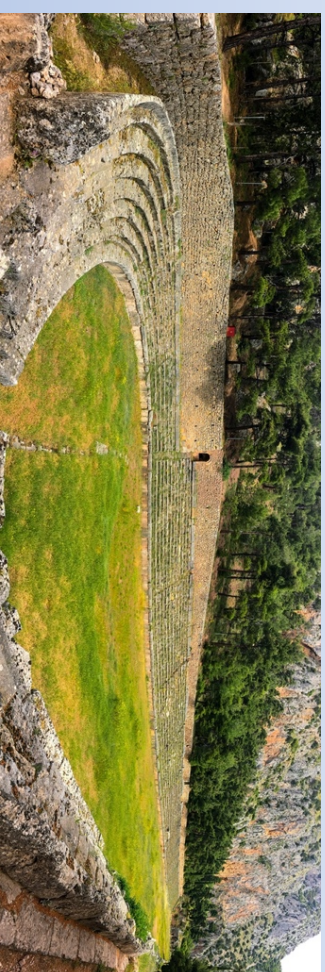
**The now peaceful battle space**



# Nafpaktos to Delphi

## Tuesday, 3 August

- Mars was at the center of yesterday. Today it is Apollo – Delphi was dedicated to him, the God of archery, music, healing & prophecy
- The first temples of Delphi were built around the 8<sup>th</sup> century BC and run by Pythia, the High Priestess
- But what we visit today was built around 400 BC
- We all know about the Oracle of Delphi, the way the Greeks tried to predict the future
- Apollo spoke through Pythia who had to be an older woman of blameless life. She would inhale his fumes (volcanic gases), fall in trance and utter her prophecy.
- When the Lydian King Croesus (we sailed along his kingdom in 2018) consulted the oracle on his plans to attack the Persian Empire in 560 BC, the oracle stated “you will destroy a great kingdom”. It turned out that he destroyed his own. But the oracle was correct
- During Roman time, Delphi lost in significance. When Christianity arrived in the 4<sup>th</sup> century, the site was completely abandoned.





# Delphi to Epidaurus Wednesday, 4 August

- Back to the modern world for most of the day
- We will sail east to Corinth and then travel with the AFAET through the spectacular Canal of Corinth, carved into the limestone rock in 1881
- We probably won't have the time to stop in Corinth, the parent town of so many colonies in Magna Graecia. But if we have, we will for a short visit
- At the end of the Canal, we enter the Saronic Gulf, the final body of water we cross this year
- We aim to reach Novi Epidaurus, a non-descript small harbor by the end of the day.
- Given that the trip is 70 nautical miles and we benefit from the prevailing north wind, I guess we should arrive by 6 pm
- The western coast of the Saronic Gulf has many small spectacular bays which invite for staying and swimming – am sure we will not be the only boat
- The following day we go to the Sanctuary of Asclepius, the Greek God of Healing



Corinth Canal



A bay on the west coast



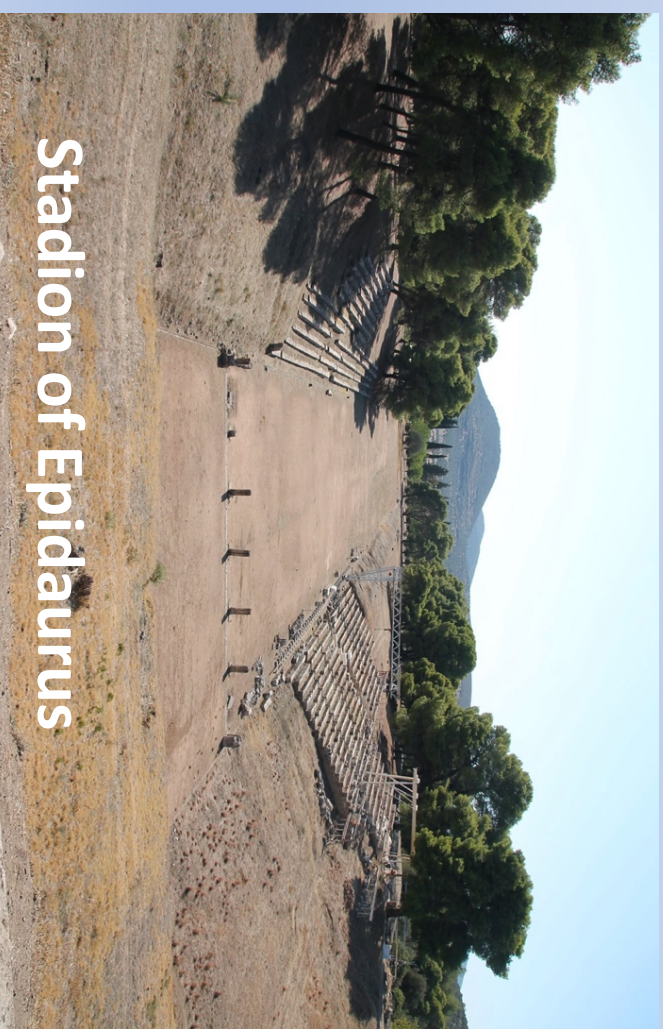
# Epidaurus

## Thursday, 5 August

- After a full day of sailing, we are going to take it easy today
- Epidaurus is about 14 km inland from our harbor
- Epidaurus is not a town but a sanctuary for healing and was used from the 6<sup>th</sup> century BC to the 5<sup>th</sup> century AD.
- The sanctuary had many hostels, guest facilities and entertainment places
- One of them is the Greek theater which is with 14'000 seats only a tiny bit smaller than the theater of Syracuse which we have seen at the beginning of the journey
- The Theatre of Epidaurus is well known for its acoustics, something I can personally vouch for. In 2006, I heard a group of Greek actors performing one act of the Antigone drama. We could hear every word at the top of the theatre
- There are other remnants such as the Odeon, the Gymnasium or the Stadion but none is as impressive as the theatre



Theatre of Epidaurus



Stadion of Epidaurus



# Saronic Gulf Friday, 6 August



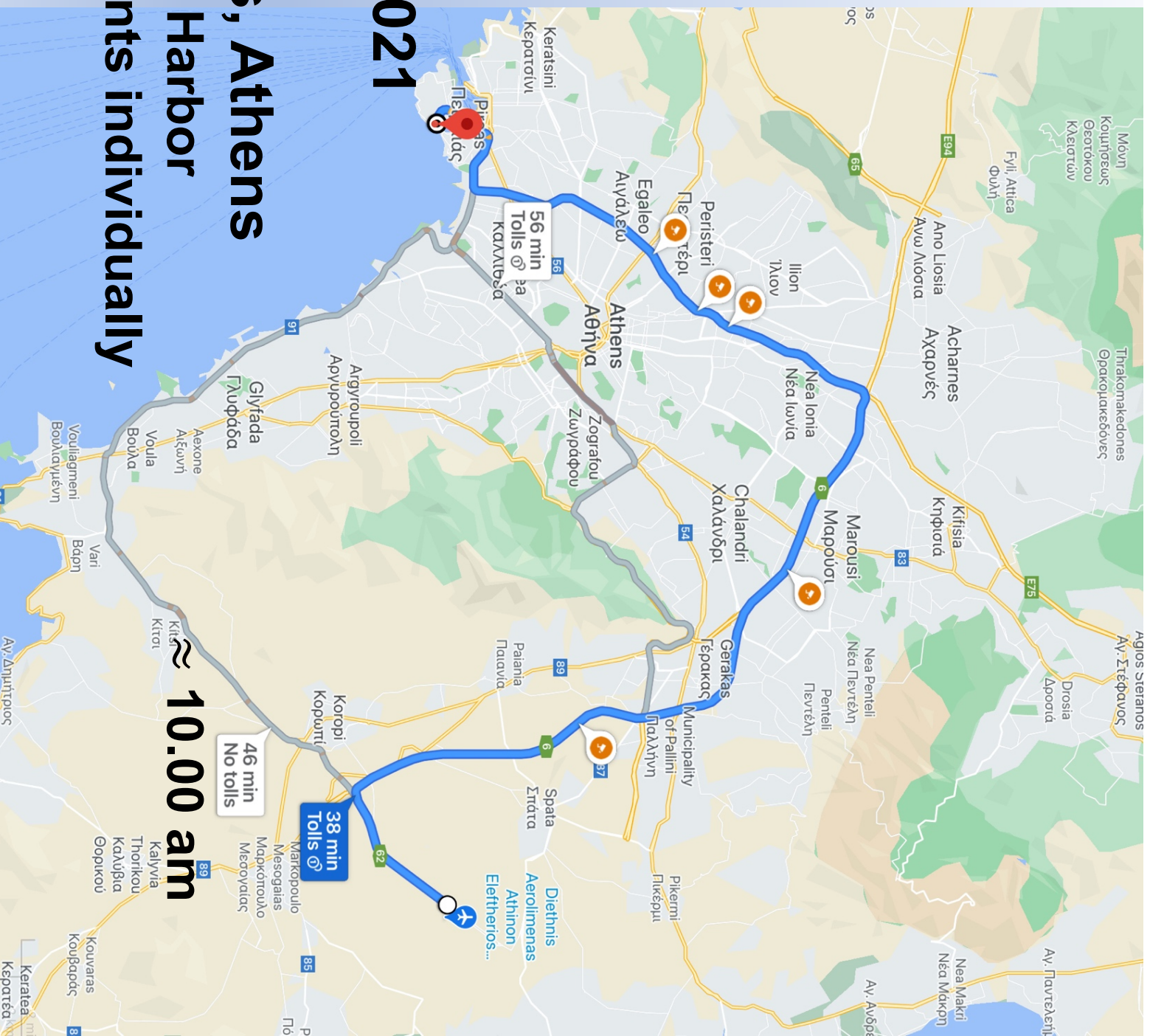
- No big plans for our last day
- We need to arrive in Piraeus tonight to return the boat tomorrow
- Next year our journey continues from Athens via the Aegean Sea (9 July – 6 Aug 2022). We will visit many Genoese colonies on the way
- Upon arrival in Istanbul, we celebrate Hugo's birthday with a big party (6-8 Aug 2022)



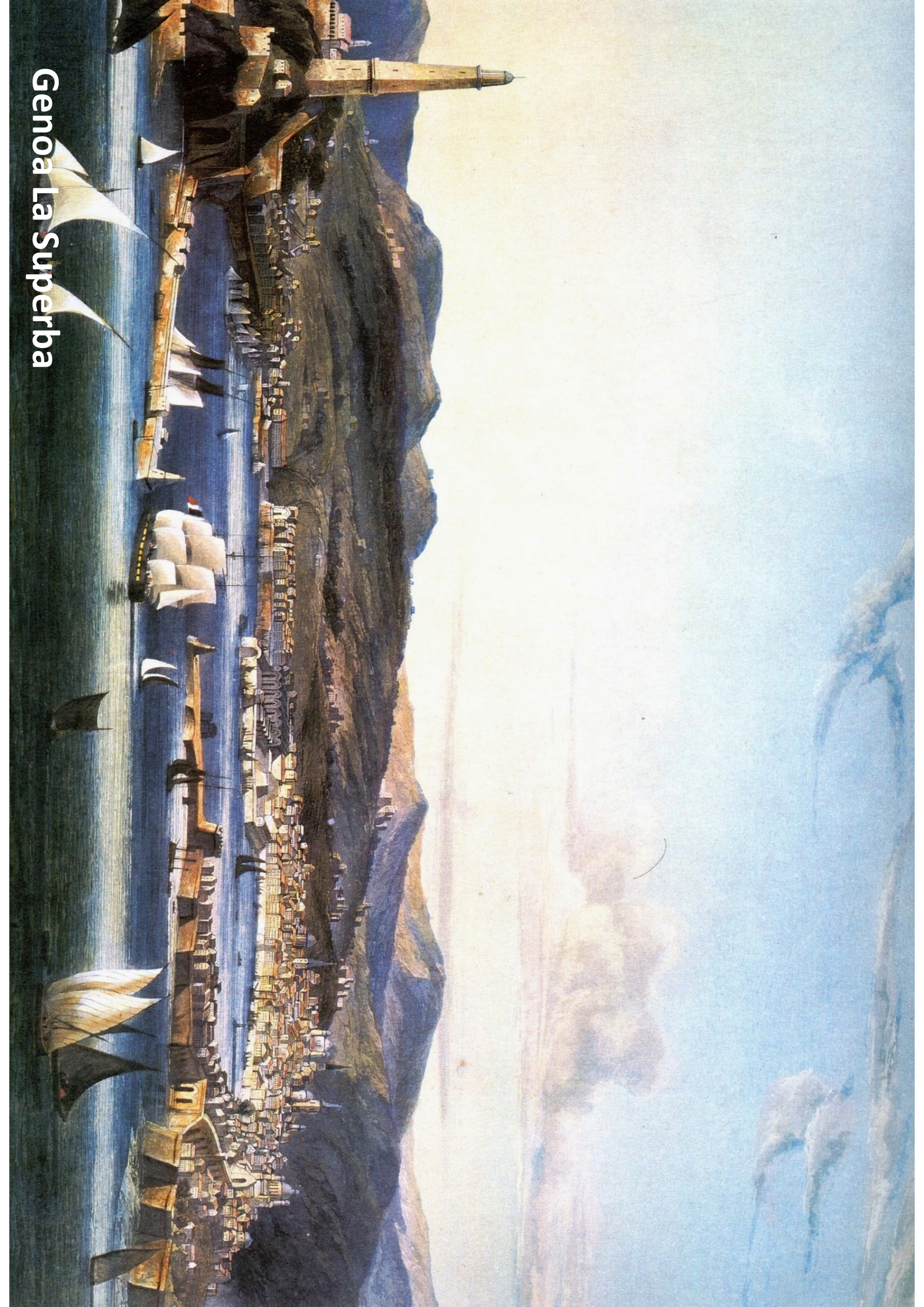


- **End of trip in Piraeus, Athens**
- **Crew leaves Piraeus Harbor**
- **Transport arrangements individually**

**Saturday, 7 August 2021**







Genoa La Superba