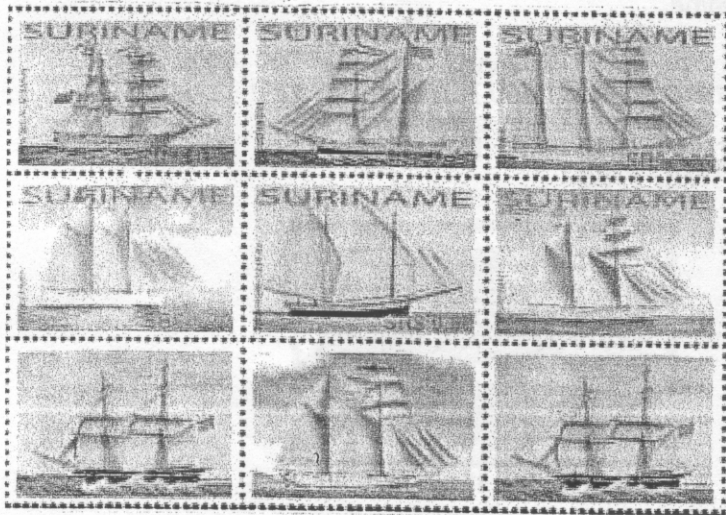# S/Y FANEROMENI

submitted by Peter Bolton

Stamp issue : Suriname 2005 Greek Sailing Ships.
Se-tenant sheet of 6 stamps. 5c. 15c. 20c. 1srd.70. 80c.

The bottom right hand stamp on the 2nd row has only the letter
'P' in the bottom corner.
This sheet has 9 stamps. The bottom row of 3 stamps have no
country nor value printed on them.

The S/Y **FANEROMENI** (centre stamp Top Row) is a 15 meter traditional wooden Greek caique of the style known as Perama they were sailing vessels used for transporting cargo between the Greek islands and/or the mainland.
FANEROMENI was built in the island of Skiathos in 1945 where she started her life under sails with a small auxiliary engine and a crew of six transporting potatoes and other vegetables between the city of

From left Top
LOUIS ROUX ALTANA. FANERON ENI. NAFSIKA.
From left Centre
G D'EESPOSITO. ARISTEIDIS GLYKAS. G D'ESPOSITO.

Volos and Skiathos. In her long life she changed hands many times and was based in several islands until in the late 1980's when she was used as a tourist boat rated for 60 passengers in the island of Poros. By that time she had been completely altered: she had lost her masts, had acquired a tall pilot house superstructure and was propelled by a large 120hp 6-cyl. Kelvin Diesel engine.

My brother Nikos bought her in 1987 and started the time consuming process of restoring her to her original form. He spent over 3 years doing so. He started by studying old photographs and drawings and by consulting naval architects, museums, and old shipwrights. He found traditional craftsmen, mostly old and retired who had worked in Greek shipyards, most of them before World War II.

He stripped the hull and repaired all the woodwork which was in a surprisingly good condition. He fitted her out, as she originally was, a two mast schooner reproducing exactly her original rigging.
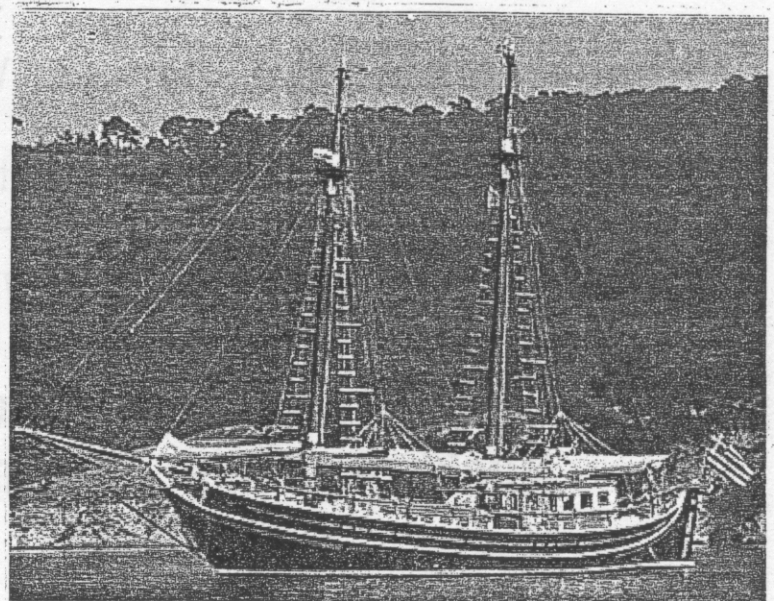
The masts are made of cypress trees harvested by one of the last marine woodcutters in the island of Lesvos. Following the traditional methods, the trees were cut down on the proper time of the year and then the wood was kept submerged in the sea for 3 months. It took over a year to build the masts and spars. Nikos wanted to use traditional canvas for the sails, however, that material was not available anymore in Greece. He had to specially order the canvas from Francis Webster Spinners-and-Weavers, Scotland.
The sails were then made by one of the last surviving traditional sail makers in the Piraeus, while the rigging was worked on by the last surviving rigger of the Greek Navy, who was located in the island of Salamis, well into his 80s. The non traditional pilot house was replaced by three low lying superstructures following the original design.
FANEROMENI has been declared a national monument, by the Greek ministry of Culture and she is the flagship of the precious few restored traditional caiques in Greece. While the exterior of **FANEROMENI** is strictly traditional, the interior is modern and very comfortable. She has three compartments. The forecastle is used as a storage room also houses, in a special compartment, her two chains (over 150m) for the heavy anchors which are raised by a very substantial electric windlass. The center compartment is used as a living area with two double cabins, each with its own bathroom (sink, head, and shower) a saloon, and a small galley. The aft compartment houses the main engine and a 7.5kW Diesel *ONAN* generator. Over the engine there is a small sitting area which is used as a pilot room and houses the navigation instruments: windmeter, depth sounder, knotmeter, GPS/Chart plotter, radar, *Navtex*. VHF radio, autopilot control, etc. She is also fitted with large capacity tanks: 1600 1 for water, and 1800 1 for fuel.

Source: www.sy-hetis.org/Thetis98/Faneromeni/Faneromeni.html

I don't know how these stamps were printed the sheetlet I have is from the bottom of the printed sheet and has only 6 stamps with no vignettes. - Ed.