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JANUARY / FEBRUARY 2012

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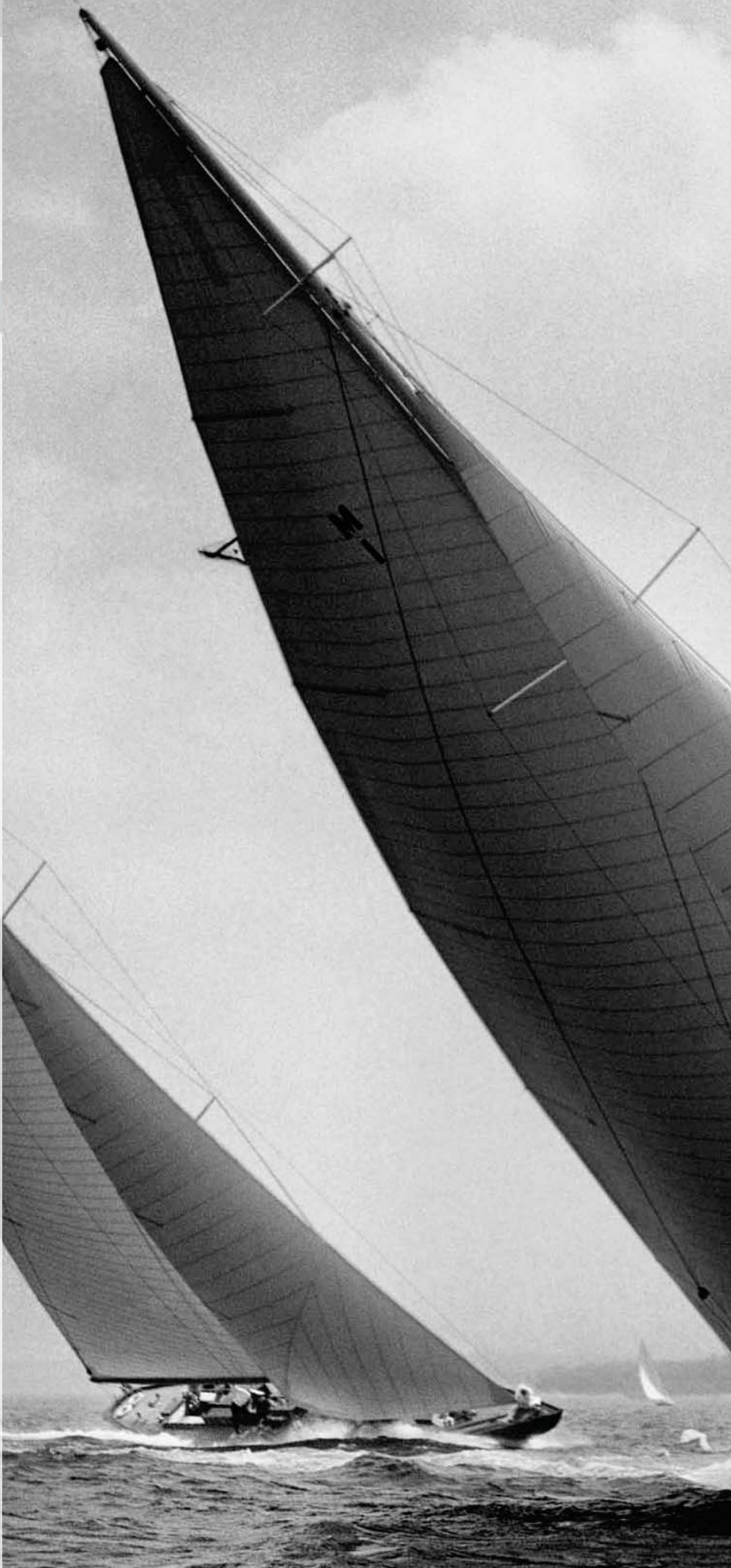
ADVERTISING INQUIRIES:
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Accounting,
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Yacht Essentials
Owned and

Published by Kennan Holdings LLC
382 NE 191st St #32381
Miami, Florida 33179-3899
Phone: (443) 321-3797
Fax: (815) 377-3831

This spread: M-Boats, Long Island Sound,
1935© Mystic Seaport, Rosenfeld Collection







OWNERS

The Inside Story
SPOTLIGHT
page 18

Diverse Ontario
PORTS OF CALL
page 24

World-Class Paint Sheds
INDUSTRY BUZZ
page 32

Lars Nilsson
WHERE ARE THEY NOW?
page 38

Beautiful Brazil
CHARTER CHAT
page 42

The Rosenfeld Collection
page 46



CAPTAINS

Chasing Sunsets in Santorini
EARTH TREK
page 54

Tall Ship Leadership
page 60

Burial at Sea
page 64



CREW

The Ebb and Flow
page 68

HDTV at Sea
ENGINEER'S CORNER
page 70

Yacht Chandlers Party
page 74

Meet Joseph Stiles
PROFILE OF A CHARTER CHEF
page 76

Meet Bindy Bryce
STEW OF THE MONTH
page 80

Can't Teach Common Sense
THE STRAIGHT DOPE
page 84

Need a Valium?
page 96

Cover: Flying Spinnakers, *Gleam* and *Northern Light*,
NYYC Cruise, 1938© Mystic Seaport, Rosenfeld Collection

Amels shipyards, Fraser Yachts, Burgess, YCO, International Yacht Collection, etc... and yachts such as



Lady Moura, Lady Anne, Lady Lola, Bel Abri, MY Shanti, Princess Mariana, South, Hokulani, etc...

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LETTERS TO THE EDITOR

VIBRATION ANALYSIS

ENGINEER'S CORNER
BY GLENN HAYES

Is there a vibration or shudder aboard that you just can't figure out? Frustrated with persisting noise that you just can't get rid of? Is there a piece of running gear or equipment that is about to fail, and if so, do you know about it? The growing field of vibration analysis can tell you all you need to know with the help of someone who speaks their language and can analyze them, helping you identify problems before it's too late.

Vibration in machinery and equipment can often be the earliest sign of trouble. Vibrations can come from many sources, including structural issues, running gear, engines and engine mounts, generators, trim tabs, harmonics, exhausts, and other equipment or hardware. Using vibration analysis can help cut maintenance costs, reduce vessel downtime due to costly repairs and avoid catastrophic damage. By carefully measuring the kind of vibration and

the changes in vibration, early detection of all kinds of issues related to yachts and machinery can be diagnosed and pinpointed prior to the equipment failing.

Sure, there are many other test methods available, but vibration analysis can detect a wide variety of issues such as equipment out of balance, misalignment, bearing damage, gear failure, mechanical looseness or rubbing, cracking, leaking valve seats, and the cause of noises and harmonics. Initially used to make submarine stealthier, it was found that by reducing vibration there was also a reduction in maintenance. In some cases, the reduction in costs was up to a factor of seven.

Now commonly used in the upkeep of industrial plant equipment, vibration analysis is gaining in popularity as a valuable diagnostic tool in the yachting and maritime industry and has

been proven to reduce maintenance costs drastically. Its accuracy in determining and pinpointing specific issues is proving to be a cost effective and worthwhile undertaking.

To truly understand how vibration analysis works, you must first understand the different kinds of vibration found on a vessel and, in turn, comprehend how they can reveal important information. "The simplest definition of vibration is movement about a reference," said Jeff Fritzges of True Phase in Spring Valley, California.

Free vibration occurs when a force is applied and then the device is allowed to vibrate until it stops doing so. Ringing a bell would be an example. The ringer (the applied force) initiates the bell, and the bell vibrates until it stops on its own. Another example of free vibration occurs when a motor is turned on and vibrates on its own (mechanical vibration).



70 YACHT ESSENTIALS

www.YachtEssentials.com 71

GOOD VIBRATIONS

Thank you for the article on this tech ["Vibration Analysis," November/December 2011]. Custom Compressor Services is doing vibration analysis with great success in the Caribbean. We are based in the US Virgin Islands and are the first to bring the technology to the area. www.ccsvi.com

Regards,
Kate Prins

OUR MISTAKE

We incorrectly identified the Jeff Fritzges, president of True Phase Inc. in Spring Valley, California, in our article "Vibration Analysis." You can learn more about Fritzges, True Phase and the company's services at www.truephase.net.

—The Editors

CONTRIBUTE!

If you'd like to see your images, opinions, sea ditties, jokes or whatever in *Yacht Essentials*, please email them to editor@yachtessentials.com. We'll do our best to include every (suitable) item that we can.

—The Editors

Yacht Essentials wants to hear from you! Send your correspondence by email to editor@yachtessentials.com, or mail letters to: Yacht Essentials, 382 NE 191st St. #32381, Miami, FL 33179-3899

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EDITOR'S LOG

"This is a great time to refit a yacht due to [the availability of] shipyards and skilled craftsman," said Michael Seltzer, a sales broker for San Diego's Fraser Yachts California, in our May/June 2011 issue. Indeed, due to the prolonged economic downturn, Bob Offer of Denison Yacht Sales in Ft. Lauderdale agreed that "putting a half to \$1 million into a refit will give you a high quality yacht. This is a value that didn't exist before."

Which got us thinking: Maybe we should give some extra coverage to the subject in a future edition. Of course, there are all kinds of yacht "refits," so varied in scale and scope that it would be impossible to cover every aspect in one issue. Instead, we've provided a few variations on the refit theme, starting with Chris Goodier's article exploring world-class paint facilities on page 32.

Regular contributor Suzanna Chambers sheds light on the latest yacht interior design trends ("The Inside Story," page 18) in order to help hone the vision of those planning their next internal makeover. And Glenn Hayes discusses the advances in satellite TV that make viewing available almost any place in the world at any time. It's more good information for yachters looking to upgrade their comforts and capabilities during a refit.

You'll even hear about *Angel's Share* (pictured above), the 131-foot Wally that was recognized as "Best Refit" during the International Superyacht Society (ISS) Design

and Leadership Awards. See our News section on page 10 for more about the award and a listing of the rest of the winners from this peer-reviewed contest. Like *Yacht Essentials*, the ISS is "dedicated to serving as a communications conduit for issues affecting the marketplace, owners, crew and industry members." In the end, it's all about sharing the love.

FAITHFUL READERS OF *YACHT ESSENTIALS* might have noticed that this column is a new addition to the magazine. Well, after two years at the helm of our publication, I figured it was time to finally introduce myself. Not because I feel a burning desire to champion or defend a hot topic on the docks — though I'm sure I will in the future — but because I want to reach out to you, our readers. *Yacht Essentials* has come a long way from its previous incarnation as *Crew Life*, and I'm proud to have had a hand in that transformation. But one thing hasn't changed: our desire to provide a voice and forum for you. So, I invite you to send your comments, criticisms and random ravings to editor@yachtessentials.com. Let's talk.

Cheers,
Brad Kovach, Editor
editor@yachtessentials.com



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YACHT NEWS

COURTESY OF PERINI NAVI GROUP



△ PERINI NAVI GROUP DELIVERS CLAN VIII

The Perini Navi Group, world leader in the production of large sailing and motor yachts, is pleased to announce the delivery of the sailing yacht *Clan VIII*.

The result of collaboration between Perini Navi's Design Team and Ron Holland, *Clan VIII* is the fourth of the steel-hulled, 45-meter series delivered by the Perini Navi Group. The sloop features all the hallmarks of Perini Navi, including a spacious flybridge and opening stern that reveals a structural staircase descending to a swimming platform that complements a lateral opening shell door on the yacht's port side.

The Perini Navi-built mast rises 52 meters above the waterline, and the vessel carries an upwind sail area of almost 900 meters squared. The centerboard affords a draft of 3.9 meters with the board up and 8.75 meters with it down. In conjunction with her efficient appendage — including a rudder with a relatively high aspect ratio — and large sail area provides exceptional sailing performance for this ocean-cruising yacht.

DENISON ACQUIRES GENERATION MARINE

Denison Yacht Sales is pleased to announce the pur-



chase of Generation Marine, a Fort Lauderdale-based yacht brokerage and service company specializing in the trawler and explorer yacht categories. "We feel strongly that the trawler and expedition markets will continue their steady growth," said Bob Denison, owner of Denison Yacht Sales. "This deal will solidify our goal as a leader in this class of vessel."

Joining the Denison team of yacht brokers are Bob Crow, owner of Generation Marine, as well as Larry Crow, Matt Baldwin, Sean Harrington, Bill Koeppel and Kelly Esser. "We find ourselves with an outstanding opportunity to become part of one of the oldest and most

respected names in American boating history," said Bob Crow. "We believe our best years are ahead with our new home at Denison Yacht Sales."

TRINITY'S ENVIRONMENTAL EXPERTISE

Trinity Offshore has been awarded the Harvey Gulf International Marine contract to build two 302-foot Dual Fuel Offshore Supply Vessels that are capable of operating exclusively on natural gas. The inaugural US-flagged vessels will achieve ENVIRO+, Green Passport certification by the American Bureau of Shipping, the first OSVs

to achieve this certification in the United States. The project will employ 300 people for the next 30 months and is a significant step for Trinity Offshore's re-entry into the Deep Water Support Vessel sector.

The requirements for ENVIRO+, Green Passport dictate the vessels be continuously manned by a certified environmental officer. More, the vessels must be completely constructed with certified environmental materials including advanced alarms for fuel tanks and containment systems. By engineering technologies for natural gas-powered vessels, incorporating specific design features — LNG, diesel electric, steerable z-pellers, firefighting — Trinity is the first custom builder to be able to transfer this level of environmental technology to the world's superyacht fleet.

▽ COMMERCIAL SUCCESS AT HEESEN

Heesen Yachts is proud to announce the sale of two yachts, one due for delivery in 2012 and the other in 2015.

Project Zentric (YN 15944) is the eighth in the successful 44-meter, all-aluminum class and the third contract signed in 2011. In fact, Heesen currently has 12 vessels in commission — four on speculation — with a total length of 584 meters.

Using the experience gained from its previous 44-meter, aluminum yachts, Heesen has designed Project Zentric to maximize the amount of deck space available. Guests will enjoy life at sea on the 45-square-meter sun deck. The main aft deck and upper aft deck are the perfect location for alfresco dining or just lounging in the shade.

Frank Laupman from Omega designed the sleek exterior lines and timeless interior, where pale woods and precious fabrics emphasize light and space. The guest areas are elegant and clutter-free thanks to the sleek, classic deco design.

Meanwhile, YN 16750 is a 50-meter, below 500GT, all-aluminum explorer yacht based on the Fast Displacement Hull Form (FDHF) by Van Oossanen and Associates. With striking lines and a vertical stem, she will be fully custom-built for delivery in 2015.

Thanks to the FDHF's low-resistance characteristics, YN 16750 can reach a maximum speed of 18.5 knots with two 1,000kW MTUs installed. Hence, an ocean-crossing range is achieved with minimal fuel capacity; only 45,000 liters are required to comfortably transit the Atlantic and have plenty of reserve.

KNIGHT & CARVER ACQUIRED BY HYBRID TECHNOLOGY FIRM

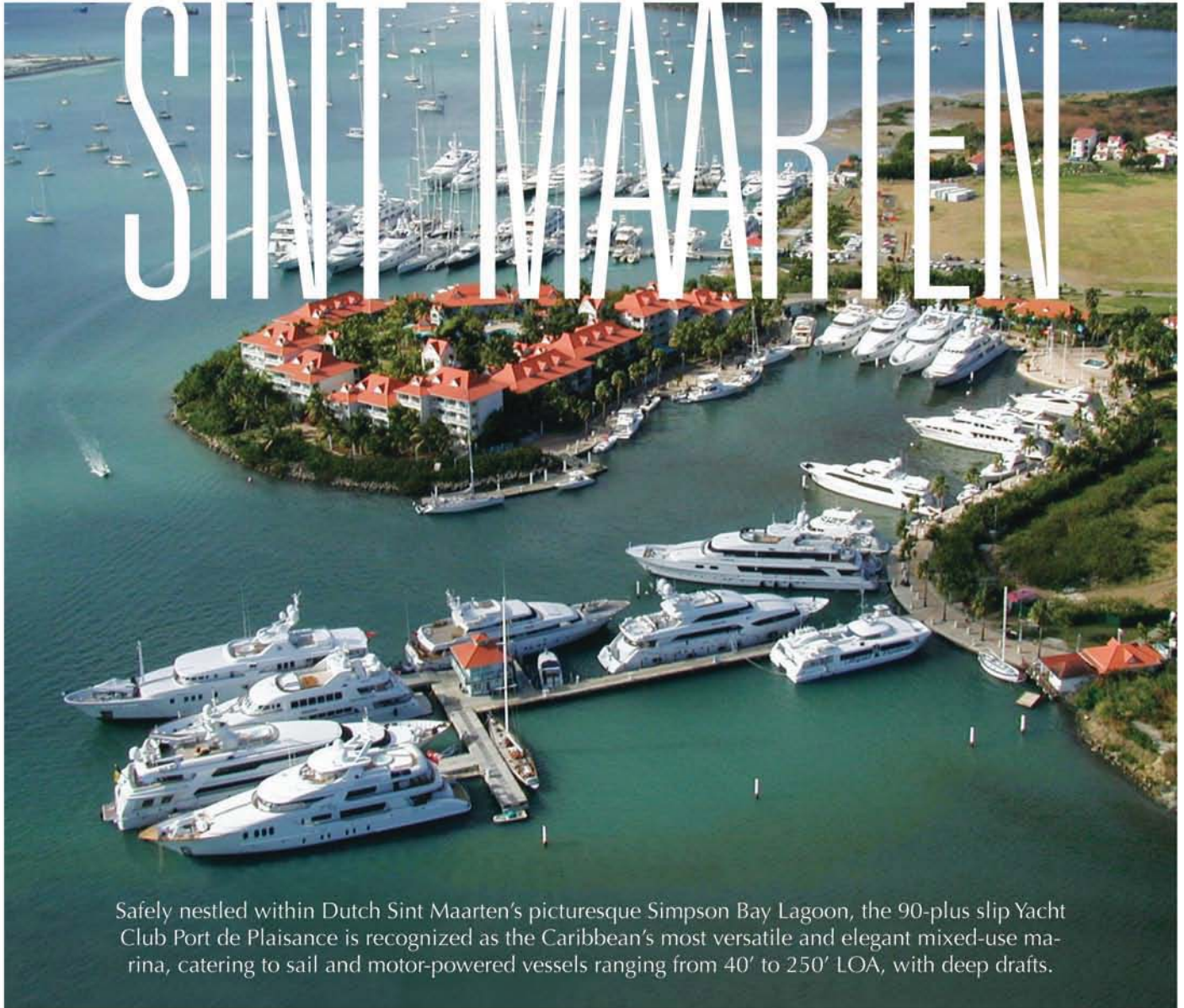
San Diego marine hybrid systems pioneer Arc Lite Power has signed an agreement to purchase National City shipyard Knight & Carver Maritime. The \$30 million investment will expand the capabilities of the companies to serve the emerging "green marine" market. Knight & Carver, a leading provider of marine construction and maintenance services since 1971, will continue its traditional offerings along with adding the operations of the world's first global hybrid superyacht conversion and certification center.





YACHT CLUB PORT DE PLAISANCE

SINT MAARTEN



Safely nestled within Dutch Sint Maarten's picturesque Simpson Bay Lagoon, the 90-plus slip Yacht Club Port de Plaisance is recognized as the Caribbean's most versatile and elegant mixed-use marina, catering to sail and motor-powered vessels ranging from 40' to 250' LOA, with deep drafts.

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WHAT'S NEW IN YACHT GEAR?



Designed in the style of an inflatable boat but constructed of fiberglass, the E Tender from Rigid Boats is US Coast Guard certified and virtually maintenance free. Offered in 10 or 12 Sport models, it features flat, gel-coated, non-skid surfaces and a soft rub rail.

To power this unique craft, company owner Art Link wanted the most technologically advanced electric outboard on the market. His choice: Torqeedo. "Torqeedo's state-of-the-art technology sets it apart from other electric motor manufacturers," said Link. "We are very satisfied with the motors and plan to use them on our other boat models."

The E Tender comes with a Cruise 2.0 motor that, in addition to providing more power and range from a given battery supply when compared to similar products, features extremely helpful user information on its throttle-display — including battery status, GPS-based speed and real-time remaining range.

The Cruise 2.0 is best for dinghies and sailboats up to 3 tons. Operating on 24V and providing 5 horsepower, the electric outboard is only 37 pounds. Environmentally friendly, it can be charged overnight and doesn't require fuel storage or winterization.

"The future has arrived for hybrid marine power," said Sampson A. Brown, Knight & Carver's chairman. "We have reached the point where 'going green' isn't simply a fad, it's now a certifiably smarter, more efficient and more cost-effective way to operate a vessel."

Arc Lite Power and its affiliated company, EnergyTech Marine, have captured a leading position in hybrid marine propulsion with the Power Core system, which replaces the standard marine diesel engines, generator sets and lead-acid battery banks found in the vast majority of vessels. The firm's technology received industry honors as 2011's Environmental Innovation Product of the Year at the International Boatbuilders' Exposition (IBEX).

M SHIP CO. THINKS OUTSIDE THE BOX

Hull testing has literally been taken out of the box and into the open ocean with M Ship Co.'s new Rapid Empirical Innovation (REI) program. The approach allows scaled-down hull models of recreational and racing sail-

boats, motor vessels, and cargo and military ships to be towed in real-life weather conditions by a self-powered, "fast, low-cost, open-water testing" (FLOWT) platform rather than by a traditional towing mechanism used in a controlled indoor basin or "tank."

Among other advantages, the REI program saves designers, naval architects and boat builders 50 to 80 percent of the cost it would take to utilize a conventional tow tank, without sacrificing accuracy or waiting for tank access. Accuracy of the REI program's data has been validated at the US Navy's David Taylor Model Basin, one of the largest ship model basins in the world, where it was re-analyzed in both smooth and rough water.

"The REI program is an unconventional approach to conventional tank testing," said M Ship Co. Executive Director and Co-Founder Bill Burns, "but the implications of it are of far-reaching importance to the people who shape our industry."

M Ship's REI program has tested a range of vessels, including catamarans, displacement monohulls, advanced

planing hulls and submersibles. In addition to optimizing design for ride quality, speed and fuel efficiency, its applications include validating CFD and untested claims; comparing different designs with instant results; developing a unique design for market differentiation; and proving concepts for patentability and investment.

▽ ISS AWARDS BOB SAXON AND OTHERS

The International Superyacht Society (ISS) awarded IYC President Bob Saxon with its Lifetime Achievement Award during its Annual Awards Gala for Design and Leadership in October. The award recognizes the accomplishment by superyacht industry leaders who, by their actions, set standards of ethics, professionalism and business models that the rest of the industry adopts for the betterment of the marketplace and its businesses.

"Bob Saxon has served the global yachting industry long and well," said colleague and fellow ISS Board Member Michael Moore of Moore & Company. "In every area of service, whether yacht management, as head of the FYBA or his current position as CEO of a large brokerage, management and charter business, he has improved the industry with vision and leadership."

The inaugural president of ISS from 1990 to 1993, Saxon redoubled his efforts on behalf of the industry by step-

ping back into the ISS presidency for the past two years. He also serves as the co-chair — and often, emcee — of the Awards Gala.

ISS was also proud to present the following awards at its 21st Annual Awards Gala for Design and Leadership:

Best Sail 24-40m – *Aegir*

Best Sail 40m+ – *Twizzle*

Best Refit – *Angel's Share*

Best Power 24-40m – *NISI*

Best Power 40-65m – *Big Fish*

Best Power 65m+ – *Palladium*

Best Interior – *Twizzle*

Excellence in Innovation – Gary Markel, Operation Cruise

Business Person of the Year – Dick Boon, Vripack

Distinguished Crew Award – Chief Engineer Paul Doherty,
M/V Dilbar

Leadership Award – Espen Oino,

Espen Oino International

ISS Fabien Cousteau Blue Award – Yacht Carbon Offset

EXPEDITION YACHT EXPANDS

Bay Ship and Yacht Co. (BSY) of Alameda, California, in collaboration with naval architects Kirilloff and Associates of Green Cove springs, Florida, and Jeffrey Botwin of Herringbone Design of Los Angeles, have been awarded the contract to lengthen the expedition yacht



PHOTOS COURTESY OF INTERNATIONAL SUPERYACHT SOCIETY

COURTESY OF DOCKWISE YACHT TRANSPORT



SuRi by adding a 36-foot, mid-body hull and superstructure plug for a new overall length of 208 feet.

The sun deck will be extended aft 24 feet to allow for a new alfresco dining area plus a complete main engine and generator renewal package. In the hull of the extension area, a new underwater viewing room will be added that will allow guests to view the ocean from the comfort of SuRi's elegant interior.

△ DYT'S SPECIAL DELIVERY

Dockwise Yacht Transport (DYT) completed its most complex lift-on/lift-off procedure to date using the 532-foot transport vessel *Combi Dock 1*, owned by Combi Lift. The ship left Genoa, Italy, and arrived safely in Phuket, Thailand, 21 days later with seven yachts aboard, including five motor yachts over 100 feet in length and a 95-foot catamaran with a 41-foot beam.

"We've organized many successful lift-on/lift-off voyages, but this is the first time Dockwise Yacht Transport has overseen a full load of this magnitude," said Loading Master Jonathan Zier. "By using the lift-on/lift-off procedure, we've been able to utilize third-party cargo vessels and can ship our customers' yachts to the Far East for one-off voyages. It's a way for us to be more flexible and service more of the world's ports."

This delivery was likely the largest-ever single shipment of superyachts to Asia. The occasion was commemorated by a party sponsored by the Asia-Pacific Superyacht Association (APSA) and one of its founding members, Northrop & Johnson, welcoming the vessels and crew to the region.

▷ MIKE BUSACCA JOINS FRASER YACHTS

Fraser Yachts has appointed Mike Busacca as its new commercial director for the United States. Headquartered in Fort Lauderdale, he will oversee all phases of sales and charter in North America, reporting directly to Luc Khaldoun, worldwide commercial director of Fraser Yachts.



Busacca began his career in yachting in 1983, at Broward Marine, where he quickly rose up the ranks to become general manager. In 1996, he joined Allied Richard Bertram Marine Group, where after various managerial roles, he was appointed executive vice president; in 2009, he was promoted to president of the Platinum Yacht Collection division. Busacca also currently serves on the committee for the Boys and Girls Club Fisher Island Yacht Rendezvous and was elected event chairman for three consecutive years.



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03/01/2012 - 03/04/2012

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THE INSIDE STORY

SPOTLIGHT
BY SUZANNA CHAMBERS



PHOTOS BY M. BRADFELD AND BUGSY GEDLEK



On this page, Twizzle interiors

The interior designs of the world's most luxurious superyachts have made huge leaps in terms of sophistication over the last decade. Stroll around any luxury marina today and it's evident that a radical shift in yacht design has taken place in the 21st century. Sleek, athletic lines typify the new designs while their luxurious interiors are on a par with stylish Manhattan lofts.

Take *Candyscape 1*, for example. The Benetti-built 45-meter yacht that property developer Candy & Candy chose for its first foray into nautical design is a striking superyacht characterized by lux and glamour. Hand-printed silks cover the walls, while platinum and gold-leaf finishes and bespoke furniture create an ambience that is reminiscent of early transatlantic cruise-ship chic. It's hard to imagine anything more opulent.

However, leading designers now believe that such an obvious show of luxury could be a thing of the past, with tomorrow's designs following a more discrete path.

Toby Ecuyer, creative director at British-based interior design company Redman Whiteley Dixon, said: "The projects we have underway have maintained the original design direction and style we had arrived at in the early stages of the design journey, seemingly unaffected by global economies and financial turmoil.

"However, we are noticing a move to more discrete yachts with the emphasis on quality and integrity. Provenance and pedigree are increasingly important to the discerning yacht owner," said Ecuyer, whose company was recently named Best Superyacht Interior Designer by the International Superyachts Society (ISS),

His comments were mirrored by those of Victoria Redshaw, a recognized trend forecaster from London. Ac-

SPOTLIGHT: THE INSIDE STORY



According to Redshaw, managing director of Scarlet Opus, socio-economic factors have a huge influence on the design trends for interiors. "The mood in society plays an integral role in setting the tone of design trends."

She said, because of the instability, many owners want their superyachts to act as a calm sanctuary from the chaos of the outside world. There is an increased desire for familiar, stable colors that relate to nature, and consumers want room schemes that feel safe, cocooning and cosy.

"Looking forward, interior trends are concerned with stripping everything back and loving what is left," said Redshaw. "Consumers are increasingly aiming towards more flexible lifestyles as we seek to shed the weight

of the 'stuff' that ties us down. The mindset of accumulating myriad possessions is changing, and the concept of having fewer but more fabulous possessions becomes the new mantra for many. This is about learning lessons and living within our means."

Redshaw added that the lust for constant newness was being replaced by a more meaningful love of the special, the unusual, the rare, the cleverly and considerably designed, and the long-lasting.

"We call this trend 'simply flawless.' It is concerned with the portrayal of purity, and it is beautifully bare. It explores the space and serenity of a streamlined lifestyle: smooth, compact, uncluttered, nude and quiet.



Twizzle's main deck at dusk

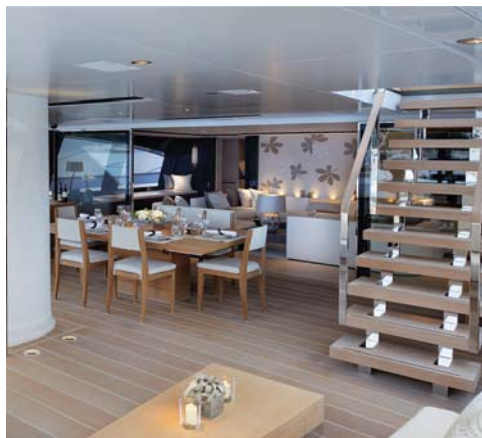
"We will also see an exploration of hand-crafted techniques resulting in products that display extreme rawness. Designers will revisit and reinvent old crafts and skills to present new levels of rawness as they celebrate the beauty of natural materials."

Ecuyer sings from the same hymn book. "The yachts we design are always the result of a very involved and ongoing conversation with the owner. Due to the length of time it takes to build a yacht, innovations in material use and style are effectively on a time delay before they are revealed. Certainly new technology has allowed creative use of lighting and cutting ability, so thinner and finer veneers for example can be explored.

"Equally we have encouraged and employed traditional skills to be utilized in creating modern pieces of furniture, which complements our constant endeavor for quality," he continued. "And the future will no doubt see a further exploration into the limits of materials by the brilliant creative minds who not only understand the technology at their finger tips, but have the vision to unite their technical knowledge with an artisan spirit."

Hampshire-based Redman Whiteley Dixon was created in 1993, initially working on sailing yacht interiors. As more and more naval architects and yacht owners began to demand higher quality interiors, the company was able to expand its portfolio to include motor yachts as well.

SPOTLIGHT: THE INSIDE STORY



Some of the world's most prestigious, newest and largest yachts now display interiors designed by Redman Whiteley Dixon, including the 62-meter *Icon* and 57-meter *Twizzle*.

Ecuyer said: "I think there will be a greater appreciation for truly excellent craftsmanship as a move towards sustainability, longevity and appreciation of quality will influence our lives and the style in which we live it."

Patrick Knowles Designs is one of America's top interior design firms specializing in custom superyachts. And according to award-winning designer Patrick Knowles, 2012 will also see many owners choosing to put a human stamp on their newly-designed megayachts.

Writing on the Patrick Knowles Designs website's "Observation Deck," Knowles said "as technology increasingly dominates our world, I find that we gravitate toward the human form as a touchstone to what matters most — the people in our lives. Even in my most contemporary, minimalist megayacht interior designs, I find there is often a place for the human form to complement and strengthen the design."

Knowles gives the bust featuring four women at his own home, *The Ladies of the Season*, as an example. "In one way or another, the human form has found its way into a number of my recent design projects," he said.

However, the more discrete approach to interior designs for superyachts is no cause for concern, according to French designer Remi Tessier, who picked up the Prix du Design 2011 at the Monaco Yacht Show.

"2012 is going to be an important stage for us because we have a number of big projects that we are currently developing, and we hope to build them. We are crossing our fingers."



Suzanna Chambers is property editor for US magazine France Today and writes articles for various news publications, lifestyle magazines and websites. Her love of yachts began when she went sailing with her father as a child in Poole Dorset, England.



On this spread, Twizzle outside and in



Toronto skyline

DIVERSE ONTARIO

PORTS OF CALL
BY LOUAY HABIB





The water park is indoor and features five gargantuan water slides, a beach-style wave pool, a river pool, activity pool and older kids can enjoy the three-story water fort with all manner of contraptions and levels to enjoy.

Ontario's climate is one of the most changeable anywhere in the world. Temperatures can range from 30 degrees C at the height of the summer to minus 30 in the depths of the winter. The effect on the landscape is dramatic; a carpet of snow in winter, lush greenery in summer and a kaleidoscope of gold, red and orange in fall. But it is not just the climate that is diverse.

The sights and opportunities of Ontario are an eclectic mix of cosmopolitan cities, quaint towns and great tourist settings to suit any taste.

It is difficult to visit Ontario without marveling at Niagara Falls, about two hour's drive south of Toronto and one of the natural wonders of the world. The falls were dug out 10,000 years ago during the ice age, the same force that created the Great Lakes. The town of Niagara is very touristic with wax museums, arcades and souvenir shops aplenty. Some of these attractions

are a great way to amuse the kids, but the must-see here is probably one of the best water parks in the world to entertain them.

Great Wolf Lodge, situated just outside Niagara, is an ideal haven for children who love messing about in the water. The themed hotel is extremely well appointed and has log cabin décor on a grand scale. We chose a Wolf Den, which had a snug for the kids with bunk beds and their own TV and game console. The water park is indoor and features five gargantuan water slides, a beach-style wave pool, a river pool, activity pool and older kids can enjoy the three-story water fort with all manner of contraptions and levels to enjoy.

The park is extremely well monitored by lifeguards, and the slides are very safe. Outside there is an excellent interactive mini-golf course, Jacuzzi and spa bath, and an outdoor pool with a bar serving light meals. In fact, there are several snack bars located around the resort serving

GETTING AFLOAT IN MUSKOKA

MOTOR BOAT RENTAL

Based in Gravenhurst, Ontario, Northern Lakes Marine has an extensive range of boats for hire and has been established for more than 10 years. They can deliver right to your door and supply all manner of boats, from small aluminum fishing boats with outboards to large sports boats and also personal watercraft. They operate a service throughout the Muskoka area. www.northernlakesmarine.com

LEARN TO SAIL

South Muskoka Sailing School has been established for 30 years and offers both sailing school and racing programs. The school offers instruction for 8 to 16 year olds. The minimum commitment is only one week, but pupils will require a minimum of two weeks to complete a level. The program offers instruction in CYA sailing levels from White Sail to Silver Sail, with both on-water and off-water activities, and an emphasis on fun learning. The school has a newly completed clubhouse with excellent facilities, featuring Optimists, Vanguard Prams, Lasers and 420s. www.muskokasailing.com

KAYAK RENTAL

Swift Canoes rents kayaks and canoes all year round, designed by Muskoka specialists John Winters and the legendary David Yost. Swift canoes are the perfect choice for a paddling expedition throughout the region. They have a large rental fleet, and vessels are available for hire for a single day or weeks on end. www.swiftcanoe.com

A TRIP THROUGH OLD MUSKOKA

If you want to take a trip back in time, the RMS *Segwun* is the oldest operating steam-driven vessel in North America. Built in 1887 to cruise the Muskoka Lakes, the 125-foot steamship is now available for day trips. Ports of call include Gravenhurst, Bracebridge, Beaumaris, Port Sandfield, Port Carling and Bala. The soft tone of the *Segwun* is often heard echoing across the lakes of Northern Ontario, and taking a trip on board is reminiscent of how travellers used to explore the region before roads were established here. www.segwun.com



Sunset on Lake Muskoka

PORTS OF CALL: DIVERSE ONTARIO



The Hummer is the ultimate four-wheel drive experience and one hour excursions make an ideal way to experience the wild countryside around the resort in comfort.

everything from pizza to coffee with muffins. The main restaurant is located next to the reception: The Critter Grill serves excellent produce, buffet style, morning noon and night, and the service is excellent.

One of the key reasons to the success of Great Wolf Lodge is that you have to stay there to use it, meaning no rowdy groups of teenagers coming in just for the day. It is not the cheapest hotel in Niagara, but the water park is all included and the food is reasonably priced.

About two hour's drive north of Toronto is "cottage country," an area of vast lakes and outstanding natural beauty. For generations, Canadians have headed to this part of Ontario for the weekend or the holidays. Many locals have homes along the myriad of lakes, including my uncle and aunt, who left Toronto some years ago and now live permanently on Lake Muskoka.

The shore of the lake is nicknamed Millionaires Row, and there are some very impressive waterside residences. Social life in Muskoka revolves around house parties and the multitude of golf clubs; if you are looking for night clubs and high fashion, forget it. Muskoka is about as laid back as you can get — dress is very casual and time slips by at a sedate space. However, my two sons were never bored. They spent their days fishing, swimming and boating. Besides holding 20 percent of all the fresh water in the world, the area around the Great Lakes is a forest of unimaginable size and beauty, lakeside views are absolutely stunning, especially at sunset.

Further north by about half an hour, next to Huntsville, is Deerhurst Resort, chosen as the venue for the G8 Summit meeting of world leaders in 2010. The purpose-built resort, set in 780 acres, can cater for 1,000 guests in a variety of rooms ranging from the main hotel to your own

Cartier**BALLON BLEU DE CARTIER**

CHRONOGRAPH 8101 MC

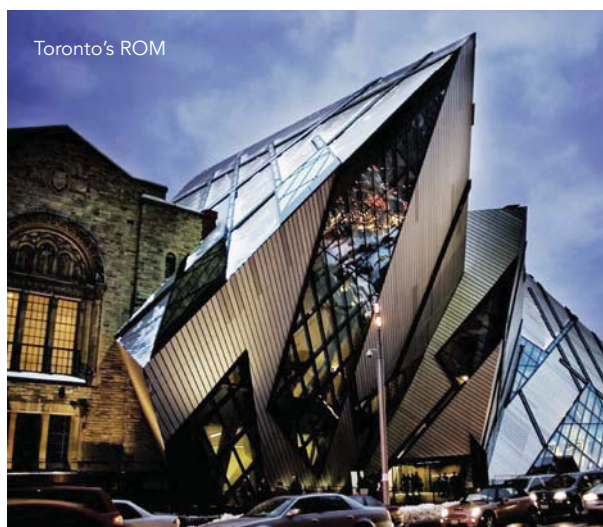
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PORTS OF CALL: DIVERSE ONTARIO



RMS Segwun



Toronto's ROM

cottage. We chose a junior suite, which was extremely well fitted out with a full kitchen and our own wooden decked balcony overlooking one of the two golf courses. The resort boasts some amazing décor — especially the main hotel, which has a grand reception hall with bars and restaurants that are beautifully set with comfortable furnishings and excellent use of light.

The real attraction of Deerhurst Resort is the huge number of activities and most of them center around Peninsula Lake. The Splash Zone is an inflatable water park of bouncing trampolines, climbing walls and slides. The resort also has a range of kayaks and canoes to explore the lake, and for the more adventurous, there are sailing catamarans and electric boats. Water-skiing and tubing are also available.

If you enjoy golf then you will be very much at home at Deerhurst, the par 64 Deerhurst Lakeside is very well



Toronto Eaton Center

maintained. The front nine skirts Peninsula Lake, and the back nine challenges with more demanding holes. Deerhurst Resort also boasts one of the finest golf courses in Canada: Deerhurst Highlands is carved through rugged granite and set among the dense forests that inspired the Group of Seven painters in the 1920s. Designed by Robert Cupp and Thomas McBroom, the par 72, 7,011-yard masterpiece boasts elevated tee areas perched on natural rock walls.

Deerhurst also has excellent racket sports facilities; indoor and outdoor swimming pools; and an excellent spa providing health and beauty treatments and sauna and steam room facilities. There are many adventure trails to explore by foot, but the resort offers an interesting alternative: The Hummer is the ultimate four-wheel drive experience and one hour excursions make an ideal way to experience the wild countryside around the resort in comfort. The 6.5-liter engine is driven by eco-friendly

bio-diesel, and the vehicle is capable of climbing sheer rock faces and descending through steep muddy trails.

After spending some time enjoying Muskoka, visiting the city of Toronto can be a little hectic, but it is well worth the effort. Toronto is a modern city with a multicultural population of about 2.7 million people. There is a thriving China Town, and all manner of restaurants and hotels to cater for just about any taste or budget. Try Prego, in the quiet sanctuary and shadows of the Church of the Redeemer; it is probably the best Italian restaurant in Toronto. The Windsor Arms Hotel is one of the finest in Toronto, located near to the Yorkdale shopping center. Also nearby is the Four Seasons Hotel, one of Toronto's most elegant hotels, boasting some of the city's most luxurious guest rooms.

The Toronto skyline is dominated by the CN Tower — until 2007 it was the tallest free standing structure in the world. Indeed, Toronto is full of skyscrapers; it has over 2,000 buildings over 90 meters in height. In contrast, The Royal Ontario Museum (ROM) and the Art Gallery of Ontario (AGO) have stunning architectural design and very interesting exhibitions and artifacts,

including the Dead Sea Scrolls Exhibit at the ROM. The Henry Moore collection at the AGO is probably the best in the world, and the Gardiner Museum has an extensive pottery and ceramic collection.

It goes without saying that we visited Ontario during the summer, and the region enjoys a fine climate, but this province of contrasts is well equipped to deal with the harshest winter. Great Wolf Lodge is just as busy in January and would be an ideal venue for a New Year's break; Deerhurst Resort offers many activities in the winter: ice skating on the lake, snow-mobiling on the trails and skiing are all available. The city of Toronto is as vibrant in the winter, and the shopping malls are still busy as ever. Niagara Falls can become affected by ice, but it doesn't freeze up. Nor does life and opportunity in the diverse province of Ontario. ☺

Louay Habib is a freelance journalist and broadcaster based in the United Kingdom. With 30+ years of international yacht racing experience, he has visited more than 40 countries around the world.



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WORLD-CLASS PAINT SHEDS

INDUSTRY BUZZ
BY CHRIS GOODIER

PHOTOS COURTESY OF OCEAN MARINE



Ocean Marine's 38,000-square-foot repair and refinishing building can house two superyachts at once.

You've started a search for a well-located shipyard, one with an experienced team capable of delivering a superlative paint job for a yacht of your size. What will it take for both captain and owner to leave the yard satisfied? Clear, continuous communication from day one is critical, according to people who oversee world-class paint sheds in the United States and Europe.

"Vessels come to boatyards with needs and expectations, and both parties are well served by clearly identifying what



their motives are at an early stage," said Ralph Heil, president of Thunderbolt Marine, Inc. "Planning and good communication are the key to everything. We stress the importance of receiving accurate work lists before the vessel arrives."

In addition to outlining appearance and performance goals, be sure you end up with a written agreement covering specs and costs for the finish you envision. "Before beginning any work, we prepare a transparent contract outlining all specifications, budget and planning," reported Vincent Larroque, group sales director of Monaco Marine.

Maintaining close communication with the yard while work is under way can help guarantee a happy outcome. "Launch day for us is really just a celebration, not an inspection of the vessel, because we did that throughout the process," said Thomas "Charlie" Petosa, vice president of sales and marketing for Ocean Marine Yacht Center.

The final choice of which yard to use may be dictated by a yacht's anticipated cruising calendar and loca-

tion. Thanks to recent construction projects, paint sheds on both sides of the Atlantic now are large enough to handle yachts greater than 100 feet without breaking a sweat.

OCEAN MARINE YACHT CENTER

Portsmouth, Virginia

What puts this yard into the "world-class" category? "Our tenured team, combined with our state of the art facility," said Petosa. Ocean Marine's repair and refinishing building is a whopping 38,000 square feet in size, enabling it to house two 235-foot superyachts at the same time. The high-tech structure operates year round with heated floors and a water wall wash-down system, and keeps dust out with pressurized ventilation. Another benefit: "There is no sales tax on our already-low labor rates in Virginia," according to Petosa. "That's a huge plus."

Location: US East Coast, Hampton Roads area, in the lower Chesapeake Bay with easy access to the Intra-coastal Waterway. www.oceanmarinellc.com



The advertisement features a photograph of a marina with several white yachts docked. Overlaid on the image are several callout boxes with dotted lines pointing to specific parts of the yachts. The callouts are: "frequency converters" (pointing to the upper part of a yacht), "stern thrusters" (pointing to the stern of a yacht), "electronic controls" (pointing to the upper part of a yacht), "watermakers" (pointing to the upper part of a yacht), "bow thrusters" (pointing to the bow of a yacht), "hydraulic systems" (pointing to the upper part of a yacht), and "stabilizers" (pointing to the upper part of a yacht). Below the photograph is a red banner with the text "SALES • SERVICE • INSTALLATION • REPAIRS • WARRANTY". Below the banner is the text "The possibilities are endless." in red. At the bottom is the logo for "YACHT EQUIPMENT & PARTS" which includes a compass rose icon. Below the logo is the address "3355 S.W. 2nd Avenue, Fort Lauderdale, Florida 33315", the phone number "phone 954-463-7222", the website "www.yachtequipmentandparts.com", and the phone number "800-FIX-YACHT".

frequency converters

stern thrusters

electronic controls

watermakers

bow thrusters

hydraulic systems

stabilizers

SALES • SERVICE • INSTALLATION • REPAIRS • WARRANTY

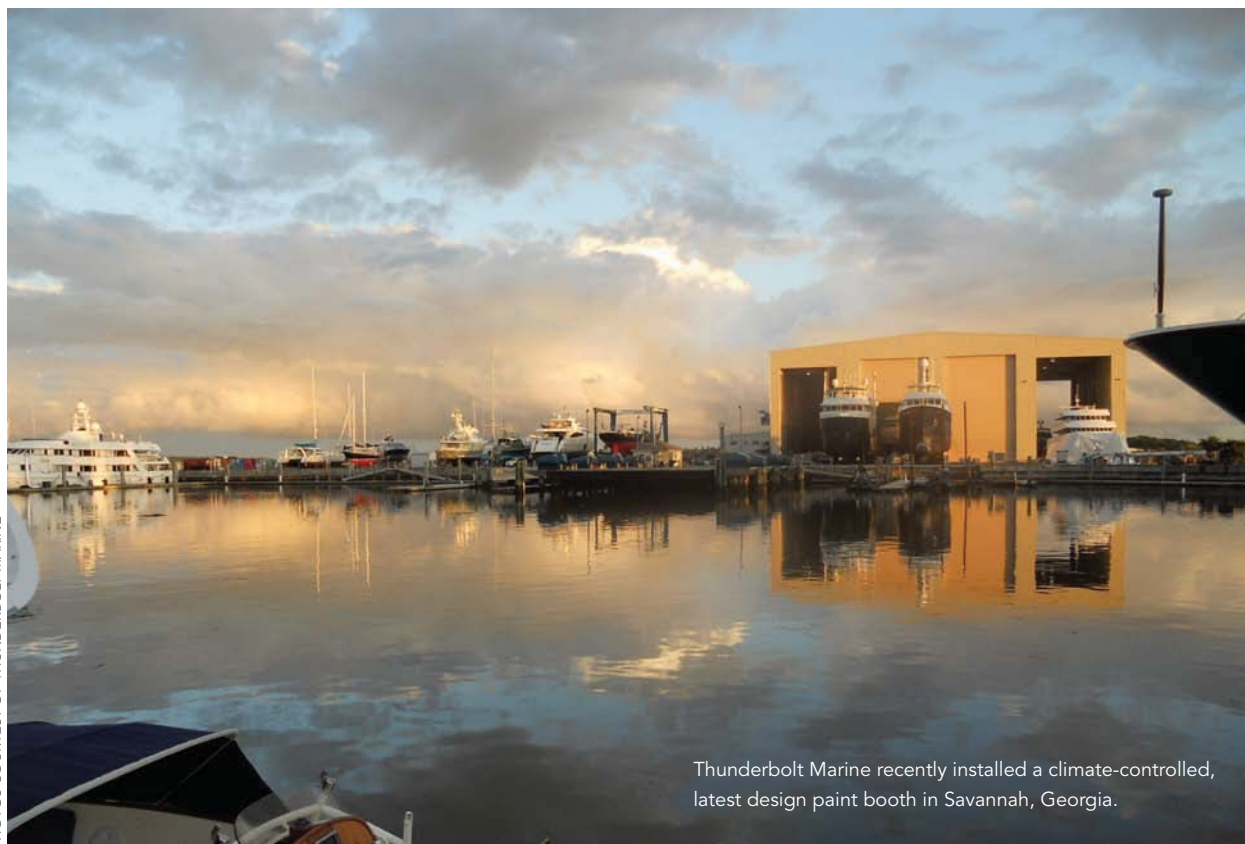
The possibilities are endless.

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phone 954-463-7222 www.yachtequipmentandparts.com 800-FIX-YACHT

INDUSTRY BUZZ: WORLD-CLASS PAINT SHEDS

PHOTOS COURTESY OF THUNDERBOLT MARINE



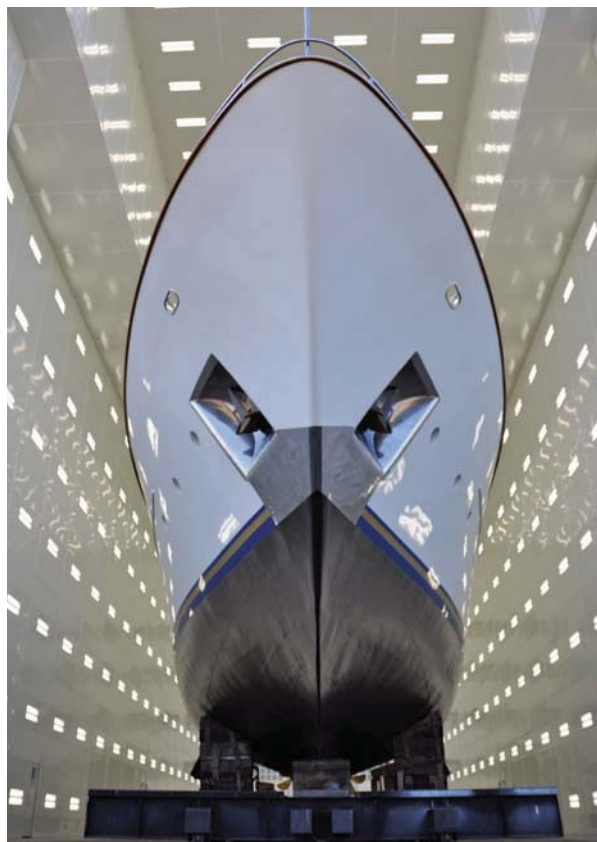
Thunderbolt Marine recently installed a climate-controlled, latest design paint booth in Savannah, Georgia.

THUNDERBOLT MARINE

Thunderbolt, Georgia (near Savannah)

Strong points for the 46-year-old Thunderbolt Marine include numerous repeat clients, a talented workforce and a new climate-controlled paint booth. "The ventilation system is optimized for filtered air movement that virtually eliminates overspray," said Ralph Heil, who shares some interesting numbers: 438 light fixtures containing 1,752 fluorescent tubes have been installed to eliminate shadows on the surfaces being painted. The newly-constructed portion of the building is 195 feet wide by 240 feet deep, and is 107 feet high at its peak. "Our docking experience with the present system includes vessels up to 200 feet," said Heil. "However, we currently find it practical to restrict our services to 185 feet in our customary cautious and conservative approach to safe and reliable performance."

Location: US Atlantic Southeastern Coast, close to Savannah, a city known for historic squares and southern charm. www.thunderboltmarine.us



COMPOSITEWORKS

La Ciotat, France

End-game client satisfaction is a result of two obvious criteria: quality work and a respect for delivery times, said Director Ben Mennem. "Within these two points, we believe that a flexible, 'can-do' attitude coupled with management in the same mother tongue is greatly appreciated by our clients." The company's ultra-modern yacht painting cabin, operational since summer 2011, is 50 meters long, 22 meters wide and 25 meters high, and can take vessels up to 49 meters long and 10.5 meters wide. A "clean wall" system creates perfect conditions for paint jobs free of dust and overspray regardless of the wind and weather. The shed is serviced by a 300-ton travel lift featuring an internal keel pit ideal for sailing yachts. "This €3.5 million investment is the next step in our ongoing development program," said Mennem.

Location: Mediterranean coast between Marseille and Toulon, convenient for yachts coming in from Monaco, Nice or Cannes. www.compositeworks.com



Compositeworks' yacht painting cabin has been operational since summer 2011.

PHOTO COURTESY OF COMPOSITEWORKS

INDUSTRY BUZZ: WORLD-CLASS PAINT SHEDS

MARINA BARCELONA92

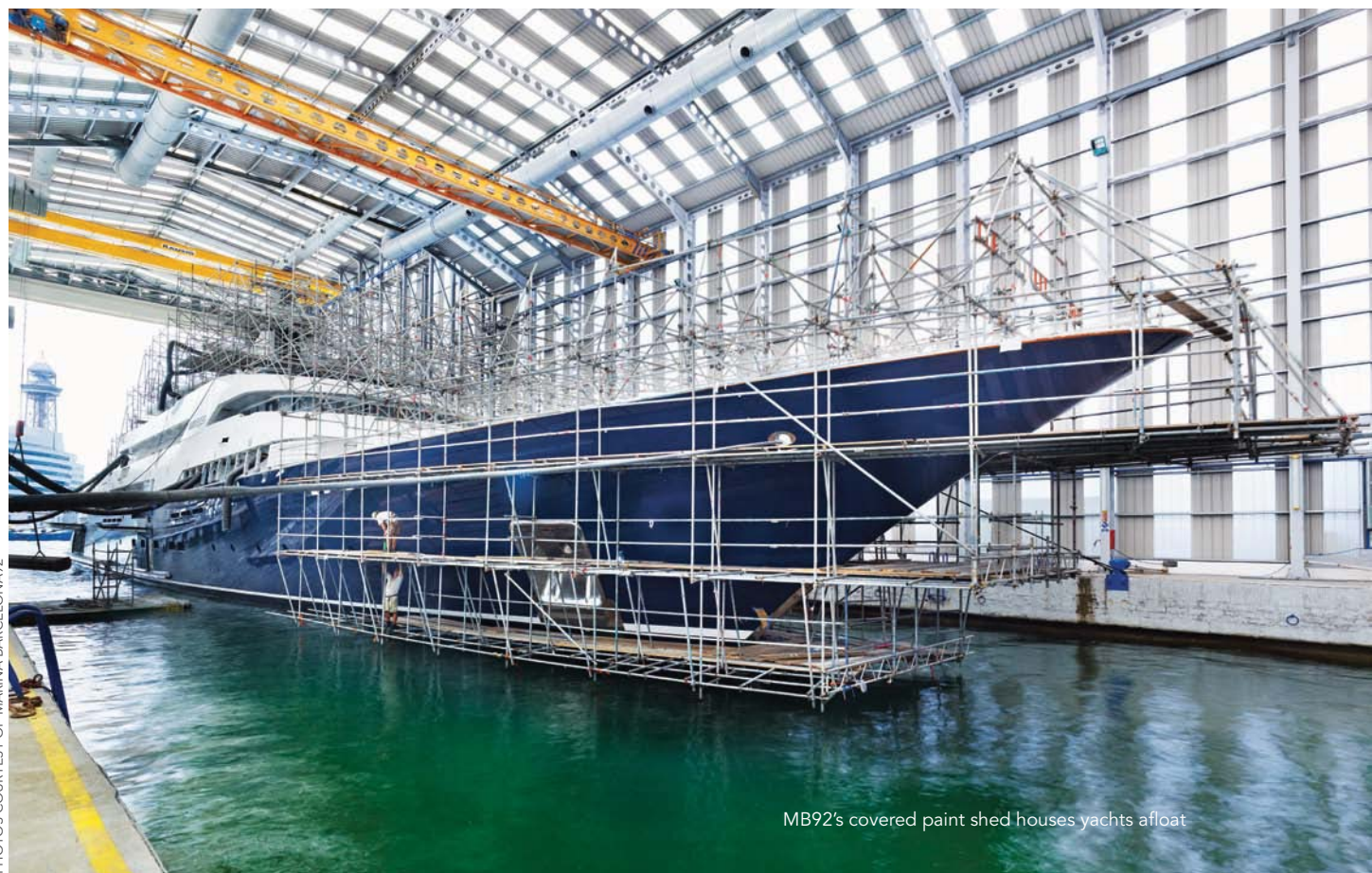
Barcelona, Spain

MB92 offers a floating and covered paint shed, run by Pinmar as a joint venture, with the capacity to accommodate vessels of up to 125 meters in length. "The paint shed has been designed to paint yachts completely afloat, meeting quality requirements and environmental standards," reported Communication Manager Sonia Asensio. Seven yachts from 52 meters to a maximum of 115 meters have spent time in the specialty facility in recent months, and a 97-meter job is in progress. Last February, MB92 announced plans to double its yard space by 2014 in order to offer the world's largest facility dedicated solely to superyachts. The first stage of the €46.5 million expansion will add additional dock and covered drydock space for six yachts with lengths up to 200 meters.

Location: Catalonia region of Spain at Barcelona, a cosmopolitan city with a bustling urban vibe. www.mb92.com



MB92 plans to double its yard space by 2014.



PHOTOS COURTESY OF MARINA BARCELONA92

MB92's covered paint shed houses yachts afloat

Monaco Marine in La Ciotat has 35,000 square meters of yard space, home to a 90-meter paint shed.



PHOTO COURTESY OF MONACO MARINE

MONACO MARINE

La Ciotat, France

Monaco sports both a large out-of-the-water paint shed and a roomy yard with more than 15 hard standing berths from 60 to 80 meters in length. "That means we can say 'yes' even in the high season," reported Monaco's Vincent Larroque. The shed (sized at a generous 90 meters in length, 27 meters width and 32 meters height) has accommodated vessels as large as the 83-meter M/Y *Golden Odyssey*. "We have engineering, carpenter, steel works and an electricity workshop in house," said Larroque, "and our team of more than 10 project managers." The 35,000-square-meter yard opened in April 2007 and holds two ISO (International Organization for Standardization) certificates: 9001 in Quality Management and 14001 in Environmental Management.

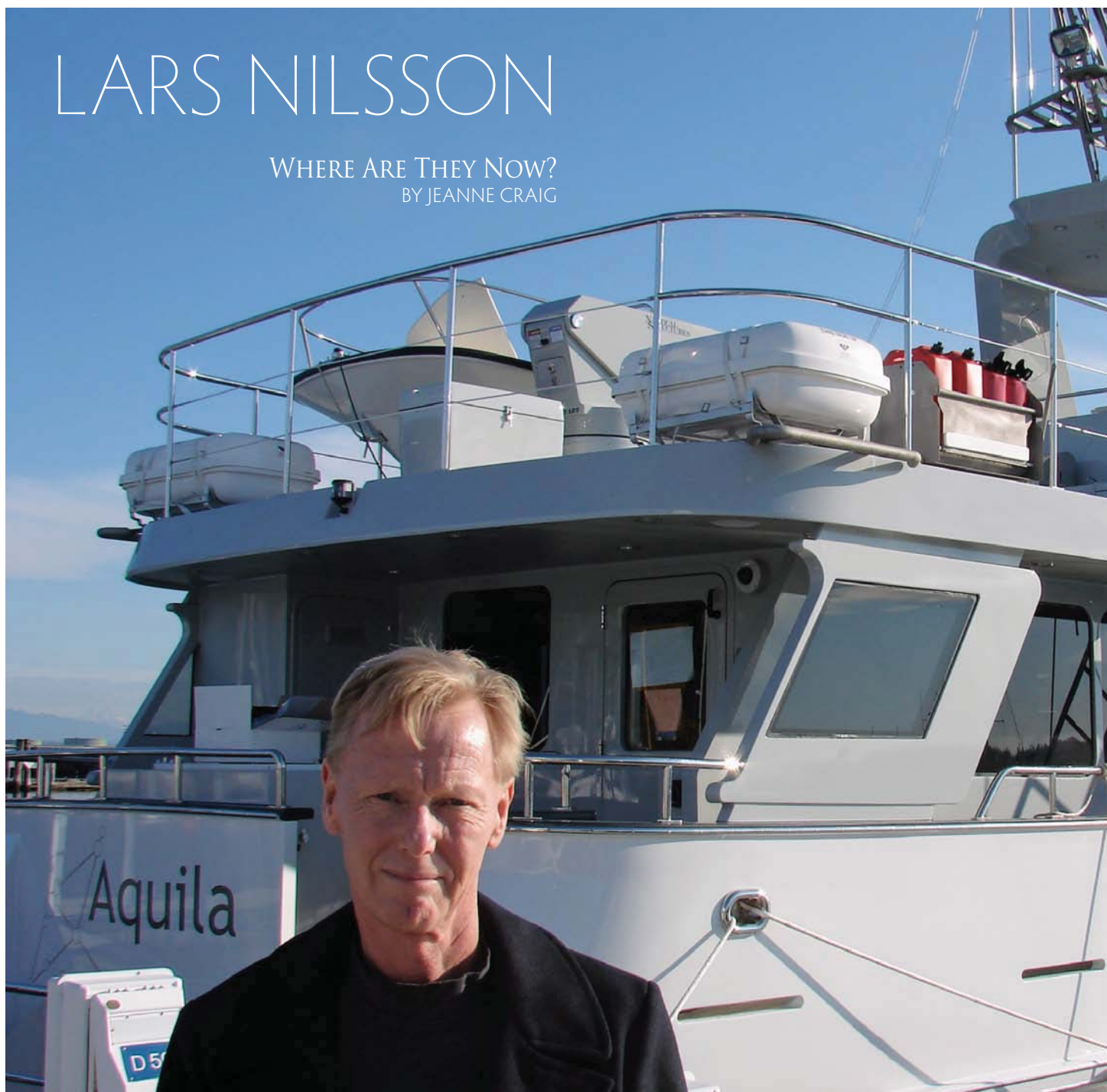
Location: Mediterranean coast, a short drive to Marseille and the villages of Provence. www.monacomarine.com



Chris Goodier is a North Carolina-based freelance writer and former editor of *All at Sea* and *Crew Life* magazines.

LARS NILSSON

WHERE ARE THEY NOW?
BY JEANNE CRAIG



It's been some time since Lars Nilsson made his living as a professional yacht captain, but the years he spent running boats taught him valuable lessons that he continues to draw from today while managing his marine business in Anacortes, Washington.

"When you're out at sea, you can't rely on someone else, particularly when there's a problem or an emergency,"

said Nilsson. "You have to be resourceful, and often, you have to go beyond your comfort zone to get things done. You learn to think fast on your feet and to quickly evaluate the end result."

Not surprisingly, the time he spent managing large and expensive builds for discerning clients also taught him a good deal about service. "As a captain, you know



"You have to be resourceful, and often, you have to go beyond your comfort zone to get things done. You learn to think fast on your feet and to quickly evaluate the end result."



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SAILING SCHEDULE

March - June, 2012

VOYAGES FROM THE CARIBBEAN

TO THE MEDITERRANEAN

Martinique	→ Genoa	03/2012
Martinique	→ Taranto	06/2012
Martinique	→ Toulon	06/2012
St. Thomas	→ Palma de Mallorca	04/2012
St. Thomas	→ Port Everglades	04/2012

TO THE EAST COAST USA

St. Thomas	→ Newport (via Freeport)	05/2012
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VOYAGES FROM THE MEDITERRANEAN

TO THE CARIBBEAN

Palma de Mallorca	→ St. Thomas	05/2012
Toulon	→ St. Thomas	03/2012

VOYAGES FROM THE MED (cont'd)

TO THE CARIBBEAN

Port Everglades	→ Le Marin	03/2012
Port Everglades	→ Le Marin	06/2012

VOYAGES FROM THE EAST COAST USA

TO THE MEDITERRANEAN

Port Everglades	→ Genoa	03/2012
Port Everglades	→ Marmaris	06/2012
Port Everglades	→ Genoa	05/2012
Port Everglades	→ Palma de Mallorca	04/2012
Port Everglades	→ Palma de Mallorca	06/2012
Port Everglades	→ Taranto	06/2012
Port Everglades	→ Toulon	03/2012
Port Everglades	→ Toulon	06/2012

TO THE EAST COAST USA

Genoa	→ Port Everglades	04/2012
Genoa	→ Port Everglades	05/2012
Palma de Mallorca	→ Newport	05/2012
Toulon	→ Port Everglades	03/2012

VOYAGES TO THE BAHAMAS

Palma de Mallorca	→ Freeport	05/2012
St. Thomas	→ Freeport	05/2012

All dates are approximate, without guarantee. For exact dates check with our booking agencies. Please visit our website or call us to discuss your specific needs.

WHERE ARE THEY NOW?

"I had some tough years, and there were moments when I was ready to give up and go back to sea again, but that's not something you can do when you have children and a family."

your guests expect a very high level of service, so you have to deliver what is promised and never compromise on that."

Armed with those hard-won lessons, Nilsson now runs MarineTec US with his partner Costica Gheorghiu. The company sells, installs and services hydronic heating and domestic hot water systems that employ Kabola furnaces built in Oudewater, Netherlands, and Solaris water heaters. It's a business Nilsson knows very well and one he hopes will continue to grow.

For those not familiar with Kabola furnaces, these units bear a strong resemblance to home heating units. In addition, they boast great efficiency — think 90 percent — which means they're good at turning diesel fuel into heat and hot water. They're simple and functional, too, features that are very important to Nilsson.

Nilsson grew up in Sweden, where he sailed as a teen and stoked a love of the sea that would become a lifelong passion. He then enrolled in Sweden's merchant marine academy, graduated with a degree in marine engineering, and joined the merchant fleet, where he eventually became chief engineer. In that role, he worked aboard a variety of vessels, from tankers and bulk carriers to ferries and fish-processing ships. His time aboard these ships gave him a real appreciation for the value of high-quality and reliable marine gear, a perspective he said is very valuable to him today in his role at MarineTec.

Nilsson's career path veered in a new direction in 1984, when he went cruising aboard a 35-foot ketch through much of Central America and the Caribbean. He landed in San Diego, where Nilsson met his future wife, Judy. The couple then settled on the West Coast.

For the next 14 years or so, Nilsson worked as a captain on several yachts, mostly in the Pacific Northwest. He did two seasons on the steel boat *Alegria*, which was based in southern Spain in the winters and the Med during the summer. He then started work for a family in Washington state, first aboard a 48-footer and then the 90-foot Cheoy Lee *Odyssey 3*, which he

operated for six years. When the owner was ready to trade up again, he sent Nilsson around the world to research yachts and yards. In 1997, the owner commissioned a new Feadship, the 158-foot *Katrin*. Nilsson supervised the construction of that yacht at the De Vries Shipyard in the Netherlands and then ran the boat from 1997 to 2000.

By this time, Nilsson and his wife had had two children, and the busy and well-traveled father was feeling the pull to step ashore for a while and set the anchor close to home. Although he would go on to operate yachts for the same Washington-based family in the years ahead, the Feadship was the last boat he would run full-time.

In 2001, Nilsson started his own business, Nortec Marine, which specialized in the marine heating systems he continues to sell today. Nilsson said the idea for the business had been percolating for some time.

"I realized there was a need for this type of system back when I was doing research on marine heating systems for the 90-footer," he said. "I couldn't find a suitable product. I found it later in Europe, when I had the opportunity to meet with a number of Dutch suppliers and manufacturers. Through them I heard about Kabola, and realized that when I did decide to step ashore, I wanted to work in that field. I knew there was a need for it, particularly in the Pacific Northwest, where a high-quality marine heating system is necessary all year long."

With his new business, Nilsson became the distributor for the Kabolua brand in North America, educating builders, dealers and consumers about the distinct benefits of the system and essentially building the brand in a new market. His target audience: boats sized from 42 to 80 feet, with an emphasis on the trawler market.

Kabola products are well-suited for that market. The rugged systems (available in a range of sizes, from 35,000 to 400,000 Btu) place a strong emphasis on simplicity — the furnace itself comprises only about 10 major parts — and because the furnaces share many components with resi-

dential and industrial heating systems, the design and parts are proven. They're designed to meet stringent CE safety and construction requirements, and they're compact. In addition, the Kabola brand is designed specifically for the marine market.

Nilsson's business was doing well up until 2008, when the recession took the wind out of many marine companies. Nortec, like many others, fell on hard times. "I had some tough years, and there were moments when I was ready to give up and go back to sea again, but that's not something you can do when you have children and a family."

Just when things were looking dire, Nilsson attended a boat show where he met up with Gheorghiu, who had run boat yards and worked with Nilsson in the past. In fact, Gheorghiu had become a customer of Nilsson's after seeing how well the hydronic heating systems he installed worked. The meeting led to a restructuring of the Kabola distribution network in North America. Gheorghiu formed MarineTec, of which Nilsson is a partner today.

MarineTec is unlike Nilsson's first business in that there's an even stronger focus on installations, which are done at the new Anacortes facility (the business was previously located in Seattle). "We're even more hands-on now," said Nilsson, "which benefits our customers, as we can guarantee our installations. We have very loyal clients. Among them are repair yards, builders and retail end-users."

As for future goals, Nilsson and his partner plan to focus on delivering "excellent customer service" as well as cutting-edge technology. In fact, the company has plans to announce a new low-emission "green" boiler. Although Nilsson said there are some things he misses about being a professional captain ("you meet a lot of interesting people and get to travel to places you wouldn't see if you weren't in that position") he is very excited about the potential for his company and about the products it will be releasing. "The technology is exciting, and you'll be hearing a lot more about it in the near future."



Jeanne Craig is an award-winning marine journalist and editor based in Rowayton, Connecticut.

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BEAUTIFUL BRAZIL

CHARTER CHAT

BY SUZANNA CHAMBERS
PHOTOGRAPHY COURTESY OF EMBRATUR

With more than 8,000 kilometers of stunning coastline scattered with scores of tropical islands, a wonderful all-year climate and a warm and colorful population, it would seem that Brazil boasted all the necessary qualities to make it a premier superyacht destination.

But until now, the Latin American country — first discovered by Portuguese seafarers more than 500 years ago — has remained relatively closed to the international yachting community.

However, leaders in the yacht charter industry believe this is all about to change. They predict that in as little as two years time there will be a new emerging superyacht destination on the world map.

Daniel Doppler, CEO of Windward Islands, said: “I think the luxury sailing industry is going to open up in Brazil dramatically over the next few years. I think it’s going to be a minimum of two years before some very exciting plans emerge there, and we begin to see a yacht charter presence.

“It is a beautiful country, with one of the biggest coastlines in the world. It’s very exciting,” Doppler said, adding that Windward Islands, which has offices in all the major yachting capitals of the world, is about to open one in Sao Paolo.

Interest in Brazil as a superyacht destination has been growing rapidly in recent years as savvy clients seek out new cruising grounds to explore. However, Doppler, who recently visited Brazil to attend the 14th Rio Boat Show, said that the country’s infrastructure and services still had a way to go before they conformed to European standards. But he believes the fact that Brazil will host the



Football World Cup in 2014 — coupled with a massive push by the Brazilian government to attract superyachts to its shores — is all the country needs to put its mark on the yacht charter map.



Rio de Janeiro

Brazil has won the World Cup a staggering five times, which is more than any other nation, and the event in two years time promises to be one long carnival in the country that introduced the notion of the

beautiful game. The main action of the Brazil World Cup 2014 will center on Rio de Janeiro, and Doppler believes this will bring a number of superyachts to the capital.

CHARTER CHAT: BEAUTIFUL BRAZIL



Rio



Ipanema Beach

For its part, the Brazilian government is making efforts to develop the superyacht industry by reducing the level of tax owners must pay on their vessels as well as by offering tax incentives to yacht building companies who set up in Brazil. He said the first area of tax reductions would be for vessels in the north of the country, near Salvador de Bahia.

The government's attempts to lure yacht building companies to Brazil appears to be working, with leading boat builders such as Beneteau having recently opened up new production facilities there. Indeed, the world's largest boat manufacturer is extremely positive about the emerging market in Brazil, predicting that the majority of growth in future years will come from countries like Brazil and China, reaching 14 percent of sales by 2015.

So, the signs for potential yacht charters in Brazil couldn't be better. But what can we expect from its coastline when we get there?

Angra dos Reis is arguably the country's most popular coastal destination at present, and lies on the south-eastern coast of Brazil. Surrounded by a smattering of 365 islands, one for each day of the year, the area is little more than a two-hour drive south of the international airport in Rio de Janeiro.

All 365 of Angra's islands are within Baía da Ilha Grande, the Bay of Grand Island, as opposed to out in the rough-

er Atlantic Ocean, and boast wonderful tropical scenery with emerald blue water and pristine white sand. A number of excellent restaurants have sprung up in what could be seen as anticipation of what is to come.

The biggest island is unsurprisingly called Ilha Grande, which is 192 km square and surrounded by wonderful coves and stunning beaches off which to snorkel, swim and dive. The island also offers an excellent opportunity to surf in waves off beaches such as Lopes Mendes, which is famous for being one of the most scenic spots in the whole of the country.

Another popular island, especially amongst the Brazilian jet set, is Ilha da Gipoia, which lies 30 minutes away by boat from Angra dos Reis. Over the last decade, a number of beautifully designed villas have sprung up near the coast, with Dentista Beach being the place to be seen.

Meanwhile, the historic town of Paraty, still in the Bay of the Grand Island but on the mainland, offers peace and tranquility as well as a wealth of history, including a number of stunning buildings from the colonial period.

Every yacht charter destination appears to have its own Saint-Tropez, and Brazil is no different. Approximately two hours north of Rio de Janeiro is Buzios, the Latin American equivalent to the South of France's most popular fishing village. Originally settled by European pirates and made famous by Brigitte Bardot in the '60s,



this once sleepy fishing port today boasts an impressive array of expensive boutiques, first-class restaurants and oodles of charm. It is also surrounded by no less than 20 golden beaches hidden in coves along the peninsula, just waiting to be explored.

Most of the Brazil is an all-year destination, although due to the sheer size of the country, weather can vary from area to area. There are five climatic regions: equatorial, tropical, semi-arid, highland tropical and sub-tropical. Temperatures rarely dip below 25C or rise beyond 33C, even during winter months — between April and August — but the best time to visit is definitely during summer, when the rains are few and far between.

The northern part of the Brazilian coast has strong NE winds that blow particularly fiercely in the summer, whilst the rest of the coast is influenced by SE trade winds, which are strongest between March and August. Overall, the weather in Brazil will do little to dampen the government's efforts to encourage the superyacht charter industry to its shores. ☺

Suzanna Chambers is property editor for US magazine France Today and writes articles for various news publications, lifestyle magazines and websites. Her love of yachts began when she went sailing with her father as a child in Poole Dorset, England.

MARINAS IN BRAZIL

SÃO PAULO, Porto Marina Asturia CING

At: Rua Francesca Sapochetti Castrucci 805,
11401-970 Asturia, Guarujá
Tel: (13) 3354 3888 | VHF Channel 68

RIO DE JANEIRO, Marina da Gloria

At: Avenida Infante Don Henrique s/n, 20021-140
Rio de Janeiro
Tel: (21) 205 6716 | Fax: (21) 285 4558
VHF Channel 16, 68 | www.marinadagloria.com.br

BAHIA, Bahia Marina

At: Av. do Contorno N 1010, 40015-230
Salvador de Bahia
Tel: (71) 322 7244 | Fax: (71) 322 7244
VHF Channel 16, 68 | www.bahiamarina.com.br

PARANÁ, Porto Marina Oceana

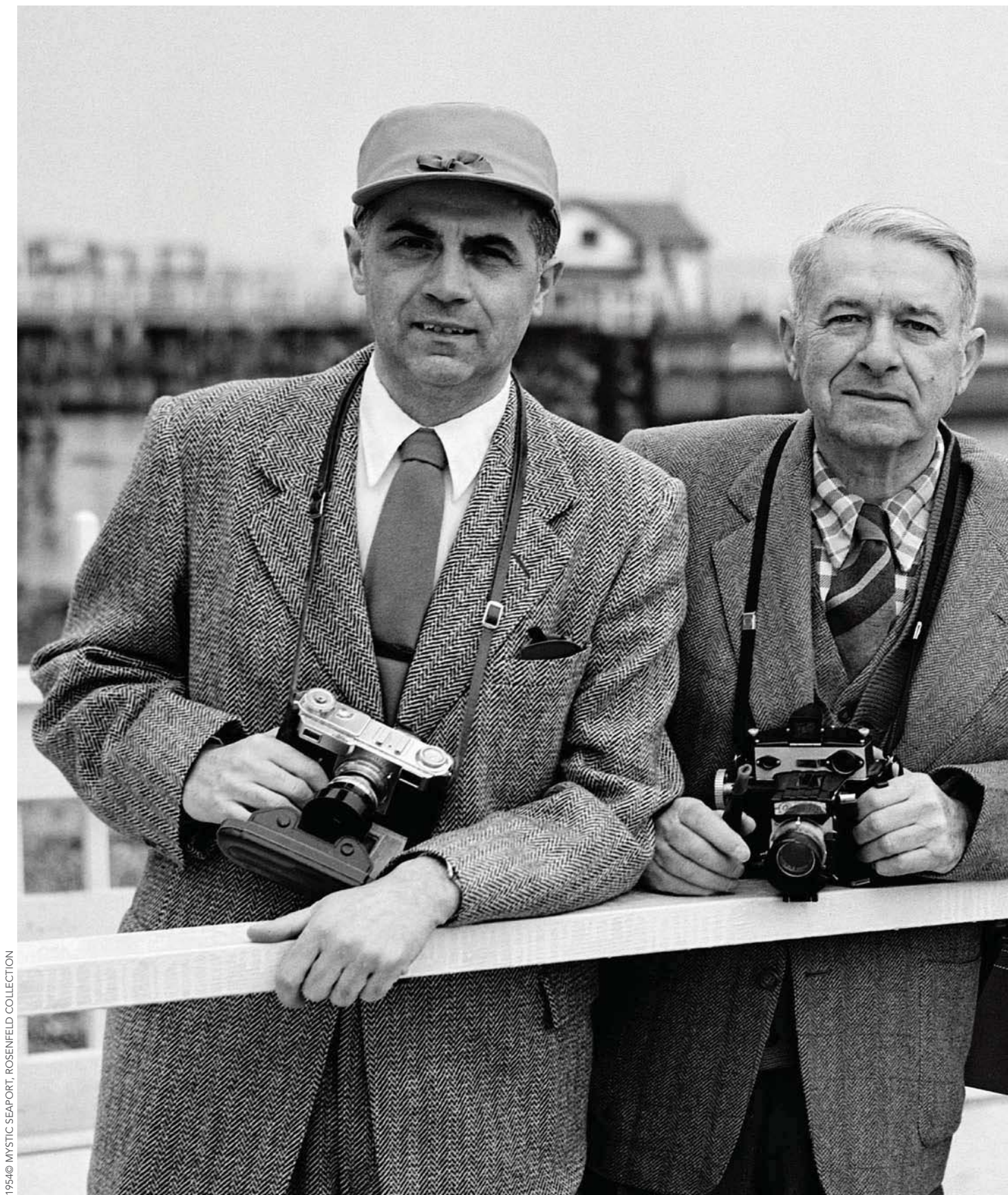
At: Rua B Constant 89, 83203-450 Paranagua
Tel: (41) 423 1831
VHF Channel 68 | www.portomarinaoceana.com.br

CEARÁ, Marina Park - Fortelza

At: Av. Presidente Castelo Branco 400, Praia de
Iracema, Fortaleza, Ceará
Tel: (85) 4006 9595 | Fax: (85) 3253 1803
VHF Channel 74

PARAÍBA, Jacaré Yacht Village

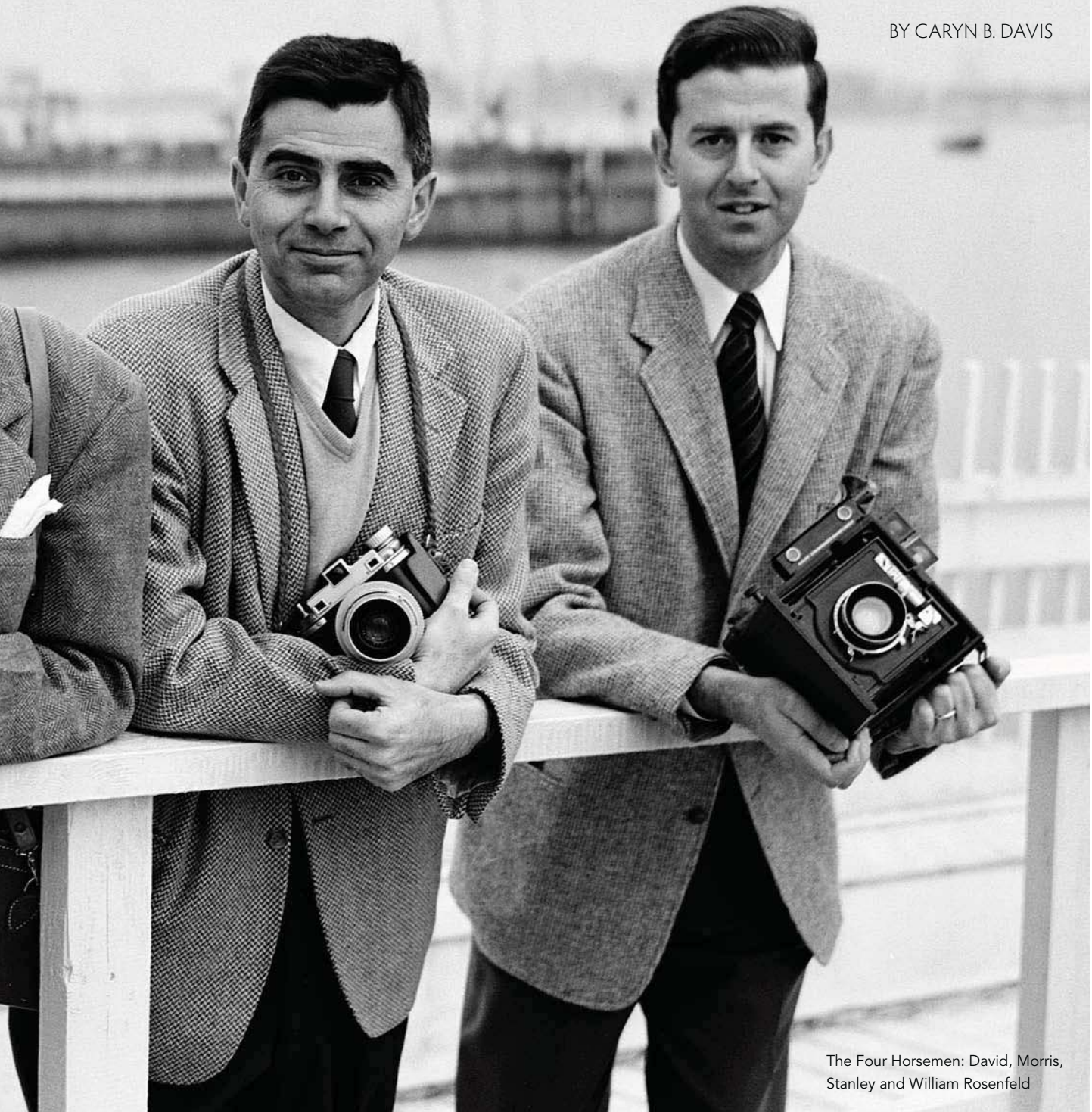
At: Praia do Jacaré
Tel: (83) 3248 3638 | www.marina-jacare-village.com



1954© MYSTIC SEAPORT, ROSENFELD COLLECTION

THE ROSENFELD COLLECTION

BY CARYN B. DAVIS



The Four Horsemen: David, Morris, Stanley and William Rosenfeld

THE ROSENFELD COLLECTION



1935© MYSTIC SEAPORT, ROSENFELD COLLECTION

Joseph Conrad, New York Harbor



1930© MYSTIC SEAPORT, ROSENFELD COLLECTION

Chris Craft, #1, and Baby Gar, Miami



1938© MYSTIC SEAPORT, ROSENFELD COLLECTION

On a River of Silk, Eastern Outboard Championships, Philadelphia

World-renowned photographer Morris Rosenfeld (1885-1968) won his first photography contest at age 13 with an image of a three-masted ship. Using the prize money, he purchased his own camera and promptly quit school. More than a century later, his stunning images that have so eloquently captured the evolution of yachting remain unsurpassed.

With his sons David (1907-1994), Stanley (1913-2002) and William (1921-2006), Morris chronicled 100 years of shipping, power boating, racing and boatbuilding, as well advancements in photography and marine technology. With more than one million images, the Rosenfeld Collection represents the largest anthology of nautical photographs worldwide, and it resides at Mystic Seaport, The Museum of America and the Sea, in Mystic, Connecticut.

Growing up in Manhattan, Morris combed the docks and shipyards photographing watercraft. As a teenager, he freelanced for magazines and newspapers, and apprenticed with yacht photographer Edwin Levick. In 1910, at 25 years old, he opened his own studio.

Morris worked for advertising, architectural and industrial clients including telephone and engine companies. The images he produced that are also part of the collection trace the birth of communications in this country, and how boats, sails and engines have progressed.

By the late 1920s, Morris, affectionately called "Rosy," started concentrating more on photographing boats and races. His chase boat *Foto* (*Foto II* and *Foto III* would follow) enabled him to keep pace with larger vessels. Creating striking images on board a moving boat was no easy feat, especially with a heavy, large-format camera and film stock that had limited exposures. Yet Rosy became known for his dynamic portraits of yachts and yachtsmen, especially those associated with the America's Cup races and trials, like Harold S. Vanderbilt, who won three times aboard the 140-foot J-boats *Enterprise*, *Rainbow* and *Ranger*. Other notables include media mogul Ted Turner, who successfully defended the cup aboard the 12-meter *Courageous*; and Dennis Conner, who participated in nine races and has the distinction of being the first American skipper to lose the cup in 132 years, and the first to win it back. While photographing these races, Rosy was also recording



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1934© MYSTIC SEAPORT, ROSENFELD COLLECTION

Migrant Headsails

the cultural changes to the sport, as well as innovations in technology and design.

Each of Rosy's sons entered into the business but found their father difficult to work with. David, who was a master in the darkroom, joined Rosy on projects for the US Navy. He left in the 1930s to teach photography. William worked in the field and in the darkroom, and drove the chase boat. Eventually, he took a teaching position at the Westlawn School of Yacht Design.

Stanley's forte was action shots. With the advent of the lightweight, 35mm camera and faster film stock, he could capture motion quickly and easily. He retired in 1992, when he grew disillusioned with the advertising that now covered the cup boats, making them unattractive to photograph. In an obituary written by Barbara Lloyd and published in the *New York Times*, Stanley said, "It hurts me to look at them. I understand the boats cost a great deal of money and the teams are very serious. But you shouldn't do that to a yacht."

In 1984, Mystic Seaport purchased the collection from Stanley for \$1 million. It included 250,000 color transparencies, 300,000 film negatives, 40,000 glass plates and thousands of printed photographs in 548 cardboard boxes. It was a fitting home, since Mystic Seaport's mission has always been to preserve America's maritime past. As an active living history museum, it has 19 acres of exhibits with an authentic coastal village, ships for boarding — including the 1841 whale ship the *Charles W. Morgan* — and an array of hands-on demonstrations and programs.

The Rosenfeld Collection is housed in Mystic Seaport's state-of-the-art Collections Research Center. Since it is a working collection, the utmost care is taken when handling the negatives for exhibitions, archiving, cataloging and printmaking.

The Rosenfelds were masters at fine-art printing and had an uncanny sense of how to create powerful images from the initial capture through to the final print. Often, they would dodge or burn certain areas of the print to make it appear as if it was shot in moonlight instead of daylight for mood enhancement. Sometimes, they would crop the images to generate more tension. "The Rosenfeld's printed for drama. They added clouds that weren't there," said Mary Anne Stets, curator of photography and director of intellectual property at Mystic Seaport.



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"This was way before Photoshop. We don't always know which cloud negative was used for what photo, but a couple have been identified."

Last year, Mystic Seaport partnered with the *New York Times* in selling fine-art decorative prints from the collection available in silver, platinum or pigment. To preserve the negatives, they now make a high-resolution scan from the original and do all the dodging and burning within the digital file. The file is then outputted using film recorders and made into a 4" x 5" negative for everyday use.

As a non-profit organization, Mystic Seaport relies on sales from licensing the images for use in calendars, posters, note cards, books, films, television programs and documentaries. As part of its ongoing commitment to share this collection with the world, it publishes books under its own name and distributes them here and abroad. "Our book *On Land and On Sea: A Century of Women in the Rosenfeld Collection* gets other parts of the collection out there. It's a diverse collection that compliments many areas of yachting," said Stets. Additionally, it creates exhibits from the collection like the Art of the Boat, which was first shown at Mystic Seaport

and later in Philadelphia at the Independence Seaport Museum. America's Cup Legends debuted at Rockefeller Center in 2006.

"Working with the Rosenfeld Collection has enhanced my appreciation that photographs can evoke a sense of being one with nature as only a vessel plowing through the sea can," said Stets. "The quality and sensitivity of the images cannot be matched. From the grandeur of Morris's J-boats resembling graceful dinosaurs, to Stanley's more intimate America's Cup deck scenes full of body language, they are all provocative."

To purchase fine-art prints, books, products, or to license images or research the collection, visit www.rosenfeldcollection.com. Find out more about Mystic Seaport, The Museum of America and the Sea, at www.mysticseaport.org. 

Caryn B. Davis is a writer and photographer from Chester, Connecticut. Her images and articles have appeared in over 60 publications. She is an avid boater and world traveler. www.cbdphotography.com.



San Diego, California
619-226-1575



CHASING SUNSETS IN SANTORINI

EARTH TREK

STORY AND PHOTOGRAPHY BY CAPTAIN WARREN J. EAST



Having just worked for 95 days straight — and I'm not complaining; well, maybe a little bit — we were appreciative that the marina manager at Santorini's Vlahada Marina let us bring our 265-square-meter catamaran into the fisherman's harbor so we could finally get off the boat and feel like humans again.

I and the crew of *Wonderful* had forgotten what it felt like to wear jeans and a nice pair of shoes. These had been

pushed to the back of our closets in the hope they might see the light of day again before winter arrived. Our plan was to bike around Santorini for three or four days with our cameras in tow, in search of the perfect photograph that we'd heard was one of Santorini's offerings — but also with the full intention of enjoying ourselves with all the usual seaside activities one would crave for after spending three months in a box.

After a visit to Mikes Bikes, where we rented two 200cc quad bikes, we headed to the eastern shore, which is home to what I can only describe as "St. Martin's Orient Bay on one of the biggest volcanoes in the world." There was certainly no shortage of things to do there; so many clubs, bars and restaurants that it would keep half of Athens happy — wait a minute, maybe that's why it's there! We decided it wasn't the location for The Amazing Santorini Sunset, as the sun set on the other side of the Caldera, which is the giant hole in the middle where the cruise ships reside. So, we moved on.

We were advised to go to the top of Fira, and that was as far as we got that day. Fira is a pretty cool place and has a very nice vibe. I can imagine the summer nightlife to be insane, but we were doing photography, so we tried to find that postcard shot. Fira is at 1,000 feet up on the eastern edge of the rim of a volcano. It's hard to imagine who came up with the idea, but it works. The houses and shops and walls are all painted white, and the stone floors are painted to make it all feel like you're in a fairytale. It all contrasts well with the sky, and at sunset, everyone stops to watch. The entire town grinds to a halt, and there are a few minutes of silence — except for the clicking of cameras. Even the cats come out to pose.

Whilst wandering around Fira, we met a barman who told us we should visit Oia. So, the next day, after a few hours of lazing around on board, we decided to ride up to Oia at the northern end of the volcano rim and about 40 minutes away. Wrapped up nice and warm — it's chilly at 1,000 feet, even in the Greek Islands — we set off. The ride was fantastic, and we stopped to sample several Greek salads in a number of taverns. The road on the northeast quarter of the island is carved out of massive red lava flows. When you reach the top, you can see into the Caldera to the west and several other Greek islands to the east that are up to 40 miles away. There's a small café perched there to cater to the hikers that take on the goat tracks. We stopped to admire the

EARTH TREK: CHASING SUNSETS IN SANTORINI

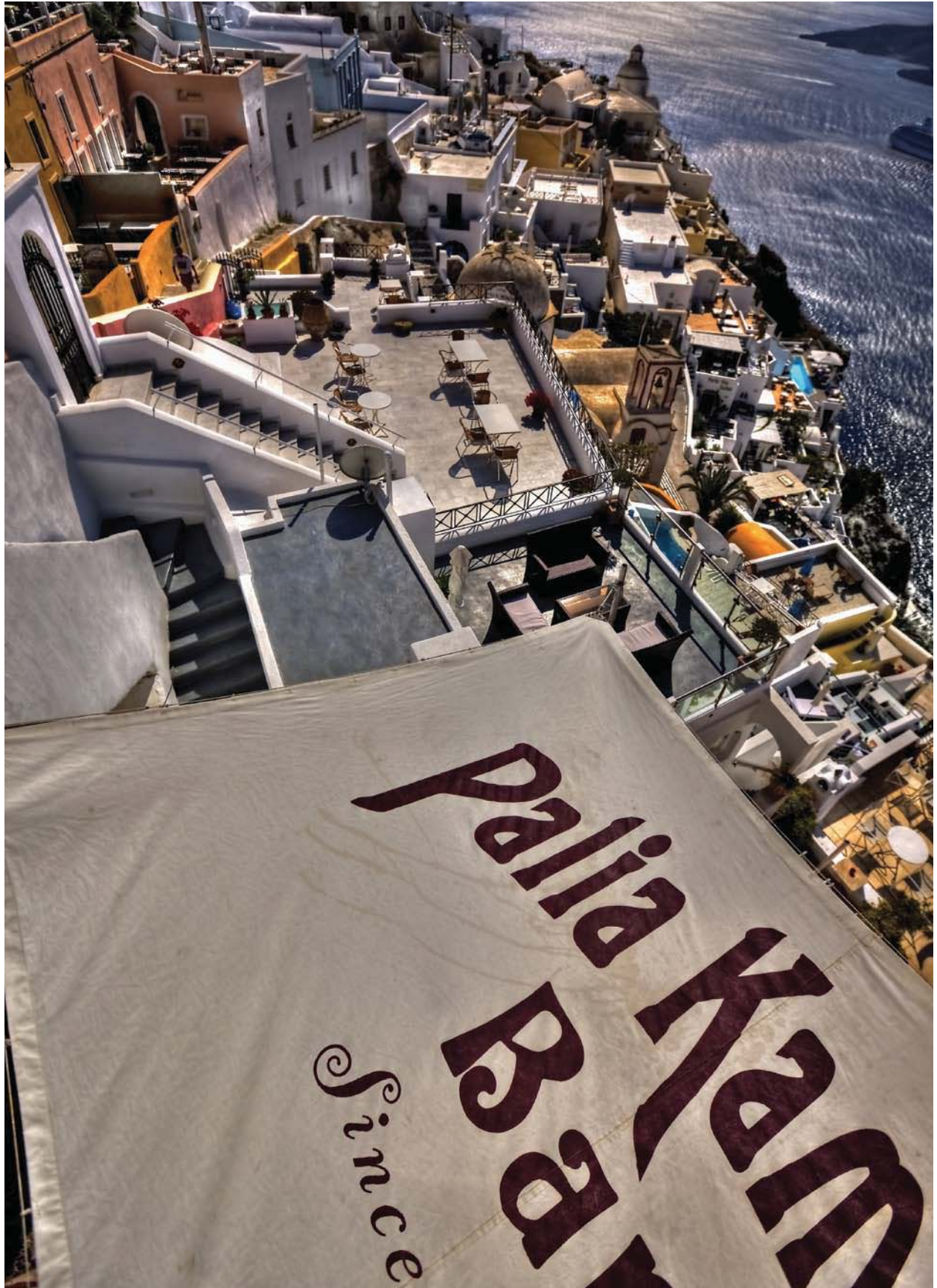


view, and it was well worth it; a great place to wait so we would be in Oia for the sunset.

One cannot describe the sensation of standing at the top of one of the biggest volcanoes in the world — Thira is three times larger than Krakatoa — whose last eruption was heard on the other side of the planet, produced a tidal wave over 17 meters high and whose shockwave travelled 3.5 times around the planet. Experts say that earlier eruptions, which are thought to have lasted for up to two years, would've created tidal waves between 60 and 100 meters high that moved at 150 mph and would've dropped up to 75 centimeters of ash on islands within a 100 meter radius. They wiped out life in Crete and ended the highly advanced civilization known as the Minoans. There's also talk the fabled city of Atlantis was situated there and destroyed at the same time.


Who knows? One thing I can say is that on this day in 2011, Santorini was a peaceful and charming island. It should be at the top of your list if you're ever thinking of visiting the Greek Islands.

We searched and searched for the perfect photo, and out of the four sunsets we saw, all were stunning. I smiled when I eventually saw the shot of the tire on the beach less than 1/4-mile from the boat. The beach just outside Vlahada Marina is eroding the coastline and has already taken several houses whose remains are perched precariously on the cliff. A collapsed road created a great backdrop for the shot of S/V *Wonderful's* chef, Elizabeth Lee, who dressed in a cloak to try and bring a mysterious feel to the picture. The idea came from something I'd read about vampires who come out after the sun sets all over the island.





The shots from Thira and Oia were lovely, and it was a privilege to be there to see such a wonderful sight and have my camera and tripod in hand. You can make your own decision about what the ideal shot is, but the hustle and bustle of a Greek village didn't seem to cut it for me, as the island seemed to be such a natural place. We did, however, really enjoy our time in Santorini. It became a place we look forward to visiting again, if only for another chance to improve on that perfect shot. I'd like to extend my gratitude to everyone we met who played a part in us having a great time there.

I'd also like to take this opportunity to wish you all a great season, wherever you may be. Stay safe and have a happy New Year. And keep taking photographs! Anyone who'd like to learn how I do my HDR photography can email me at warren@digitalillussions.com or visit my website at www.digitalillussions.com. 

Captain Warren J. East has completed more than 300 charters around the world. He holds a MCA 3000 Ton license and stands at the helm of S/V Wonderful, which he was commissioned to design and project manage in 2001. Visit his website at www.wonderfulcharters.com.

VISITING SANTORINI BY YACHT

The island is developed and includes grocery stores with delivery services for yachts, as well as technical and fuel services. The marina is a fishing harbor and run by the Hellenic Coast Guard. They allow a small number of yachts to use the outer wall inside the breakwater, but there's no way to make a reservation. It's advisable to visit the harbormaster and make friends with him. Small yachts and bare boats are always prevalent in the harbor, and several day-charter companies operate great trips into the Caldera three times a day.

There are several good anchorages along the south shore that offer excellent protection from the Meltemi (strong northerlies). On arrival, you have to visit the Coast Guard office in Fira — which seems an odd place for the CG, as it's at 1,000 feet — to get your transit log updated and passports checked.

You can rent cars, vans and quad bikes very easily, and there's a reliable taxi service that charges reasonable prices. There are some fantastic hotels perched right on the crater-edge of the Caldera; obviously, they get more expensive the closer you get to Fira and Oia. There's also a plethora of Greek and foreign restaurants to keep you busy for a year.

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TALL SHIP LEADERSHIP

STORY BY ANDY SCHELL

PHOTOGRAPHY COURTESY OF OCEAN CLASSROOM FOUNDATION

The schooner *Westward*, built by Abeking & Rasmussen in Germany and launched in 1961, is 125 feet long. *Westward* sets 6,500 square feet of traditional canvas, carrying a mainsail, forestaysail, main staysail, jib, jib topsail, fisherman staysail, storm trysail, a course and a raffer. She carries 5,000 gallons of fuel and 5,500 gallons of fresh water. It takes a professional crew of 12 to sail her, and she often carries upwards of 25 students on passages ranging from half a week to several.

The *Westward* is one of three tall ships operated by the Ocean Classroom Foundation, based in New England. The *Harvey Gamage* and the *Spirit of Massachusetts* round out the fleet; each supports the organization's mission of "authentic experience" at sea. They sail from ports as far north as the Canadian Maritimes and as far south as Central American and the Eastern Caribbean. The three ships take students and their teachers to sea in the most traditional sense, on voyages in which the "traditions, values and adventure of maritime life provide a unique context for education." Ocean Classroom "strives to create programs aboard our ships in which our students grow stronger and more confident socially, intellectually, ethically and physically to take their places among the generations of exceptional men and women who have been transformed by seafaring life."

So, how exactly does it relate to the yachting industry, specifically the megayacht industry, which is arguably the polar opposite, and nearly could be considered a different industry altogether? The answer is leadership.

I spoke to Ocean Classroom's Captain J.B. Smith a few weeks ago. I told him I was interested in leadership at sea and how it can be applied to the yachting industry, and wanted to focus specifically on tall ships. I had an inkling that the tradition and sheer amount of work that goes into running such a large sailing vessel would shed some light on the leadership issue.

"There is a definitive chain of command, so everyone aboard always knows who is in charge," Smith began.

"There is a lot of flexibility, but everyone respects it, so to speak. That's the skeleton of the whole leadership thing right there."

Tradition on an Ocean Classroom voyage is a large part of the program for students, but the professional captains and crew maintain those traditions regardless of who is aboard. Each member of the crew is expected to learn marlinspike seamanship and maintenance skills — "the crew does almost all our maintenance under way," and Smith — and are expected to share a deep-seated respect for the sea. New hires are given detailed tours of the boats, and are shown everything from how to do boat checks to where the flags are stowed. And often by deckhands not much more experienced themselves.

Empowering a less-experienced deckhand to do something perhaps slightly above their skill level gives him/her confidence that is earned, and has a major impact on their development. And once the real students show up, Smith explained, "everyone is an expert."

We both wondered aloud whether this kind of upward mobility is encouraged on yachts. If it is not, we agreed, it cer-







tainly should be. “The megayachts, I would suspect,” said Smith, “everybody’s kind of got their spot and stays in that spot, to be more efficient. The point isn’t, I guess, to try and train up the crew as much as it would be just to kind of get the job done. I’m presuming that’s the case, anyway.” He has a point. Encouraging crew to seek additional education, whether formally at school, or informally on board, can only work to enhance the effectiveness of the crew as a whole.


Ocean Classroom’s aim, Smith said, is to empower the students to at least make them believe they are in charge. At that point, the professional crew stands down — literally. Watch rotations on program include the students, plus a professional mate and deckhand. When the students are ready, the professional deckhand removes himself from the rotation. The students are instantly empowered. The ships spend at least 50 percent of their time on program at sea, sometimes far more. The scenarios are real, and the stakes are high. Learning is inherent.

The generally complex organization and chain of command is responsible for a serious amount of sail area, “the dramatic side of it.” The forces created by it are significant, and there is no room for mistakes. But more importantly, he continued, “the less dramatic side of it is to make sure the dishes are washed properly and the heads are cleaned. The students are involved in all of that.” Smith’s point harkens back to the J-class skipper

I quoted in the last issue, who spoke of the importance of the captain understanding just what he is asking of his crew, whether it’s raising sails or changing bed sheets.

In the tall ship realm, the professional crew are often personally motivated by their idealism, their love of the sea and their respect for tradition. They certainly are not in it for the money, which starts at a mere \$500 per month. Smith emphasized that they do not hire their crew based solely on their sailing experience. That can be taught, as it can be aboard yachts.

“You can be the ancient mariner,” he said, “but that’s not going to do you much good in terms of the business.”

Ocean Classroom runs week-long, month-long and semester-long programs for students and teachers of all ages. For more information, visit them online at oceanclassroom.org. 

Andy Schell regularly contributes to Yacht Essentials and is chief editor of the annual Yacht Essentials Portbook. He and his wife, Mia Karlsson, work as a skipper/mate team and are currently between jobs after crossing the Atlantic in their yawl Arcturus. Contact Andy at fathersonsailing.com.



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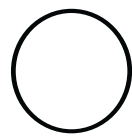
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BURIAL AT SEA

BY CAPTAIN TED SPUTH
PHOTOGRAPHY COURTESY OF NEPTUNE SOCIETY



"The way mankind deals with its dead says a great deal about those left to carry on..." — James Michael Dorsey



Oceans cover approximately 70.8 percent, or 361 million square kilometers (139 million square miles), of the Earth's surface. Burials at sea have long been the accepted norm for mariners all over the world. By International Law, the captain of any ship, regardless of the vessel's size or flag state, has the authority to conduct an official burial at sea.

The Vikings of Scandinavia laid their deceased comrade on the deck of one of their ships, pointed the ship in the direction of a beautiful sunset and had warriors shoot flaming arrows to light the funeral pyre. If the deceased was a great warrior, his woman was passed from man to man among his tribe or crew, who all made love to her (some would say raped) then strangled her to death and placed her body next to her dead husband. Viking ceremonies are now, for the most part, extinct...burning a yacht would be expensive. My wife said, "Raping and killing wives to create an extra honorable ceremony for even a great dead seaman is a bit over the top." I don't see the problem.

In the 17th century, the British Navy's policy was to bury their dead mariners at sea in a burlap bag that was stitched around the body, with the final stitch going through the departed's lips to insure they were really dead.

Today, a permit is required for burials within Australia's territorial waters and the Continental Shelf. The privilege is only granted to people with a strong connection to the sea. The deceased, by law, is sewn into a weighted shroud with no embalming. The depth of the water must be greater than 2,000 meters (6,600 feet) and cannot interfere with shipping, fishing or undersea communications. No permit is required to scatter ashes at sea in Australian waters.

The United States requires specific preparation to ensure the body or coffin sinks quickly. California does not permit full body burials within their territorial waters or 3 miles offshore. However, 3.1 miles offshore or greater becomes United States Territorial Waters. The Environmental Protection Agency requires an internment site to be 3 nautical miles or 3.5 miles from land and at least

180 meters (600 feet) deep — 6,000 feet less than Australia mandates.

A recent investigation involving the Air Force Base Mortuary in Dover, Delaware, found that between the years of 2003 and 2008, portions of troops' remains (i.e. body parts that were mutilated or amputated during war), were cremated and the ashes dumped in a Virginia landfill, a disrespectful practice that officials have since abandoned in favor of a dignified retirement at sea.

Protocol may dictate that the body be sewn in sailcloth with weights, burial in a casket, burial in an urn or scattering the cremains (cremated remains) on the water. The ashes can also be mixed with concrete to create different columns and structures and dropped into the ocean to help form an artificial reef such as the Neptune Memorial Reef. This phenomenon is the largest manmade reef in the world covering over 600,000 square feet of ocean floor, 3.25 miles off the coast of Key Biscayne, Florida.

My father, Dr. Carl B. Sputh, died on July 6, 2011. Prior to his death, he requested to have his ashes buried at sea. I felt privileged to have been able to perform this final act of respect for my much loved father.

On September 14, 2011, at 19:00 hours, I called together M/Y *Starfire's* esteemed crew for an "all hands bury the dead" ceremony. The entire crew honored Dr. Sputh by wearing their dress uniforms...my father wore a tie for every important occasion of his life! The ship's flags were lowered to half mast. I said a few personal words and then threw the weighted box of my father's ashes into the wind and the sea that he loved; Latitude 32 25.63N, Longitude 031 43.29W in 3,548 meters of diamond-studded crystal blue water. The sunset was filled with colors that warmed our hearts long after the sun sunk into the unknown. Two trumpets played the haunting sound of taps in the background. The firing party for the three-volley salute was *Starfire's* bosun and three flares. As the parachute flares were descending into the blue, we blew the ship's horn indicating "signing off" in Morse Code. Every crewmember gave his or her own special hand salute, ranging from a proper military salute to a two

BURIAL AT SEA

Neptune Memorial Reef near
Key Biscayne in Miami, Florida



fingered Boy Scout salute. Dad would have gotten a good laugh from the diversity of the gesture.


The reason for three volleys has conflicting explanations. Some people believe this ceremonial act stems from early wars, where the fighting ceased so the dead and wounded could be removed from the battlefield, then three shots were fired into the air to signal that the battle could resume. Others believe the three empty casings stand for duty, honor and country. I prefer the latter explanation. The ship's horn blowing was designed by *Starfire's* first mate. The actual ceremony for a burial at sea is less about rules and more about options that have been left for the living.

A "yacht essential" is to care in life and in death for all of the people who love the sea. Burials at sea include Dennis Wilson of The Beach Boys, who owned a 62-foot yacht called *Harmony*. It was his pride and joy. He once stood on the ship, looked out into the water

and said the ocean is where he belonged, and that's where he wanted to be buried. Actor Steve McQueen, Sir Alfred Hitchcock and Janis Joplin are with so many known and unknown men and women whose final resting place is the sea.

A YouTube video of my father's service can be found at <http://www.youtube.com/watch?v=BrnBIS1bhys>. Dr. Carl B. Sputh's ashes are now co-mingling with all of the ashes of others who, over the ages, have shared his passion for the ocean and are enjoying an afterlife filled with...Fair Winds and Calm Seas. 

Captain Ted Sputh holds USCG and MCA 3000 Ton Upon All Oceans with Sail licenses and has been a professional mariner for 33 years. He is currently doing relief and delivery work. Contact him at ted@captainteds.com.



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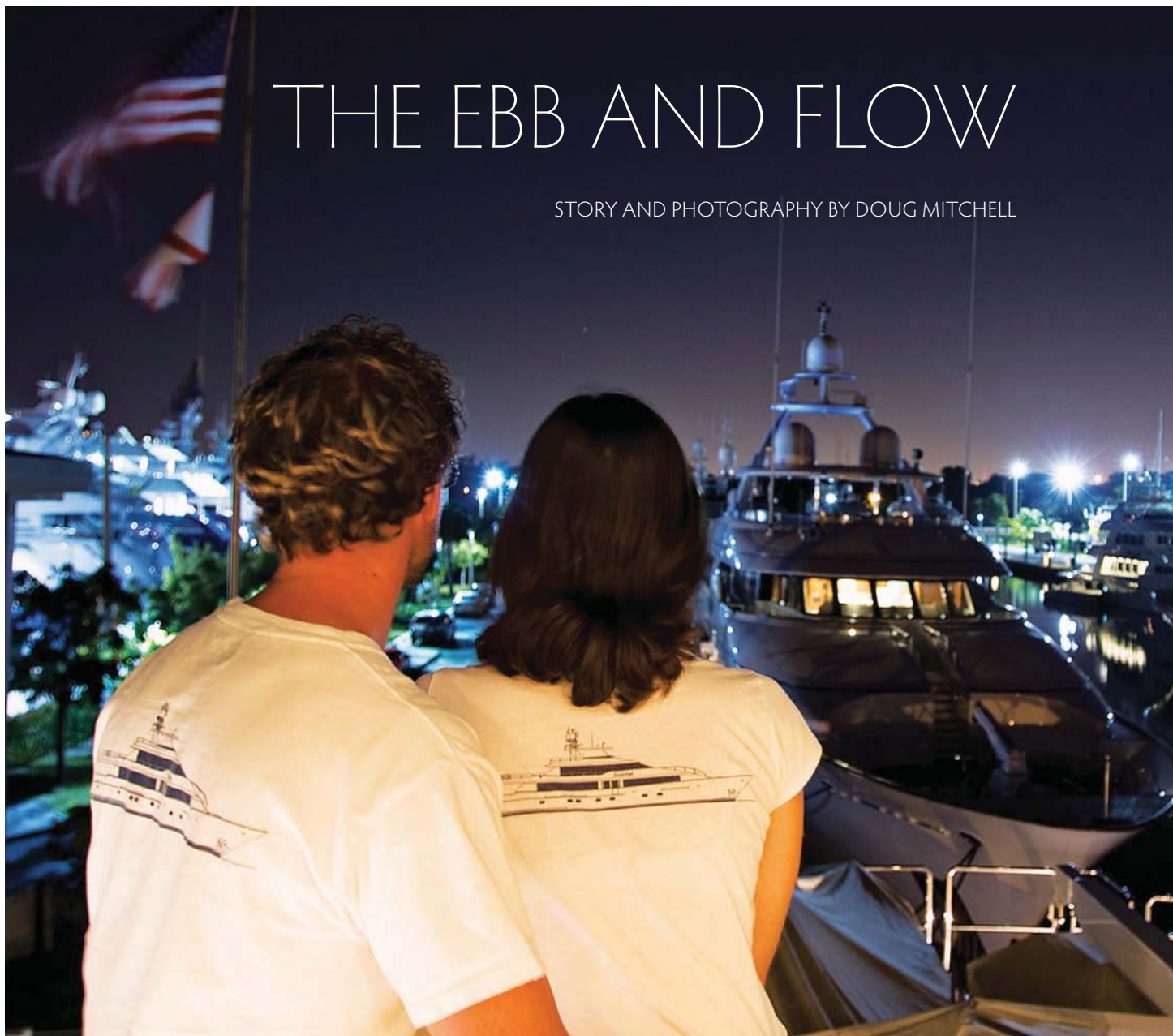



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THE EBB AND FLOW

STORY AND PHOTOGRAPHY BY DOUG MITCHELL

It amazes me how amazingly easy it is to take for granted just how amazing getting to work on yachts can be. I know that's a whole lot of amazement for one statement, and perhaps an echo of some of my previous articles, but some recent developments in my life have floated that awareness to the surface once again. Like a chest full of treasure that falls overboard, unnoticed and forgotten, only to be discovered by a new and more thankful you following behind at a later time, the things that once amazed us about yachting often fade and lay dormant in the darkness, waiting to be revealed again when we need a strong dose of reality. A much needed

and powerful lightning bolt jolting us out of our complacent slumber and illuminating the forgotten benefits of yachting that few people get to experience.

I know that all sounds like some over-dramatic fluff, and I like to think that I've done a pretty good job of remaining grateful for being able to work in this industry (thanks in large part to my friends and family at home who are ready to keep me grounded and humble if I ever talk of my life as anything less than amazing), but recently, all that metaphorical gold came dangerously close to being ripped from my grasp. Without getting into too much detail, after




a recent trip home to see my family and friends in Canada, I was blindsided with some unexpected issues that for a few nerve-racking weeks threatened to really inhibit my yachting career and potentially derail the plans my girlfriend and I had been putting in place for the past eight months. Thankfully, after doing our research, keeping in contact with friends and colleagues in the industry, and staying as positive as we could, everything got back on track and eventually ended up better than we could have hoped for. With some incredible timing, we were both offered positions back on board my previous yacht, which we gratefully and enthusiastically accepted since we al-

ways hoped there would be room for both of us one day. We are now living this fantastically ideal reality, a boatload of reason to keep your bridges un-burnt and the positive vibes flowing when things look grim.

Now, in some ways, it's like I never left. I'm back on the boat I started on in Panama nearly three years ago as green as could be and spent the next two-plus years getting to know very well while taking my first steps up the ladder. I've returned to my old role as bosun with a future that looks very promising for learning a lot more and pushing forward, and apart from a few changes, I'm working with the crew and owners I've already established great relationships with. An island of familiar territory that is very comforting after navigating the sea of other options.

But in most ways, it's excitingly different and fresh. The same 130 feet of teak, stainless and fiberglass that I got to know so intimately before greets me every morning now as a new challenge. An opportunity to apply what I've learned from working on other boats, while picking up where I left off with the vessel that started it all and gave me the foundations of my career. I guess when you take a surprise ride on the mental rollercoaster of life's unpredictability, getting another chance in a great situation spawns a renewed pride in your work and a resolve to do your job well. Having a dose of gratitude with the morning coffee makes for a powerful concoction.

So, as we are settling very happily and thankfully into our new life working and living together on board, I think about the ebb and flow of things. I think about those out there that have recently found employment in the industry for the first time and are basking in the amazingness of it all, and I think of those out there in yachting duped by time itself into forgetting how grand the privileges are; how underneath the dull coating of dust, the shine still remains. Getting employed in this industry often requires treading water for a while in a grey sea of procedures and perseverance, as there isn't always a black-and-white set of guidelines to keep you afloat. But hopefully, even if it requires a lightning bolt to remind us, we can all appreciate being able to tell people that working on yachts is our job. 

Doug Mitchell is the bosun aboard the 130-foot Westport M/Y Sovereign. He grew up in High River, Alberta, Canada, and studied photojournalism at college in Calgary. He has been in yachting since 2008.



HDTV AT SEA

ENGINEER'S CORNER
STORY AND PHOTOGRAPHY
BY GLENN HAYES

The charter or voyage has been perfect so far. The international waters have been warm and calm, and the scenery has been spectacular. The sun is starting to set at anchor, and after a shower and a delicious dinner, it's time to watch the big game on television. You're swinging on the hook in a remote bay, a cold drink in your hand, thousands of miles from home, as the large flatscreen TV in the main salon flashes to life. There in front of you, the game begins in glorious high definition. How is this possible?

Satellite television systems for yachts have come a long way in just a few years, and there are now systems that can handle any satellite service anywhere in the world.

The ease of operation of these systems and the flexibility they have in adapting to worldwide coverage is developing rapidly. The technology behind them is state of the art, and competition between satellite antenna companies is fierce. What this all means to the yachtsman is an unparalleled TV viewing experience with greater ease and simplicity, no matter where you venture.

Up until recently, there have been many restrictions and technical issues related to having a trouble-free viewing experience at sea. The difficulty of a stabilized antenna being able to stay locked on to TV satellites while in motion and provide a quality picture on TV screens was

complicated by technological and physical restraints. To get reception in different regions, you needed a large dish, which had limits to its movements and required multiple interchangeable parts if you traveled out of range of one satellite system and into another. Those issues, along with others, are disappearing with developments in technology producing new and improved satellite dome systems.

One of the most important things to consider in deciding which antenna is right for you is the range of satellite coverage that you plan to use. If your yacht remains in one part of the world, with little change in latitude or longitude, and one satellite provider is all you need, then your system can be a lot simpler, smaller and less expensive. Larger dishes usually give you more range and less rain fade, but if the area of travel is limited, a smaller dish with a simple low noise break (LNB) setup would work well. It's when you will be traveling between satellite system coverage areas and in more extreme locations that things get more complicated and the cost and required technology increases.

There are many satellite providers worldwide, and they use different technology to get their satellite programming to you. Providers in the Americas use circular polarized signals and linear polarized signals that are found elsewhere in the world. The different types of signals are sent down to your dish, which collects the signal and reflects and directs it to one or a series of LNBs mounted in front of the dish.

It used to be that each of these LNBs was specific to the satellite provider and the type of signal they were sending down. As you traveled to a different region of the world, the LNB would have to be physically swapped out for one that would work in the new area. The satellite dome software would in turn have to be reprogrammed to work with the new system. This could prove to be quite a cumbersome problem. Add to this the need to change the receiver boxes at each of the TV sets and you had quite a procedure each time the vessel moved to a different satellite provider's region. A knowledgeable crew could make the changes, but the need to call in qualified technicians was often the case. Added to the mix was the fact that HDTV required yet another set of LNBs and until recently wasn't readily available in many parts of the world. This meant all those wonderful, large-screen HDTVs were being used with no HD programming.



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HDTV AT SEA


All those problems are a thing of the past with new offerings from major players in the satellite dome business. New products hitting the market now allow for a single LNB unit to receive any satellite signal without physically having to swap LNBs within the dome. All that is needed is to do a simple switch to the applicable system through a smart switcher box that can even be controlled through an iPad app.

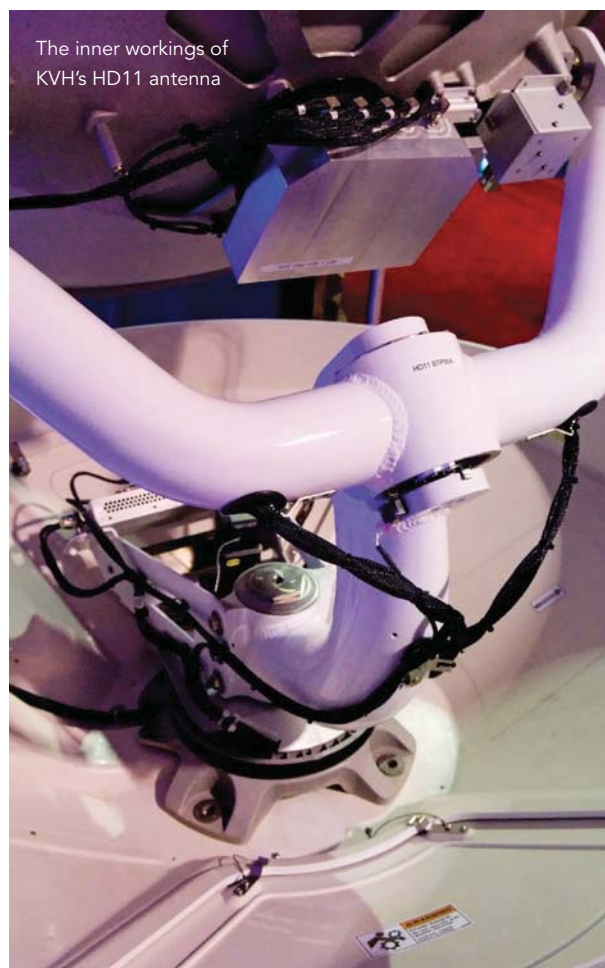
Ryan Smith of KVH Industries points to the new TracVision HD11 as "a truly global system where you never have to touch the LNB." This new dome is an expansion on the technology from KVH's smaller HDS7 dome, which has full HD capability as well as a specialized "tri-Americas LNB" that allows you to go from North to South America without having to touch the antenna. The technology from the HDS7 was expanded along with the dome size to give it true worldwide capability. The larger dish allows for use in more extreme latitudes and longitudes, and the single LNB can be programmed for worldwide reception. The new HD11 is available with

a smart switch service and system selector box that allows for simple switching between service provider set boxes without the need for complicated switchers or rewiring, and it even allows for automatic switching between two domes if one loses signal temporarily. KVH even has remote diagnostic services for the HD11, as long as there is Internet access. This means service, if required, can be diagnosed and possibly repaired (or software updated) online. If a technician does need to go out on a service call, he or she will know exactly what needs to be done prior to leaving the shop. No more multiple trips for a repair.

Intellian, another major manufacturer of satellite TV domes, has its own version of the new wide-range HDTV domes. Its t110w Satellite Antenna is a worldwide capable antenna that does not need hardware changes when moving into different coverage regions. The dome boasts excellent reception even when near the equator or in polar regions. The t110w is capable of tracking from -15 degrees to 120 degrees F. Sean Hatherley of Intellian also explains that another attribute of the t110w is the ability to receive the new broadcast standard (DVB-S2) that many HD service providers are moving to.

Vincent Valldeperas of Cobham points to the robust attributes of Sea Tel's offerings, including a different take on the worldwide antenna with a new one employing Sea Band on one side of the antenna and KU one-meter reflector on the other side, literally piggy-backed on one another, where the antenna is internally flipped around with some simple programming. He says this antenna should be available by time this article is published.

All of these manufacturers are producing and developing products that are inevitably making satellite TV more accessible and enjoyable for those on the water and those traveling worldwide. The issues of the past are being addressed, and now you can fully enjoy a cocktail while watching the game, hassle free, in glorious high definition. 



The inner workings of KVH's HD11 antenna

Glenn Hayes is a freelance photographer and writer living in West Central Florida. A second-generation professional photographer and journalist, he specializes in marine photography and writing. He can be reached at www.hayesstudios.com.



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YACHT CHANDLERS PARTY

PHOTOGRAPHY BY CHRIS KENNAN



Where can you find 3,000 of your nearest and dearest friends on an annual basis? Mark your calendar now, because during the Saturday before the Fort Lauderdale International Boat Show, Yacht Chandlers and its many sponsor partners throw their annual bash. It is arguably the the party to attend. This year's event raised more than \$14,000 for the Guy Harvey Shark Research Center at Nova Southeastern University. Stay tuned for next year's costume theme, then grab your checkbook for a great cause!





2

1. The gals from *Dania Cut* including Adrienne, Britt, Lisa and Kim; 2. Cassi with IYT's Adrian; 3. Javier with Sarah from Island Global Yachting; 4. SATORI Custom Paddle Boards' Stacie, Bryan and Marie; 5. ProStock Marine's Whitney and Karen with Tim from Yacht Chandlers; 6. Kim with Mahmood from the Guy Harvey Research Institute; 7. Ceri and Neil from Hughes Power Systems.



3



4



6



5

MEET JOSEPH STILES

PROFILE OF A CHARTER CHEF

BY JAN ROBINSON

Joseph Stiles, a native of Washington state, is 34 years old and has had a remarkable education in both food preparation and multi-varied cultures. He was born into a farming family, sharing the daily work with his two brothers and his parents. From the land they processed everything edible for the family. His mother raised dairy goats for over 40 years and slaughtered livestock including beef, pigs, chickens, rabbits and, of course, goats. The farm work did not stop there. It encompassed a massive garden, growing everything from vegetables to berries and orchard fruits. They grew up on raw milk, made butter and cheese, and preserved everything for the winter months. With this background, it is hardly surprising he loves food.

Fortunately for the gourmet aficionados, Stiles knew early in life his destiny lay in food preparation and aimed for perfection with imagination. To achieve this goal, he learned the basics of cooking professionally in a commercial kitchen, starting in an Irish pub in Spokane at age 20. Moving to a small Italian restaurant, he learned basic sauce-making skills and improved his line working ability. Next came a boutique hotel, where he trained under acclaimed chef Chet Geri in a fine dining restaurant. One final stop before culinary school paired him with chef Kyle Tansey, and Stiles helped him open his restaurant Quinns (named after Tansey's daughter). Stiles took over as the first sous chef, learning the intricacies of running a restaurant from hiring and firing to menu development, ordering and fabrication. With three years of experience under his apron, Joseph attended Western Culinary Institute in Portland, Oregon, and graduated with a degree in culinary arts in 2003. He returned to Spokane and managed an established restaurant, Mizuna, which featured vegan, vegetarian and featured wild fish and local organic meats. There, he drew on his childhood experiences, foraging in



local forests for wild mushrooms and edible greens, and utilizing the local farmers' markets that, at that time, many other chefs ignored. Stiles received recognition for his farm-to-table philosophy at Mizuna.

To broaden his cultural knowledge, as he phrased it: "I packed my bags and headed to Italy, a place I had visited two years prior while attending culinary school, to immerse myself in the culture I traveled every region of the country." His timing was perfect. He attended Christmas Eve Mass, the last given by Pope Paul II, spent Easter in Rome and New Year's in Lecce. Most important for his thriving ambition, he visited the very impressive Truffle Festival in the ancient town of Alba in the Piedmont region of Northern Italy. This is the premier truffle destina-

"The love I have for food is unconditional, and getting to share it with people is a very intimate experience."

tion in the world. During the month of October, the city center is abuzz with local vendors selling their most prized possessions, the white truffle. Truffles can be purchased for a handsome price, ranging as high as 4,000 euros per pound, and hail from as far south as Tuscany. Stiles described it, "Upon my arrival in Alba, a lovely medieval town, I was immediately overcome with the encompassing aroma of truffles. As I wandered through the bazaar, I found every local restaurant offering fresh truffles on their menus. I spent two weeks in Alba in the beginning of October in 2004 and remember hopping from restaurant to restaurant sampling the local fare spiked with truffles. Everything from a crostini with truffle pesto to homemade tagliatelle pasta with fresh truffles shaved over the top were never disappointing. I found that chefs and purchasers had traveled from all over the world to attend at least one weekend of the festival, buying up a supply they would export to their respective establishments. However, I was there as only a consumer and took only wonderful memories home with me. Alba during the month of October is a must-visit for any culinarian to enjoy the beautiful city, amazing wine and of course the prized white truffle."

Stiles continued, "Traveling to Sicily was a highlight. Upon my arrival in Trapani on the west coast of the island, I strolled into a local restaurant on my first evening in search of a drink of locally made Marsala. The couple who owned the establishment must have been impressed with a guy from the US traveling with his own knives and disclosing his culinary background, so they hired me. I spent some time in Trapani and was exposed to traditional fare, including fresh pasta with sea urchin roe, handmade couscous with fish broth and buffalo mozzarella. Everything was made from scratch, and after dinner service was spent with the kitchen staff enjoying family meals together and then cleaning a 50-gallon container of fresh sea urchins."

Deciding he had soaked up all of the culture he could afford, Stiles returned to Portland and continued his studies at Western Culinary Institute, receiving a degree in patisserie baking in 2006. He joined a large-scale French brasserie, Fenouil, where he refined his technique and learned valuable experience in high-end, high-volume cuisine. He spent two years honing his pastry skills, filling in for colleagues in the pastry field establishments. To round out his cultural cuisine, Stiles accepted the position of chef

de cuisine at Coupage, a Korean-French restaurant in Seattle. "This gave me an opportunity to explore north Asian cuisine, and I fully utilized the markets of the international district. Shopping almost daily, I exposed myself to a multitude of ingredients and styles of cuisine."

After a year and a half at Coupage, Stiles teamed up with a talented chef Ashley Merriman at the newly opened restaurant Branzino in downtown Seattle. The restaurant received rave reviews almost immediately from the dining elite. With a small and extremely talented kitchen staff, they filled the restaurant nightly while maintaining quality and execution.

Wanting to leave the Pacific Northwest behind, Stiles relocated to the Caribbean. As the chef of Salud Bistro on St. Croix, he took a modest Mediterranean bistro to new heights for over two years. Stiles can proudly state, "From curing my own meats and sausages to artesian breads and pastas, I have received critical acclaim from the public, media and food judges at A Taste of St. Croix 2010 for the Best Entrée." With all of his exciting travel and restaurant experience, Stiles now aspired to chef on a yacht. He met George Custer, captain of the 120-foot *M/Y Freedom*. "George is now giving me the chance to learn a new and exciting realm of the hospitality industry."

I asked Stiles two additional questions: First, what special memories do you have? "On my first trip to Italy, I was referred to a restaurant by Mario Batali. He told me that if I was ever in Modena I had to go to Osteria Guisti and that it was the best food in Italy. I found the food to be of such perfection that it made me cry. The food took me somewhere I had never been before, and I was truly amazed at the culinary brilliance of the entire experience." Second, what makes it all worthwhile? "The love I have for food is unconditional, and getting to share it with people is a very intimate experience. The fact that I have a beautiful yacht on which to cook and the Caribbean as my backdrop creates a unique atmosphere that would be hard to find anywhere in the world. That makes it all worthwhile."

When not on *Freedom*, Stiles lives with his girlfriend Britta Luzny on his 30-foot sloop. In spite of his extensive, exciting experiences, he is still an old fashioned guy at heart. He plans to become engaged to Luzny as soon as he has had a chance to ask her father's permission!

PROFILE OF A CHARTER CHEF: JOSEPH STILES

YELLOWFIN TUNA TARTARE WITH PLANTAIN CHIPS AND TOMATO SEED VINAIGRETTE



SERVES: 4

INGREDIENTS:

6 oz. fresh yellowfin tuna	2 vine ripe tomatoes
1 English cucumber, peeled, half small diced and half sliced into thin rounds	1 green plantain
1 avocado	2 fresh lemons
1Tbsp minced shallot	Extra virgin olive oil
1/2 bunch cilantro	Splash sherry vinegar
	Kosher salt
	Peanut oil

Scrape the piece of tuna with a large tablespoon, scraping the meat into shreds and discarding the sinew between the bands of meat. Place in a stainless-steel bowl and place in the refrigerator.

Peel and seed tomatoes, saving the seeds for sauce. Small dice the tomato flesh and set aside.

Pick cilantro leaves from stems and finely mince.

Cut avocado in half, remove pit, cut avocado into quarters and peel. Cut avocado into a medium dice.

Combine the reserved tomato seeds with a tablespoon of extra virgin olive oil and a splash of sherry vinegar, and stir together and set aside.

In the bowl holding your shredded tuna, add your cilantro, minced cucumber, minced shallot, fresh squeezed lemons, small diced tomato, medium diced avocado, two tablespoons of extra virgin olive oil and kosher salt to taste. Stir all ingredients together and adjust seasoning as needed with more lemon juice and kosher salt.

Heat 3 cups of peanut oil to 350 degrees F. Peel the green plantain and slice as thin as possible on a mandolin. Once oil has reached proper cooking temperature drop four to five slices of plantain into the oil at a time and allow to cook until crispy. Remove from oil and season with kosher salt.

PLATING:

Arrange sliced cucumber around the perimeter of the plate, overlapping the cucumbers as you fan them around.

Using a ring mold approximately 2.5 inches in diameter, fill with the tartar and press into the mold until firm. Remove the mold and repeat steps one and two.

Dress the plate with your tomato seed vinaigrette and garnish the top of the tuna with your fried plantain chips.



A native of New Zealand, Jan Robinson sailed the Caribbean on her 65-foot yacht for more than 20 years as a charter chef and yacht captain. She now divides her time between homes in the US Virgin Islands and Charlotte, North Carolina.

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MEET BINDY BRYCE

STEW OF THE MONTH

BY ANDREA BAILEY





Before she decided to go into yachting, Bindy Bryce was a high school gym teacher, so she knows a little about tough crowds. She has since been a stew on land and at sea, and this 27-year-old has served her fair share of demanding guests. Bindy has been in the industry for three years, including a stint as a “stew” for a large chalet in Europe, where her duties were the same as on a yacht, and the clientele were comparable, too. If there’s one thing to know in this industry, it’s that service done well can translate to work anywhere. Which is convenient, because this stew of the month loves to travel.

SO, BINDY, TELL US A LITTLE ABOUT YOURSELF. I

grew up on the Sunshine Coast in Queensland, Australia, and I had a very active lifestyle. I play water polo; I’m a certified lifeguard; and I love netball. When I was 19, I took my first major trip to South America with my sister, and that ignited my travel bug. The next year, I did my first ski season in Banff, Canada. After graduating from university with a degree in physical education, I taught for a year in Queensland before heading to Europe to travel and then settling in London to teach. I enjoy snowboarding, running, anything to do with travel and also writing.

SO, WHAT MADE YOU WANT TO GO INTO THE INDUSTRY? HOW DID YOU GET STARTED?

I taught in London for six months but found it incredibly exhausting and soul-destroying trying to teach kids about exercise and health when all they wanted to do was play video games and hit each other over the head with hockey sticks. I needed a break, so I flew to Argentina to chill out with my sister for a bit. While I was there, I decided I’d like to work on cruise ships, as a way to do something different while still traveling. I spoke to a few good friends who convinced me yachting was the more appropriate path for me. When I returned to England, I completed my STCW 95 in Cowes and then flew to Palma to join the job hunt. Within a few weeks, I scored my first job on a motor yacht.

TELL US A BIT ABOUT THE BOAT YOU’RE ON NOW.

Konkordia is a 52-meter, Dubois-designed, alloy sailing yacht. She was launched in 2006 as *Kokomo* but changed owners and name about two years ago. We’re based in Palma, and while we were predominately private this season, we managed to fit in a few charters.

YOU’RE A CERTIFIED LIFEGUARD. HAVE YOU EVER SAVED SOMEONE’S LIFE?

I used to patrol on an open beach that could get pretty rough. One day, a Japanese tourist walked down the beach, put his towel down at the

STEW OF THE MONTH: MEET BINDY BRYCE



base of the “Dangerous rip, do not swim here” sign and proceeded to walk into the water. He swam straight into the rip. He got swept out to sea pretty quickly, but I had been watching him, so I was able to get to him quickly on a board. Once we got back to shore, he simply went and picked up his towel and left the beach without saying a word. He was pretty shaken up, but hopefully he won’t do it again.

WOW. THAT’S PRETTY CRAZY AND EMBARRASSING FOR THE TOURIST. DO YOU HAVE ANY HILARIOUS OR EMBARRASSING STORIES YOU WANT TO SHARE ABOUT YOUR EXPERIENCES IN THE INDUSTRY? On my first night out with my new crew on a previous boat, I had been careful not to drink too much, because I wanted to make a good impression. The yacht was anchored out, so at curfew the watch picked us up on the crew tender. When we got back to the boat, as I went to step off the tender onto the boarding ladder, a swell came, pushing the tender away. I stepped straight into the water. Everyone was laughing too much to even think about helping me, so I was bobbing around for a while before I managed to gasp through my laughter, “Can someone help me up please?” That just set everyone off laughing again. Far from the good impression I had wanted to make, this little incident meant I had the nickname “Flipper” for the duration of my time on board.

WELL, LET’S HOPE THIS ARTICLE DOESN’T MEAN YOU BECOME FLIPPER TO YOUR CREW NOW AND FOREVERMORE. BESIDES TERRIBLE NICKNAMES, WHAT MAKES YOUR LIFE A LIVING HELL? Working with people who just don’t want to be there.

WHERE DO YOU SEE YOURSELF IN THE NEXT COUPLE OF YEARS? IS THIS A LIFELONG CAREER FOR YOU? Like many other yachties, I joined the industry as a way to combine work and travel and also save some money. I had originally only planned to do it for a few years, but I’ve found that the lifestyle and work is addictive, enjoyable and challenging. In short, it’s a tough life to leave. I’m still taking it one step at a time, because the industry is so unpredictable you just never know what could happen. I do know that once I feel I have seen and experienced all that I want, I will return to teaching back in Australia.

NAME YOUR FAVORITE PLACE IN THE WORLD, AND WHY. Apart from the obvious answer, Mooloolaba, which is home, it would have to be an island off Serendipity Beach in Cambodia called Bamboo Island. All that is there are a couple of huts and a restaurant, but it’s just so stunning and peaceful; I could stay there for years.

ANY ADVICE FOR NEWBIES? The yachting industry is a very small world. Everyone is connected to everyone else somehow. If you’re going to talk negatively about someone, just remember that the chances of it getting back to that person are very high. ☺

Andrea Bailey was born and raised in St. Thomas, US Virgin Islands. After graduating from Georgetown University in 2009, her love of the ocean brought her back to the island she always called home. Andrea is a writer and editor, but she’ll forever be a sailor at heart.



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CAN'T TEACH COMMON SENSE

THE STRAIGHT DOPE
BY ANITA VALIUM



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As the 2011 season draws to a haphazard finish, it's time to pause and reflect on the fun and games we've experienced this year. Back-to-back-to-back charters, captains with lunatic tendencies...it's been the usual whirlwind of good times.

One theme in particular that's worked to defrost the cold, stony walls of my heart (i.e. made me laugh a lot) has been related to those special captains who believe they're the infallible master and commander of their vessel. Listening to woe-filled tales from senior and junior crew about those captains operating under the pretense that the bit of paper they got off the internet is sufficient for them to drive a yacht made me feel delighted that I'm not working crew anymore.

Take our charming Deckhand Dave. He worked on a motor yacht this summer with a captain who began training him up to do his Yachtmaster at the end of the season. Captain Carl was patient, diligent and keen to impart his 20 years of seagoing knowledge on young Dave's malleable mind, and not at all in a perverse, feeling-up-in-the-engine-room way.

Young Dave was learning about navigation and lights and all sorts of smashing things when, one day, Captain Carl told Owner Olaf to shove his job where sunlight is seldom seen because of yet another disagreement over safety. It would seem that Owner Olaf had his own set of rules for being skipper. So, Deckhand Dave was then exposed to working alongside Owner Olaf's newly appointed Captain Twit, who imparted upon him several precious nuggets of information regarding how to become a great captain. Just like him.

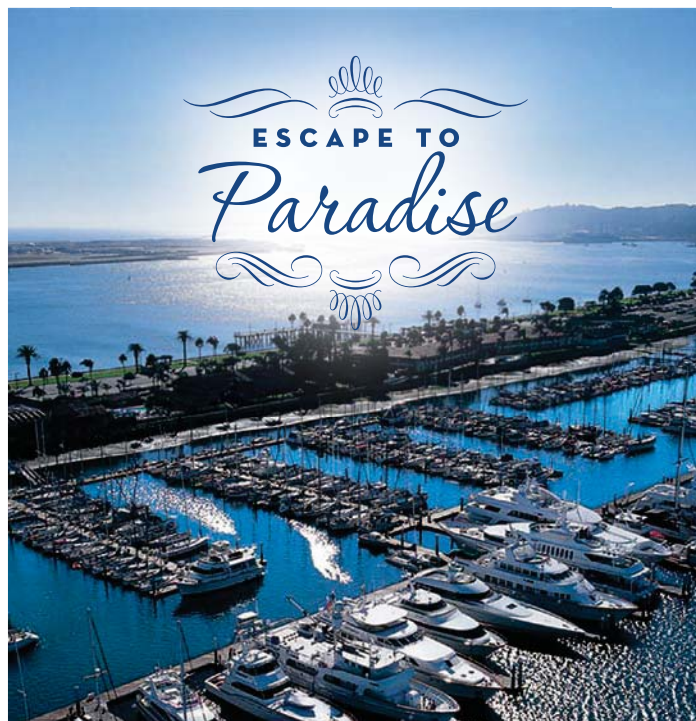
My particular favorite was the conversation regarding rules of the road, which I will regale for you now:

Captain Twit: Tell me, David. If there's a 20-meter sailing yacht under sail off our starboard bow, who has right of way?

Deckhand Dave: Ah, that's simple. They do.

Captain Twit: Wrong. We do. We're bigger, silly boy. Next question. Sailing yacht under sail in a head-on situation, about to engage in a port tack. What should we do?

Deckhand Dave: Reduce speed, put the engines astern if necessary, wait to see if he commits to the tack and stay well clear?



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THE STRAIGHT DOPE: CAN'T TEACH COMMON SENSE

Captain Twit: No. You're not getting the hang of these rules are you? We blast one short sound of the horn and tell him to get out of the way. Last chance now. What's the priority vessel between us and that fishing vessel?

Deckhand Dave: Ah, that's easy. It's the fishing vessel every time.

Captain Twit: Aha! I see you're finally getting the hang of this. That is correct. And it's correct because they're a commercial vessel and working for their livelihood. But, what you should remember is that if we were a charter yacht instead of private yacht, and working for our living, we would then become the priority vessel and he'd have to get out of our way.

This coming from a captain who insisted on living aboard during a shipyard period and sunbathing on the foredeck once the yacht was up on dry dock, with contractors working around him.

Genius, really. I did chortle, and maybe even guffaw a little bit, at that one. This coming from a captain who insisted on living aboard during a shipyard period and sunbathing on the foredeck once the yacht was up on dry dock, with contractors working around him. In his best budgie smugglers, no less.

Needless to say, young Dave has enrolled in some extra theory classes to make sure he's fully genned up on not crashing needlessly into any commercial vessels anytime soon. Let's hope he passes.

Another deckhand was informed by his captain that ISM coding was not required on his 50-meter motor yacht, nor a proper fire plan, MOB or abandon ship procedures, because they're a Dutch-flagged vessel and private. That's an interesting interpretation of the rules.

Yesterday, I met with a rather dejected first mate who'd simply had enough of his captain. He'd been forced to walk off the yacht, as he was fearful of losing his qualifications, especially having seen the dramas that unfolded this summer in Croatia with a motor yacht parked on a


public beach and crashing into the docks. On the bright side, at least they'd remember where they parked.

First mate Freddy was anchored in a lovely, sun-lit bay whilst the guests enjoyed a leisurely lunch and a cooling dip. After all that exhausting loafing, the owner decided they were going sailing. Freddy pointed out there was very little breeze, but ever-agreeable Captain Chas countered with, "Let's just sail off the anchor and go where the wind takes us." Freddy replied, "Great stuff. I'll start the engine and let it warm up, which will give enough time to that huge ferry to pass behind us. Then, we'll be off."

Unfortunately, the not-in-a-hurry idea went out the window when Chas said nope, told Freddy to pull up the anchor, put out the headsail and sail off now. (At this point in the story, I began to wonder if this captain was Twit's brother.) The reason given was, "The ferry has to give way to us. We're sailing."

Freddy tried to point out that the ferry was entering a port and, as such, would be a bit restricted when it came to maneuvers. Chas became adamant they should get ahead of him, despite Freddy's pleas for a bit of common sense. So, anchor up, sail set...but with no wind they began drifting into the ferry's path. Poor old ferry slowed in a bid to avoid them and gave them the horn — the maritime equivalent of an obscene hand gesture, I should imagine.

At this point, the owner's wife, who'd been busy sunning herself on the bow, glanced up — probably due to the enormous shadow now covering the sailing vessel — her face white with terror. The ferry managed, just, to dodge them. And then resulted a lovely exchange of rude words in Spanish, ensued between the captain and the ferry guys, whilst Freddy discretely started the engine, furled the sail and motored off. So, pretty much what he'd suggested in the first place.

You've got to love it, haven't you? No wonder all crew are alcoholics. Oh, and crew agents. Once again, the yachting industry proves the point that you just can't teach common sense. 

Anita Valium used to be a relatively nice person before she was corrupted by the yachting industry. By day, she's a mild mannered crew agent. By night, she continues her evil plot for world domination.



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Dear Anita,

I'm interested in becoming yacht crew. I've always wanted to learn how to sail, and having been on yachts my dad has chartered over the years, I'm sure I could do it. It looks pretty easy! Life is a holiday, eh? I don't want to go to university, although my dad says I should; he wants me to be a doctor like my mum. They'll give me access to their bank accounts, and I can stay in a nice hotel while I wait for the right job to turn up, so dockwalking isn't necessary. Can I send you my CV?

Wannabe Crew

Hey W.C.,

Uh, sure, send away.

Hi Anita,

Here it is. As you can see, I'm well educated and have been head boy in my school and part of various school teams! What jobs do you have for me?

W.C.

Hey W.C.,

Unfortunate initials, kid. Anyway, I see from your CV that you've been in the math and physics teams in your school. I don't see any sports. No interest in rowing? Sailing? Well,

that'll hold you back. You know you have to dockwalk to network, right? You don't want to? How do you think you'll get friends, then? What's that, you want to buy them with daddy's credit card? Oh, you freeloader... I see from your photo that you're not only paler than my butt in springtime, you're ginger. And scrawny. Hang on, how old are you? You look about 12. You're going to fry under the sun and get wedgies. From the girls. You aren't cut out for yachting. Listen to daddy and go to uni.

Dear Anita,

I'm an Australian engineer with AMSA tickets. What's the best way to get the MCA to convert them into Certificates of Equivalent Competency?

A.E.

Hi A.E.,

Well, the sensible answer is to contact them and send copies of your sea time, testimonials and log book. However, in practice, I've found the best way is to write down what you've done on the back of a fag packet and send that — response time is more or less the same. Good luck! ☺

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Discover the perfect tropical paradise for your next sea voyage at LXR Luxury Marinas.
Our exclusive resort marinas offer the utmost in relaxation and indulgence.

MARINA AMENITIES:

Mooring super yachts up to 300 feet
Fuel, pump-out, laundry/shower facilities
Telephone, Cable TV & Wi-Fi access
Provisioning and marina supplies
Professional marina staff
24-hr uniformed security

RESORT AMENITIES:

- Concierge services
- Swimming pools and beach access
- Tennis, fitness, watersports & more
- Championship golf onsite or nearby
- World-class dining
- Spa services

To learn more about our luxury marinas visit LXRmarinas.com



LUXURY MARINAS

BAHIA MAR YACHTING CENTER
PIER SIXTY-SIX MARINA

HILTON FT. LAUDERDALE MARINA
BOCA RATON RESORT & MARINA

SOUTH SEAS ISLAND RESORT & MARINA
EL CONQUISTADOR RESORT & MARINA

Facilities vary by location.