YACHT ESSENTIALS

J-Class RESURGENCE
GREEN Superyacht Growth
Rock Star RACERS
WATCH DUTY Unraveled
Visiting VENICE
GLOBAL MARINE TRAVEL

We’re Always Open.

Special airfares for marine management & crew

- Open 24/7 with our own agents and live support online – no outsourcing!
- One-way, destination and round-trip airline tickets.
- Hotel and car reservations available.
- We sell refundable and changeable tickets.
- GMT accepts all major credit cards and will process in Euros, Pounds and Dollars with no conversion fees.
- We can assist your Charter guests and Owners with First Class and Business Class tickets as well.

GMT GLOBAL MARINE TRAVEL

1800 S.E. 10th Avenue, Suite 220, Fort Lauderdale, FL 33316
Tel: +1-954-761-9595  Fax: +1-954-761-9191
1-866-7GMTUSA 748 989 72
Email: info@flygmt.com  www.flygmt.com

Call us locally from:

SYDNEY, AUSTRALIA  Tel: +61-2-9037-8499
VANCOUVER, CANADA  Tel: +1-604-734-7670
ANTIBES, FRANCE  Tel: +33-0-489-61-01-04
GENOA, ITALY  Tel: +39-010-893-2532
NAPLES, ITALY  Tel: +39-081-197-35722
AMSTERDAM, NETHERLANDS  Tel: +31-20-808-0665
AUCKLAND, NEW ZEALAND  Tel: +64-9-925-0392
OSLO, NORWAY  Tel: +47-210-18972
STOCKHOLM, SWEDEN  Tel: +46-8-525-00818
BARCELONA, SPAIN  Tel: +34-931-842-031
MANILA, PHILIPPINES  Tel: +63-2-302-01-00
UNITED KINGDOM  Tel: +44-1304-898-123
THE CARIBBEAN JUST GOT EASIER TO NAVIGATE.

GREAT DESTINATIONS. ONE RESERVATION.

Island hop with style and comfort at IGY Marinas. Our welcoming staff and unparalleled service make IGY marinas the ultimate “home base” from which to enjoy the region.

After a day of fishing, sailing or cruising—come home and relax at an IGY Marina!

Featuring the Following Amenities:*

- Berthing for Yachts up to 450'
- Well-Trained Staff
- Crew Facilities
- 24-Hour Security
- In-Slip Fueling & Pumpout
- Wet Refuse Incineration
- On-site Customs & Immigration
- Shopping & Restaurants
- On-Site Recreation Facilities
- Up to 600 amp Power
- Concierge Services
- Airport Pickup/Drop-off
- Telephone & wireless internet
- Vessel maintenance
- Provisioning
- Full-service Boatyard

*Not All Amenities at All Locations

OTHER LOCATIONS:

- Marina Cabo San Lucas
  Cabo San Lucas, Mexico
- Newport Yacht Club & Marina
  New York Harbor
- Montauk Yacht Club Resort & Marina
  Montauk, New York
- Festival Marina
  Dubai, Festival City, Dubai

COMING SOON:

- Turks & Caicos Yacht Club
  Turks & Caicos, BVI
- Yacht Haven Grande
  Anguilla, BVI

For information or reservations
1.888.IGY.MARINAS  1.954.302.6000
WWW.IGYMARINAS.COM

Become a fan of IGY on facebook
and follow us on twitter
FLAGSHIP EXPERIENCE. IGY HOSPITALITY.

The prototype for IGY’s Yacht Haven Grande collection of unique megayacht destinations, Yacht Haven Grande in spectacular Charlotte Amalie Harbor offers guests an unsurpassed marina experience, featuring a world-class promenade, bustling with shopping, dining, residences & more!

For the finest megayacht base, come home and relax at Yacht Haven Grande!

- Extra-wide concrete docks for yachts 450’+
- On-site customs & border protection office
- Up to 600 amps of 3 phase power
- Hi-speed in-slip fueling, waste oil removal and black water pump-out
- Hi-speed internet, WiFi, telephone & cable
- 24-hour video surveillance and on-site security
- World-class provisioning
- Signature gourmet & casual restaurants
- Shops, bank, bars, live music & more
- Swimming pool, tennis, access to 18-hole golf course

64°55'13.00"N
18°20'07.00"W
T +1 340 774 9500
F +1 340 774 5045

5304 Yacht Haven Grande,
St. Thomas, USVI 00802
marina@yachthavengrande.com
www.yachthavengrande.com

Become a fan of IGY Marinas on facebook
and follow us on twitter

ISLAND GLOBAL YACHTING
AMERICAS | CARIBBEAN | EUROPE | MIDDLE EAST

© 2009 Island Global Yachting

A MEMBER OF THE
YACHT HAVEN GRANDE COLLECTION
OF SPECTACULAR MEGAYACHT MARINAS
Dear editor,
I am a captain on a small crewed charter cat called La Meilleure. I work mostly around the southern tip of the Caribbean, in and around the island of Trinidad up to St. Lucia.

I read your magazine on a regular basis and really enjoy it. Thanks for that. I wanted to share a few of my favorite photos I’ve taken and hope you can use them.

Thanks for your time,
Shaun Tarr

Hi. Please enjoy my photo of a sunset in Virgin Gorda BVI. I was on board the motor yatch HQJ, a 51’ Beltram, as medic and first mate. Ten minutes after arriving to the Virgin Gorda Yacht Harbor, I decided to take a stroll and noticed the silhouettes of the trees and a small ship. The sky was somewhat clowdy, which gives more drama to the image.

Thanks,
Wilfren Tacoronte, DDS

Dear sir/madam,
Attached is a photo I took of sunset in Barbuda from the aft deck of M/Y Achilles, where I work as a deckhand. I am in the picture. I hope you enjoy it. My crew have persuaded me to send it in to you as they say it’s great!

Many thanks,
Sarah Leggat
“Shipping with DYT gives us peace of mind that the boat will arrive on time at our destination, mechanically intact, and with a fresh crew, so that the owners can start enjoying their boat without delays or disruption of their busy schedule.

Dockwise has held a special meaning for us since we met crossing the Atlantic on the Super Servant 4. We hope to continue exploring new places like the South Pacific, and Alaska, and DYT will be our first and only choice for transport.”

Tim and Jillian Silva, Captain and First Mate, m/y Tenacity
△ JONGERT LAUNCHES FIRST LARGE MOTORYACHT
In March, Jongert Shipyard launched M/Y Lucia-M, a 39-meter fast semi-displacement aluminum motoryacht type 3900MY. It is the first motoryacht of these dimensions ever built by Jongert.

The motoryacht line has been developed by the yard at the specific request of several customers, who appreciate the design of the Jongert sailing yachts but prefer a motor vessel. The Lucia-M is owned by a German hotel developer, who specifically chose Jongert for the project two years ago.
The smallest entry to date is the 8-meter Lorna Rose Too, owned by Tasmanian Mike Wearne. At the other end of the spectrum is the massive 50-meter superyacht Perseus, which will be taking in Race Week as part of an 18-month cruise through the Pacific. This will be the first time superyachts have competed at the regatta.

Another first will come at the Grand Prix level of racing this year: Hamilton Island’s owner, Bob Oatley, has decided that for the first time he will have both of his Sydney Hobart Race record holders, the 30.2-meter supermaxi Wild Oats XI and the smaller Wild Oats X, at the series.

OCEANCO CHANGES OWNERSHIP
Mohammed Al Barwani, a private investor based in the Sultanate of Oman, has acquired Oceanco, one of the world’s foremost builders of luxury superyachts. Barwani has interests in oil, gas, manufacturing and minerals in Europe, the Middle East and Asia Pacific through MB Holding Company LLC, as well as investments in various other diversified assets.

Barwani stated that “Oceanco will not only continue to construct outstanding yachts, but it is my intention to take the Oceanco brand to the next level.” Marcel Onkenhout, former deputy managing director of Oceanco, who has been with the company for 16 years, has been appointed as the new CEO.

Oceanco has been building megayachts since 1990. In 2000, the yard launched the 95-meter Indian Empress (ex Al Mirqab), its largest build to date. In 2002, under the leadership of its former owner, Oceanco escalated its market plan and started building innovative and technologically advanced yachts over 80 meters in length.

SEAKITS SERVES BOSTON’S BEST CRUISES
SeaKits, the developer and provider of the award-winning Marine Maintenance System, has signed an agreement with Boston’s Best Cruises to provide the company’s two workboat fleets with their turnkey MMS Fleet Solutions starting in April.

Boston’s Best Cruises operates and maintains passenger vessels for the Massachusetts Bay Transporta-
tion Authority (MBTA), and the reliability and proper maintenance of the vessels is paramount to customer service and business operations. The Boston’s Best Cruises fleet includes two Boston Harbor Island high-speed catamaran ferries that run between Quincy and Boston; two T Harbor Express vessels that are year-round commuter boats; the Salem Ferry that has a seasonal schedule; and the New England Aquarium Whale Watch boat.

**Knight & Carver Names New CEO**

Knight & Carver YachtCenter, known worldwide as a premier yacht repair and refit facility, has named Michael O’Leary as the company’s chief executive officer to oversee all operations. Formerly with Merrill Lynch, O’Leary brings financial expertise and proven corporate leadership to the newly created position. Previously, he served as managing director for Merrill Lynch’s financial services complex in San Diego, directing more than 150 employees.

Announcement of O’Leary’s hiring was made by Sampson A. Brown, former president/CEO of Knight & Carver YachtCenter, who now serves as an executive consultant to the privately held company’s board of directors. O’Leary’s duties as CEO begin immediately. He has a lifetime love of the boating industry and most recently owned S/Y Cinnamon Girl.

**Big Class Association Founded**

The owners and captains of the Big Class classic sailing yachts Cambria, Mariette and Eleonora met in March and agreed to found the Big Class Association (BCA). The association is the result of discussions held over recent years amongst the owners and captains of the large classic sailing yachts, who have agreed there is a need to, among other things, represent the interests of this group of yachts.

As stated, the purpose of the BCA is to represent the interests of the Big Class yachts with organizers and sponsors of classic yacht regattas, race committees, rating bodies and other parties involved in classic yacht sailing activities, and to be actively and closely involved in the organization of Big Class regattas in the spirit and atmosphere of the historical Big Class races as they were known in the 1910s, ‘20s and ‘30s, and to initiate the revival of the Big Class racing and agree on and implement a rating system applicable specifically to Big Class yachts.

One of the key objectives of the founding members to invite other Big Class yachts, such as Altair, Britannia, Elena, Germania, Lulworth and Thendara, to join the BCA. Other yachts may be invited to join as and when the BCA agrees to their membership.

**Designers and Surveyors Enjoy YDSA**

More than 60 delegates attended the annual Yacht Designers and Surveyors Association (YDSA) London conference this year. President of the association, Richard Ayres, welcomed the delegates to the prestigious event held at the Royal Institute of Naval Architects. This year’s theme focused on yacht design since the 1930s and the consequent effects on marine surveying. A host of speakers presented a variety of topics throughout the day, concluding with an open forum chaired by yachting journalist Andrew Simpson, a senior surveyor and member of the YDSA.

**Yachtfest Defers 2010 Show Dates**

Yachtfest has announced that it will defer its annual boutique September Boat Show until the following year. “Although this was a difficult decision to make, we are very excited about our new directions, incorporation of
Welcome to San Diego...


Visit us online at www.sdsuperyacht.org to learn more.
YACHT ESSENTIALS

SANLORENZO LAUNCHES THE DANDY SIX
Italian Shipyard Sanlorenzo recently launched a new boat into its fleet: the Sanlorenzo SL108 Dandy Six. With its 33-meter LOA and 7.40-meter beam, the impressive vessel represents the flagship of the builder’s fiberglass flybridge motoryacht fleet. It was built in the Ameglia (La Spezia) boatyard. Among other notable features, the main deck features a state-of-the-art media room.

FOUNDERS MEET TO CREATE NEWPORT YACHTING & LIFESTYLE COLLECTION
In March, the Newport Harbor Corporation (NHC) — creator and producer of the Newport Yachting & Lifestyle Collection — hosted a Founders Forum that included a cross-section of the superyacht industry’s most highly regarded leaders, from brokers and builders to charter firms and marketers. The purpose of the forum was to create a unique partnership between the NHC producer and the industry. With a date set for 2011, the NHC sought to capture the needs of the superyacht industry, captains and crew, and ultimately the superyacht owner, with a collaborative approach to development of the new boat show and yachting lifestyle event.

and not a worry in the world

It’s not one thing we do that sets us apart, it’s everything we do. That’s what makes us the most trusted name in marine electric.

Call today or visit our website for more information or to schedule an appointment
Yacht News

Halsted, Northrop & Johnson; John Hendricks, Fraser Yachts; Bruce Leffers, Northrop & Johnson; Crom Littlejohn, Merle Wood & Associates; Jennifer M. Saia, The Sacks Group Yachting Professionals; Bill Sanderson, Camper & Nicholsons; Paul O’Reilly, Nancy Piffard, Stuart Kiely, Jocelyn Emory, Michele Maker, Chuck Moffitt and Lisa Knowles, Newport Harbor Corporation; Amy Halsted, The Halsted Agency; Roger Marshall, Yacht Designer and Consultant; and Bob Saxon, Bob Saxon Consulting Services. Unable to attend were founders: Bruce Brakenhoff, Jr., Perini Navi and Mike Kelsey, Palmer Johnson.

NEW GENERATION VRIPACK EXPLORER
The sky being the limit encouraged Vripack to design a unique 138-foot New Generation Explorer for a repeat client; it will be launched in summer 2011. The sturdy and trendy displacement yacht is kept below 500GRT even though she has an impressive five decks. The full-beam master cabin with large, panoramic windows and the bathroom are located on the main deck, while eight guests are accommodated in four cabins on the upper deck.

△ CHANGES AT THE CAPTAIN SCHOOL
There are new owners, new classes and new services at The Captain School, located on the second floor of American Yacht Harbor in St. Thomas, U.S. Virgin Islands.

Native Virgin Islander Capt. John Holmberg bought the school from Capt. Patrick Casey in January. Holmberg brings a wealth of boating experience to the operation. Most recently employed as the business manager of Ondeck Ocean Racing’s St. Thomas office, he has more than 35 years of international

WHAT’S HAPPENING?

| Boat Show | BARCELONA, SPAIN | 11/6/2010 – 11/14/2010 |
|——— |——— |——— |
| 49th Barcelona International Boat Show | www.salonnautico.com | +34 93 233 20 00 |
| The 33rd Cannes International Boat & Yacht Show | www.salonnautiquecannes.com | +33 (0)1 47 56 64 79 |
| GOA, INDIA | 12/10/2010 – 12/12/2010 |
| Goa International Boat Show | www.goaboatshow.biz | cecil@vsnl.net |
| | | +919969017812 |
| MONTE CARLO, MONACO | 9/22/2010 – 9/25/2010 |
| Monaco Yacht Show | www.monacoyachtshow.com | info@monacoyachtshow.com |
| Cruising Rally | PALMAS DE GRAN CANARIA, SPAIN | 11/21/2010 |
| ARC 2010 (Atlantic Rally for Cruisers) | www.worldcruising.com/arc | mail@worldcruising.com |
| | +44 (0)1983 296060 |
| Industry Conference | FORT LAUDERDALE, FL | 10/24/2010 – 10/26/2010 |
| 9th Drystack Conference | www.marinaassociation.org/drystack | imitraining@marinaassociation.org |
| | 401-247-0314 |
| 11/6/2010 | 1st CrewShow | Fort Lauderdale | www.crewshow.com |
| | info@crewshow.com | 954-805-2433 |
| LONDON, UK | 9/14/2010 |
| The Superyacht Security Summit | www.superyachtevents.com |
| Music Festival | ST. THOMAS, USVI | 12/31/2010 |
| 4th Yacht Haven Grande New Year’s Eve Party by the Sea | www.yachthavengrande.com | 340-774-9500 |
| Superyacht Regatta | HAMILTON ISLAND, QLD, AUSTRALIA | 8/20/2010 – 8/28/2010 |
| | www.hamiltonislandraceweek.com.au | rob.mundle@bigpond.com |
| | +61 (0)417 323 573 |
| NEWPORT, RI | 9/10/2010 – 9/12/2010 |
| Newport Bucket Regatta | www.bucketregattas.com | hank@bucketregattas.com |
| | 401-965-3256 |
sailing, diving, entertaining, and chartering under his belt, and has also participated in a number of marine rescues.

Going forward, the Captain School will be offering courses in Operator of Uninspected Passenger Vessels (OUPV), Masters, STCW95 and more. Casey, who opened the school in the 1990s, will still serve as a visiting instructor.

NEW SUPERYACHT FACILITY IN SOUTHAMPTON
Solent Refit is a new superyacht facility located opposite Southampton on Southampton Water on the south coast of Britain. The facility features a large capacity, 1,500-ton horizontal slipway capable of handling vessels up to 70 meters.

With a purpose-built rail transfer system, vessels can be easily moved from the slipway to other locations for longer-term periods of work out of the water. There are also 10,000 square meters of undercover work area for those requiring protection from the weather.

Solent Refit is a unique location for superyachts in the Solent area, as it has unrestricted access direct from the deep channel of Southampton Water at all states of the tide. There are no sills or obstacles to the main slipway, and the large working pontoons can provide 14 service berths for superyachts up to 100 meters.

DIXON DESIGNS NEW FLAGSHIP FOR JOHNSON
Dixon Yacht Designs latest creation for Johnson Yachts takes her styling cues from its highly successful earlier designs for the company: the 87 and 105.

The new 125 should perhaps be dubbed a “mini megayacht” not just because of its internal volume, but also because of the features that Bill Dixon and his team have been able to find room for. Most notable is the split-level owner’s suite, a feature that is believed to be a first on a yacht this size.

Depending on the choice of engines, the new Johnson 125 is capable of a top speed of 24 knots and cruises comfortably at 20.
Hanuman - JK6 - a modern recreation of the “Super J-Class” yacht Endeavour II. Inset: Elizabeth Meyer inside the mast of Endeavor 30 years ago.
There are few images as breathtakingly beautiful as the sight of *Endeavour* slicing through the waves, her towering sails taut in the wind. Yet this awesome boat — one of just 10 genuine J-Class yachts to be built in the world — spent much of her life languishing on the muddy flats of River Hamble in the south of England.
Shamelessly abandoned to the undignified ranks of a houseboat, *Endeavour* was at least saved the ultimate humiliation of some of her counterparts, many of whom were scrapped for metal during the Second World War.

Once the epitome of sheer opulence, this grand dame of the sea would have rotted in the mud quagmires of Hampshire had it not been for an afternoon showing of the avant-garde movie “Swept Away” in a cinema in America. The 1974 Italian film about a couple stranded on a Mediterranean island featured the British built J-Class yacht *Shamrock V*, a boat moviegoer and yachtswoman Elizabeth Meyer believed to have died. “I stood up in the theatre and shouted, ‘That’s a J-Boat, a J-Boat,’” she explained.

Meyer, property developer and avid sailor from the age of five months, inherited a passion for the majestic J-Class boats from her mother Mary Adelaide Bradley Meyer, a doctor. Mother and daughter were, like many, mesmerized by the sheer awesomeness of the racing yachts, all built between 1930 and 1937. The yachts were classed as J-Boats under The Universal Rule, a formula using length, displacement and sail area. J-Class were the largest, measuring between 75 and 87 feet on the waterline.

Meyer thought all 10 of the J-Boats had been lost during the Second World War and was understandably delighted to spot *Shamrock V* in the film.

The birth of the J-Class in 1930 came after Sir Thomas Lipton, a self-made millionaire of Lipton Tea fame, commissioned the building of *Shamrock V* as a challenge for his fifth and final America’s Cup at the age of 79. Designed by Charles Nicholson, from Gosport-based yacht builders Camper & Nicholson, she is the only remaining J-Boat to have been built entirely in wood.

America was quick to take up the septuagenarian’s challenge, and four more J-Class yachts were built in 1930 — *Entreprise*, *Whirlwind*, *Yankee* and *Weetamore* — all measuring between 80 and 84 feet waterline length. They, too, boasted a Bermuda rig in place of the old Gaff rig, whilst *Entreprise*, designed by Francis Herreshoff, sported the first ever duralumin mast.

However, it was *Whirlwind* that was perhaps the most advanced of the four, with a double-headsail jig that was later adopted by the other J-Class. The Bristol-based designer said of his masterpiece that she “is very pleasing to the eye, the stem sweeping down to the keel in a very
sweet line, and to a man who, like myself, believes that a pointed stern is a logical ending for all vessels, her stern is a joy to behold.”

Entreprise sailed to victory, crushing Shamrock V four wins to nil, and Britain quickly retaliated by launching Velsheda, Endeavour and Endeavour II between 1933 and 1937. Meanwhile, across the ocean, designers were putting the finishing touches to Rainbow, which coveted the America’s Cup in 1934, and Ranger, champion in 1937.

The 1937 America’s Cup was the last to be sailed for 21 years, and its demise signaled the end to J-Class racing as it was known. All six of the American yachts were scrapped, whilst Endeavour and Velsheda were left to fester on the banks of the River Hamble. Only Shamrock V was still sailing, but under her new name Quadrifoglio, which means four-leaf clover in Italian, where she was then based.

It’s hardly surprising, therefore, that the only J-Boat to remain under sail, under Italian ownership, would find herself in an Italian movie. What is surprising is what happened next.

Almost single-handedly, Meyer, who had years of restoring classical New England architecture as well as her family boats behind her, set about restoring the remaining J-Class boats. She sought out Endeavour in 1984 and, “when I saw her, I was overtaken by an irresistible urge. I’m going to buy this and restore it.”

Meyer, now 56, continued: “My family maintained our own wooden boats and, along with everyone else, I sanded, varnished, painted and did small repairs. Thus, when I bought Endeavour, I had the basic skills to restore the boat. Perhaps more important, I had self-confidence and a very certain vision of how the boat should turn out.

“I restored Endeavour over a period of five years, and during that time my emotions ran the gamut of anyone doing a daring and difficult project. Sometimes I was elated and sometimes afraid, sad and lonely.”

Endeavour was originally designed by Charles Nicholson for British airplane magnate Sir T.O.M. Sopwith and was a vision of beauty. But by the time Meyer found her, she was a complete wreck with no keel, rudder, ballast or interior.
It took five painstaking years — and a surplus of expertise — to return Endeavour to her former glory. “The hull was too fragile to be moved, so the restoration of the hull, deck, keel, ballast and rudder were completed at Calshot Spit, a World War II seaplane base in Southampton,” said Meyer. “Once she was seaworthy, the boat was launched and towed to Holland, where her mast, boom and rigging were built, the engine, generators and mechanical systems installed and the interior joinery completed.”

Shamrock V was also being restored during this period in America, a project in which Meyer became involved in 1986. Meanwhile, she also threw herself into organizing a series of regattas to celebrate the re-launch of both boats in 1989. “The complexity of running the regattas kept me extremely busy and nervous. I was very relieved they went off well. I can’t say I felt elated because I wasn’t relaxed enough to do so. But it was great to see all the sailors and hear the comments about the events.”

Her work with J-Class done, Meyer went on to found the International Yacht Restoration School (IYRS) in 1992 to teach the ways of yacht building and restoration. She sold Endeavour in 1999 for $15 million and it is now available for charter from $111,000 per week.

The regattas that Meyer organized put the J-Class boats on centre stage of the yachting world once more. They also inspired a new breed of J-Boats.

“I think the Js were always seen as something special, starting in 1930. They have some sort of star quality that everyone always responded to. Once Endeavour and Shamrock started sailing regattas and cruising around the world, everyone realized the Js weren’t just delicate racing machines,” acknowledged Meyer. “I think everyone always was crazy about them, and now that they know it is possible to own and use one, they are building them.”
There are currently six J-Class yachts in various stages of development in Europe, whilst Hanuman, a replica of Endeavour II, was built at Royal Huisman Shipyard in Holland where Endeavour was partly restored.

“The history of these boats is so special,” said Jurjen Van T Verlaat from Royal Huisman. “Everyone knows about the America’s Cup. And the yachts themselves are so beautiful, with their huge sails which make them so powerful. They are a very impressive sight, and a growing fleet of yachts with which we love being involved.”

Renowned yacht designer Andre Hoek, also from Holland, is behind four of the new J-Boats: Lionheart, a replica of Ranger; Atlantis, a replica of a model designed by Frank Paine in the 1930s but never built; and Svea, a replica of a design by Swedish naval architect Tore Holm that was recently discovered by Swiss yachtsman Fred Meyer. He is also involved in a replica of Entreprise, although this project is at a very early stage.

In response to the resurgence in these boats, the J-Class Association was formed in 2000 to “promote, protect and develop the interests of these wonderful yachts.” The association has also been instrumental in setting out new guidelines for racing, opening up the niche market further.

“The J-Class yachts have always been admired by most sailors for their history and their breathtaking beauty,” said Hoek. “But I think a factor which has really led to the resurgence in popularity is the fact that the J-Class Association three years ago allowed hulls in aluminum. They accepted that these hulls saved weight and were easier to maintain. This has made a huge difference. Before, the boats were designed as racers, there was no care paid to the interiors. Now, they can be built close to the waterline but with all the interior qualities needed for the 21st century. I believe it is this that has triggered a new interest.”

So great is the renewed interest in these boats that a series of regattas to be held in England during the Olympic year are being planned for 2012.

Meyer, though, is skeptical about the future of the J-Class, which she said “does not exist.” “The new boats being built are so altered from the original designs that they are not J-Class sloops any more. I am not at all excited about any of the new boats or any of the events they might hold. The new boats are not Js, and the classic yacht connoisseurs see them as simply big, pseudo-classic sloops.

“Velsheda, one of the only remaining original Js, is so altered in hull and rig that she does not qualify to sail in any classic yacht regatta, and the owner of Endeavour is
now putting a carbon rig in so that she, too, will be excluded from all the world’s classic yacht regattas.

“The J-Class Association promotes a cut-throat, anti-Corinthian atmosphere where the boats are sailed by professional crews and hired America’s Cup skippers. I predict the J-Class Association will continue to alienate the public fans of the Js, who are classic yacht lovers, not pseudo-classic lovers.”

For its part, the J-Class Association responded to Meyer’s views by saying: “Since 2000, the JCA has been working diligently for the owners and promoting the class. In 2002, a replica of Ranger was built according to the J-Class specifications, and recently Hanuman (Endeavour II) was launched. Since then, the class has enjoyed wonderful moments of very close racing among its members, often with just seconds between yachts at the finish. There is nothing more spine-chilling than racing these powerful, 200-ton yachts in close proximity,” said David Pitman of the J-Class Association.

“The sheer power of the boats has clearly led to a dramatic increase in interest from owners, sailors and enthusiasts around the world. Whilst it is recognized that crew need to be experienced at handling these powerful machines, the JCA rules include crew limitations that allow for non-professionals to sail on board. Guests and friends are often on board to manage sails during the racing.

“Although Elizabeth is not a member of the JCA and she has no direct involvement with the class, we respect what she did for the Js, as she rebuilt Endeavour. But her remarks seem a little odd. She refitted Endeavour more or less with the same principles that are used in the class today, with an original linesplan but with the comfort and technical materials of today. And in her first race in Newport, Ted Turner and Gary Jobson were at the helm — both professional sailors.”

While the J-Class resurgence gathers pace, Meyer plans to return to the IYRS to concentrate on further restoration projects. “I would like to come back on the board to set up a program I envisioned when I founded IYRS. It will be built on the campus of IYRS and will be an educational for-profit/not-for-profit program to restore the larger boats that have been donated to the school. It will rescue boats that would otherwise be destroyed.”
Antigua’s Classic Yacht Regatta, perhaps the greatest sailing show on earth, hosts the world’s most outrageously beautiful yachts, big and small. Each entrant plays an important role both on and off the water, but the leading ladies who headline the event almost every year are the elegantly long and lean J-Boats.

From the moment a J-Class enters Falmouth Harbor, the mast brushing the clouds, people on shore take notice. From afar, the busy bodies on deck look like ants on a mission, and as the yacht nears the dock, the choreographed crew orchestrate lines, fenders and flags for arrival — everything shipshape and sharp.

The minute the vessel reaches the dock, she is met with adoration by a crowd of fans, fanatics and the curious. This year, Antigua was graced by Ranger, Velsheda and the recently launched Hanuman, marking a rare opportunity to view three J-Class vessels in one spot.
Not far behind a J-Boat is usually an escort vessel bearing more crew and the business end of running a racing venture. When Velsheda’s classically styled, 138-foot Bystander pulled into Falmouth Harbor recently, she garnered almost as much attention as her mother ship. Ranger brought along a more modern support vessel, while Hanuman had in tow the spectacular, 289-foot Athena, taking up an entire dock.

The Js don’t arrive for the Classic on time; they show up early because their skippers know that practice makes perfect. Days ahead of schedule, they’re on the water — setting sails, tightening rigs, rehearsing moves for four divergent courses.

“We did three days of training before this regatta,” said Tom Dodson, Velsheda’s tactician, who’s been calling the shots for 10 years. “We did every maneuver we would need. Took notes, briefed, debriefed. We take film footage of rounding the marks, as well as other moves, and study it to see what we need to work on.”

Dodson cut his J-teeth while tactically guiding Endeavor. His job, as monumental as the boat, is a work in progress. “It never gets boring,” he said. “Always a new challenge. Plenty to learn and improve on.”

For serious competition, the population on Velsheda explodes. Professional racers fly in and join the regular crew. All hands on deck take part. “The big challenge for the professional crew is to involve the regular crew,” explained Dodson. They try to use everyone’s talents. “It depends on what level we want to race. If we want to put the spinnaker up, we need a core group of yachtsmen. We race with a lot of regular guys; they keep coming back regatta after regatta.”

Skipper Erle Williams described a similar scene on Ranger, “We have 10 regular crew, fly in about 15 so-called professional sailors, mostly New Zealanders and some Americans. It’s a very tight team. We’ve been sailing this boat now for six years.” Adding to the mix, “the owner brings
about 10 friends. We mix them according to abilities, use them around to involve them as much as we can, keeping it fun and safe. These are big, powerful boats.”

One of Williams’ many talents is assessing the skill of guests. “We’re pretty good at knowing what people can do. Some are young and fit and want to get involved. Some just sit in the cockpit and enjoy the sail. A lot of guests pull the spinnaker down the hole. Thousands of feet of sail,” he laughed. “It’s a big privilege to do that.”

Simply day-sailing a J is an arduous task, but racing one against other larger-than-life vessels with dozens of smaller craft speckling the course is a true challenge. “The hardest part from a tactician’s view is momentum,” said Dodson. “It takes a long time to start speed and a long time to slow. These boats don’t turn well because of the keel-hung rudder. Planning is even greater on these boats.”

Sails are another issue. “The sheer size of the sails and the confinement of the deck...they all have to be handled by hand,” explained Dodson. There are no easy buttons to push, but there are, thankfully, hydraulic winches. Those modern wonders, along with the 3DL North Sails, are crucial, according to Williams. “That’s what’s made it possible to make them bigger. Instead of a cutter, we use a blade jib.”

J-Class enthusiasts were watching the Classic this year, anxious to see three boats face off for the first time in ages. But on the eve of the first race, Hanuman pulled out, sending a wave of deep disappointment. Ranger and Velsheda, always eager to face off, were undaunted as they competed in the Spirit of Tradition Class against Rebecca, Bequia, Windrose of Amsterdam and Gaia.

Everyone on the course, whether on a porky old gaffer or a fancy Fife, gets to experience first hand the thrill of the Js. Started last, the Js approach and overtake every vessel, sometimes breathtakingly close. The site of their 1960’s flashback-colored sails and the earsplitting noise as they plow through waves are unmistakable. Some skippers complain they’re rendered shorthanded when all their crew run for cameras.

Besides being entertaining, the Js can be thieves, stealing minutes of valuable wind and rolling victims on their ear. During the 2009 Classic, Velsheda and Ranger were in the thick of it when they collided and three people jumped off. “Well, Velsheda was in the wrong. It was a bit of a misunderstanding,” recounted Williams. “A bit scary, but no one was hurt.” Chase boats picked up the swimmers and damage to the boats was relatively minor.

Antigua’s Classic is known as “The Gentleman’s Race,” and no one demonstrates that as well as the captains and crew of the Js. Competition is matched with camaraderie, evidenced by the dockside reruns of the race. According to Williams, “A lot of the Velsheda crew are our friends. We usually have a beer after the race.”

This year, it was Velsheda’s crew buying the suds, as Dodson and friends beat out Ranger in a close race. But the real winners were all the yachting fans who got to see these two amazing boats go head to head once more.
PHOTO CONTEST

Send in your favorite images from your working lives!

Email your images to contest@yachtessentials.com

Please include your name, position, yacht name and photo captions. Names and information can be withheld upon request.

WIN A DIGITAL SLR CANON CAMERA!
The Isle of Wight is a diamond-shaped gem of terra firma roughly 50 miles in circumference and resting only a few miles off the south coast of England. The historic town of Cowes, perched on the island’s northernmost point, is the spiritual home of yacht racing. In 1851, the first America’s Cup was held here, and it’s been the start of the world famous Rolex Fastnet Race every year since 1930.

It should come as no surprise, then, that this little corner of sailing nirvana draws residents like double Olympic Gold Medallist Shirley Robertson OBE, who has twice been decorated by the Queen of England for her outstanding sporting achievements. The mother of young twins, who was brought up in rural Scotland, has lived in Cowes for many years.

“I really like Cowes because there’s a great community, really nice people. And just half a mile out of town you’re in beautiful countryside,” said Robertson.”

“I really like Cowes because there’s a great community, really nice people. And just half a mile out of town you’re in beautiful countryside,” said Robertson.”

“I really like Cowes because there’s a great community, really nice people. And just half a mile out of town you’re in beautiful countryside,” said Robertson.”
the world, but I always give a sigh of relief when I get back to Cowes and leave the madness behind.”

Cut off from the mainland by the Solent, Cowes has not been homogenised like many towns on the “North Island,” as the locals sometimes call the rest of the UK. There’s not a global hamburger chain or fried chicken takeaway in sight, which some people might find very refreshing. What you’ll find instead is a unique locality that has a strong affinity with the island and the sea that surrounds it.

“All islands have a certain amount of self-sufficiency,” remarked Robertson. “They have to be able to look after themselves.”

Without doubt, the biggest event on the Isle of Wight is Cowes Week. Thousands of sailing yachts attend the summer regatta, coming from all over the world. There’s a wonderful variety of boats, from superyachts to little pride-and-joys. On land, Cowes turns into a festival town, with a myriad of beer tents, a fancy dress band and a spectacular fireworks display on the final night.

Cowes Week will take place from July 31 to August 7 this year, and shortly afterwards, Cowes will play host to the biggest pro-am country-versus-country event in sailing: the Rolex Commodores’ Cup. First held in 1992, this is an international offshore regatta for three-boat national teams. Organised by the Royal Ocean Racing Club, the biennial event is held over seven days with all the boats moored in Cowes Yacht Haven.

The Rolex Commodores’ Cup is designed to test the teams over a variety of inshore and offshore courses, and strict nationality rules apply to the crew, along with limitations on the number of professionals allowed on each boat. Such is the competitive nature of the racing that, more often than not, the title is decided on the last day. More than 12 teams are expected from Britain, France, Ireland, Honk Kong, South Africa, Holland, Norway and the United States.

Fortunately, as the unofficial sailing capital of the world, Cowes has a variety of restaurants and pubs to suit just about anyone. “Choosing one is often dictated by the kind of mood you’re in or the company you’re keeping,” said Robertson.

If you want traditional English fish and chips, you’ll find it hard to beat Corries Cabin…anywhere. All the fish is fresh and caught near the island, and you can bring along a bottle of wine and eat in the restaurant, or take the meal home. It’s an ideal place for a quick bite.

Not far away is an excellent delicatessen and coffee shop called Tiffins Deli, if you want to grab a coffee or sandwich for breakfast or lunch. The staff is friendly and always up for a chat. I suppose that’s another thing about an island community; they have more time for each other.

Probably the best ice cream in Cowes is found at the Plaza Ice Cream Parlour. It serves organic creamy ice cream, made on the island, including flavours honeycomb, blackcurrant cheesecake and elderflower. Trust me, you’ll find it hard to walk past the place!
The Isle of Wight has plenty of stunning beaches, most of which are on the south side of the island; however, one of the best ones is just outside Cowes. Walking past the historic Royal Yacht Squadron, you cannot help but notice the splendid beach at Gurnard. The Water-side Café offers excellent lunchtime meals here, and it's easy to lose yourself for hours as you watch the sailboats go by.

If you're looking for an authentic Thai meal, then the Bahn Thai is well worth a visit. It's been in Cowes for ages, and the food and service are both first class. The Bahn Thai is divided into a series of small rooms that give an intimate atmosphere for a couple, or the feeling of a private dining room for a group.

Ludley's is a romantic, upmarket restaurant that serves fresh produce from the island, and virtually all of their ingredients are locally sourced fare, including fresh fish and beef reared on the island.

Right in the middle of Cowes High Street is the Pier View Pub, affectionately known as the Pier View Yacht Club by the sailing community. It's a great place to eat, and is the hub of the Cowes yachting fraternity both by day and by night. The pub has recently been renovated but still carries interesting yachting memorabilia, donated by the patrons over years.

Cowes is split into east and west by the Medina River, and along its banks is one of the best pubs on the island. The Folly Inn is right on the water’s edge and serves food all day from breakfast to dinner. The pub is a regular venue for live music and has excellent facilities for children.

Speaking of which, with young twins, you might think Robertson had enough on her hands and would have retired from competitive racing. But in fact, quite the opposite is true. She's currently the skipper of JP Morgan Asset Management, an Extreme 40 catamaran that competes all over the world and will be participating in Cowes Week.

The 40-foot carbon fibre multihull looks more like a spaceship than a boat, and is capable of incredible speeds. "Sailing an Extreme 40 is amazing. It feels like you’re flying through the air," said Robertson. "It can be scary when you’re racing with nine others in a confined area. There have been a few moments when we’ve come close to crashing or pitch poling. It’s the only time I’ve been scared in an inshore boat. It’s not very often you get that feeling in your stomach before a race, but these boats bring out all the emotions.

“What’s really cool is that spectators can see the racing up close, even from land. The Extreme 40s have no keel, so we can race them right next to Cowes Green, meaning the public are just a few feet away from the boats."
For two decades, John Redmond circled the globe as a deck hand, engineer, mate and captain of sailboats and superyachts. With each voyage his sphere of friends and acquaintances expanded geometrically. In the yachting world, in which everyone seems removed by less than six degrees of separation, Redmond met his wife, Stephanie.

After working on a half a dozen yachts together and transiting between home bases in Ft. Lauderdale and Southern California, the couple decided to settle down in San Diego, not far from Redmond’s SoCal roots. Drawing from his early experience as a boat painter and all of the provisioning and refitting work he had overseen during his life at sea, Redmond took advantage of a market imperfection. “No matter where you go in the world, there are companies that specialize in yacht provisioning. You call ahead, place an order and they meet you at your boat with whatever you have asked for. No one was doing that in San Diego,” he said.

Pacific Provisioning started filling the void in May 2009. In one year, it has added to its line of services, outgrown its facilities, gone through a merger, more than tripled its staff and is about to change its name to Pacific Provision & Supply to better reflect all of the services that it provides.

The company’s early tag line, “From Bordeaux to Bottom Paint,” is truly an indicator of what Redmond and his associates have sourced and delivered to yachts. When asked about the oddest orders the company has filled, Redmond had many come to mind. However, this one topped the list: “A client asked us to deliver about 20
pounds of Maine lobster,” said Redmond. That wasn’t the extraordinary part of the request. He continued, “It was supposed to be delivered to a yacht in San Diego in time for dinner that evening, and it had to have been in the Atlantic that morning.”

How did he mastermind the lobster caper? First, he told the caller it wasn’t impossible, but it wouldn’t be cheap. Once it was clear that price was not an issue, Redmond called up a friend from Kennebunkport, Maine, where he and his wife have family and friends, and he persuaded his friend to fly the lobster to San Diego.

“We always give our customers a very good cost estimate before we work for them,” said Redmond. “In the superyacht community, people are more price sensitive than they used to be, but quality of service and dependability are the most important considerations for our customers. They expect their deliveries to be on time and hassle free…and they don’t like surprises.”

Pacific Provisioning’s website offers a menu of products and services that goes well beyond stocking the galley of a superyacht. They offer deck gear; engineering
Pacific Provisioning's website offers a menu of products and services that goes well beyond stocking the galley of a superyacht.

parts and services; safety equipment; interior fittings, fixtures and equipment; rigging supplies and services, and specialty products and services to fill your superyacht's garage with fishing gear, dive equipment, kayaks and tenders. They also legally import to Mexico. The company has become the exclusive US and West Coast representative for specialty items too. In doing so, they offer terrific specials on their website; yet another reason to contact them.

“It’s not unusual for a yacht to contact us before they arrive in San Diego and ask us to find them the best yard, contractors and subcontractors for their refit needs,” said Redmond. “We have relationships with everyone, and we are happy to manage the work and the subcontractors.”

Redmond recently merged Pacific Provisioning with Dan Cummin’s Pacific Yacht Refitters, Inc. (PYR), which specializes in corrosion control, marine coatings/yacht finishing and decking for private yachts, military and commercial vessels. The new company Pacific Provision & Supply operates out of one office and a warehouse, and has a fleet of trucks and forklifts and a small army of refinishing and provisioning specialists.

“The new name better describes what we do,” said Redmond. “People thought that we exclusively worked with chefs and stews to provision their boats. The truth is, we work with everyone aboard yachts and everyone in San Diego’s marine industry.”

Will Redmond reveal the names of his clients? “No. We’re very discrete. Having worked on boats for a long time, I know that people like to stay incognito, so we never reveal the names of our clients.”

Pacific Provision & Supply is in the process of hiring another half dozen employees to keep up with demand. “The Pacific is becoming a more popular cruising ground,” said Redmond. “San Diego is the only place I know of that has perfect weather year round. It is the first port in the US if you are heading north and the furthest one south if you are heading to Mexico or the Panama Canal. When I started the business, I thought it would be seasonal. We’ve been pleasantly surprised. It’s busy year round.”
HYDE SAILS SOUTH FRANCE
Voiles dessinées en Angleterre depuis 1965
Sails Designed in England since 1965

An international brand, Hyde is one of the largest volume sail producers worldwide, delivering high quality sails with a service to match. Backed up by 45 years of expertise, Hyde has always placed itself at the forefront of sail technology, design and production for everything from Optimists to cruisers and ocean racing yachts including the 09-10 Clipper Round The World fleet.

Pour votre devis rapide et gratuit - For your free sail quotation
t: 06.32.75.22.14 or e: southfrance@hydesails.com

Hyde Sails South France - Chemin de la vieille Route, Cidex 246, 06330 Roquefort les pins, France. www.hydesails.com/france
Despite the opulent image yachts command in the mind of the public, there are a number of manufacturers heading into greener waters in search of an ecological balance both in terms of the construction process and in the day-to-day operational “footprint.” In fact, several have committed full-throttle to the idea and are setting a course for a carbon-neutral future.

It makes sense, of course, that yachts would start moving in this direction, now that all things green have moved from buzz words to critical mass. And now that
some manufacturers are latching on to this new marketing angle with gusto, there’s a push to be first-in-class and lay claim to the benefits to be found in innovating for the environment’s sake.

The key in achieving a minimum negative impact on the environment lies in developing new construction methods to, literally, build a new kind of superyacht from the keel up. The design must consider everything from construction materials to a long-term plan for the vessel’s ultimate operating life.

One builder that’s banking on the future of sustainable superyacht design is Danish Yachts of Skagen, Denmark. Each new build is put through an incredible battery of research and testing with a goal of improving fuel efficiency through lighter weight construction processes and materials. When Build 116 hits the water this summer, DY officials say it will be one of the most efficient jet-powered yachts in the world.

In addition to the meticulous weighing of hull and deck prior to assembly, this superyacht is designed with such features as specially tinted glass to reduce energy loss through the panels and state-of-the-art black and gray waste-water discharge systems. Generators are built to run at a higher RPM than on other yachts, which, according to the company, allows for a considerably lighter (and more efficient) engine, while reducing harmful exhaust. Even the superyacht yard uses wind power for electricity, and all build areas utilize recyclable and biodegradable products whenever possible.

“The strength of the Danish Yachts’ design and build team at our shipyard is second to none — all our in-house specialists in Skagen are working closely together to complete this exquisite carbon-fiber superyacht to the highest technological standards,” said Jonathan McDonnell, senior sales engineer at DY. “Build 116 is on target for launch, and with her ultra lightweight construction, she will use less fuel, making her one of the first in a new generation of superyachts specifically designed and built to reduce her negative impact on the environment.”

Reaching even further in the suddenly competitive eco-friendly superyacht market is the paradigm-rocking design from a 24-year-old recent graduate of Coventry University in the United Kingdom. Alastair Callender, for his final school project, conceived a radical plan to incorporate independently rotating solar sails developed by the Australian company Solar Sailor.

“Yacht design and helping the planet are things I’m very passionate about,” Callender said. “The future in the superyacht design world is incredibly exciting, as the industry adapts and meets the challenges of the global
Industry Buzz: The Greening of Superyachts

Richard Sauter’s company, Sauter Carbon Offset Design, is now working on what it’s calling the Formula Zero, which it claims will be the first ultra-green high-performance superyacht.

Its catamaran configuration supports more than 800 square meters of light-concentrating wingsails that raise the efficiency of its solar cell panels, which Sauter claims is the largest such array ever deployed on a luxury superyacht of her stature. Interestingly, Formula Zero’s wingsails are half the height of sails found in comparable monohulls, and induce less drag while generating twice as much thrust.

The catamaran’s wave-piercing hulls, along with Formula Zero’s self-leveling, sea-keeping hydrodynamic and aerodynamic advances, will enable her to cruise effortlessly and comfortably at up to 12 knots with a 75 to 100 percent reduction in emissions. All combined, cruising at an average speed of 8 knots, Formula Zero’s regenerative charge and lithium storage systems could allow for a virtually unlimited zero carbon cruising range, explained Sauter.

The quest for greener superyachts has really just begun as new technologies to capture and repurpose solar, wind and wave energy continue to emerge. There is no doubt, however, that with factors such as unpredictable fuel prices and other operating costs, eco-friendly designs are the wave of the future.
ST. VINCENT & THE GRENADINES
Direct USA #: (703) 738-6461
St. Vincent: (784) 456-4338
Bequia: (784) 458-3686
Union Island: (784) 456-4338
Canouan: (784) 456-4338
Mustique: (784) 456-4338
Fax: (784) 456-4233 • VHF channel 68/16
sam-taxi-tours@vincysurf.com

ST. VINCENT & THE GRENADINES
Direct USA #: (703) 738-6461
St. Vincent: (784) 456-4338
Bequia: (784) 458-3686
Union Island: (784) 456-4338
Canouan: (784) 456-4338
Mustique: (784) 456-4338
Fax: (784) 456-4233 • VHF channel 68/16
sam-taxi-tours@vincysurf.com

SERVICES INCLUDE: Customs/Immigration Clearance • Dock Space Reservation • Bunkering of Duty Free Fuel • Refueling • Engineering Supplies • Mechanical Assistance • Sail Washing • Carpet Cleaning • Provisioning • Floral Arrangements • Laundry Service • Courier Service • Mooring Service in Young Island Cut • Dining/Activity Reservations • Island Tours • Helicopter Rides • Discounted prices on tours • Shopping • Shore Transportation • Airport Transfers • Taxi Service • Car & Jeep Rental • Reconfirm Airline Tickets • VIP & Crew Accommodations • Wedding Arrangements

GRENADA
Direct USA #: 347 721 9271
Phone: (473) 444-5313
Mobile: (473) 407-0522
Fax: (473) 444-4460
VHF channel 68
Email: safari@spiceisle.com

GRENADA
Direct USA #: 347 721 9271
Phone: (473) 444-5313
Mobile: (473) 407-0522
Fax: (473) 444-4460
VHF channel 68
Email: safari@spiceisle.com

THE WATERMAKER THAT WORKS AND WORKS...
Echo Marine Trinidad www.watermakers.net

ECH₂O Tec. Watermakers
Pure fresh water from the sea
8 to 4000 gal / hour

SOUFRIERE, ST. LUCIA
Direct USA #: (347) 634 3037
Tel: (758) 459 5457
Cell: (758) 484 0708
Office Cell: (758) 714 8217
Magic Jack: 951 582 6147
Magic Jack: 321 220 8961
VHF channel 16
Email: saltibusb@slucia.com

SOUFRIERE, ST. LUCIA
Direct USA #: (347) 634 3037
Tel: (758) 459 5457
Cell: (758) 484 0708
Office Cell: (758) 714 8217
Magic Jack: 951 582 6147
Magic Jack: 321 220 8961
VHF channel 16
Email: saltibusb@slucia.com

Ben’s Yacht Services
Professional Shoreside Agents

Get It Done
& Have Some Fun!
ON 7 ISLANDS

Get It Done
& Have Some Fun!
ON 7 ISLANDS
Cyprus is on the fast track to becoming the newest megayacht port in the Mediterranean. Where previously there’d been only three marinas catering to a local boat and small yacht cruising crowd, the government’s approval in January for the construction of the new Limassol Marina will provide among the first megayacht slips on the island, as well as a host of first-class services all in a luxury lifestyle destination.

One reason that makes Cyprus ripe for an exclusive, US $430-million waterfront development is its strong...
“Limassol Marina will be located just a short walk from the heart of Limassol, near to the old port, and has been designed to blend seamlessly with the city’s historic harbor and medieval castle,” said Sophia Paraskeva.
tourism industry and stable economy, elements that make a secure place for investment.

Another is that Cyprus, which ranks as the third largest island in the Mediterranean, is strategically positioned; it sits at the crossroads of three continents: Europe, Asia and Africa. From here, yachts can easily reach picturesque and popular spots in Cyprian waters, as well as the cruising destinations of Lebanon, Turkey, Israel, Greece and the rest of the Mediterranean to the east.

Third, Cyprus has an excellent year-round climate for yachting and enjoys an average 340 days of sunshine annually. The summer season is long — it runs from May until the end of October — and winters are mild. Yet, there's still excellent snow skiing available in the Troodos Mountains on the slopes of 6,404-foot-high Mt. Olympus.

The 600-slip Limassol Marina, which will berth sail and power yachts ranging from 30 to 330 feet, will be built in its namesake city of Limassol. This is the second largest city in Cyprus, boasting a population of about 230,000. The city, which borders Akrotiri Bay and is the largest transit trade seaport in the Mediterranean, has two ports, commonly referred to as the “old port” and the “new port.” The old port is small and mainly used by the local fishing fleet, while the new port sees the most commercial and passenger traffic. Depth at the new port is 36-feet.

Sophia Paraskeva, public relations officer for Limassol Marina, who was born and raised in this south coast city, said, “Limassol Marina will be located just a short walk from the heart of Limassol, near to the old port, and has been designed to blend seamlessly with the city’s historic harbor and medieval castle. Limassol Marina essentially forms an extension of the old town, with access to charming restaurants, cafes, shops, museums, theatres, exhibition centers and art galleries.”

This waterfront development is being built out of manmade islands. The marina and accompanying restaurants, villas (160 of the total 280 will have their own private moorings) and boutiques will be protected by a state-of-the-art, 33-foot wide breakwater that will be constructed out of concrete blocks with accropodes on the exterior-facing side.

The marina’s main docks will be made of concrete, while the finger piers will be floating pontoons. Each slip will be equipped with water and electricity, as well as IPTV, high-speed Internet, telephone and WI-FI access. Berth-
ing prices are to be competitive with the rest of the European Union market.

There will also be haul-out facilities, with a 100-ton Travelift, a dry dock for light repairs and maintenance, and mechanical, electrical, plumbing and carpenter/upholstery facilities. Limassol Marina will also house a marine training school.

“Limassol Marina is destined to become the most exclusive marina resort in the Mediterranean,” said Paraskeva, “and one of the finest in the world.”

Camper & Nicholsons Marinas will operate the marina, while the company bringing the project to fruition is Limassol Marina Ltd., a group of developers, construction companies and investors.

“Limassol is a beautiful town and has managed to retain its history, tradition and culture, yet it is the most cosmopolitan city in Cyprus,” said Paraskeva. “There is a wealth of entertainment opportunities to suit every taste, from concerts, theatre and opera to lively bars and clubs with international DJs. For visitors with an affinity for the arts, fashion and culture, there are exhibitions, fashion shows, plays, music gigs, wine tasting, festivals and events taking place on a daily basis.”

Paraskeva added, “All recreational facilities are easily accessible from the marina and reasonably priced — including diving, sailing, water-skiing, kite-surfing, golf, tennis, basketball, football, skiing, horse-riding, flying, shooting, archery and climbing.”

The Pafos International Airport is only 30 minutes away, and the Lamaca International Airport 40 minutes away by car. Both airports are served by a number of international airlines.

The waterfront development project will be ready to welcome its first yachts by the end of 2012. The project in its entirety, including all residential units, will be completed by the end of 2014.

“Limassol Marina is destined to become the most exclusive marina resort in the Mediterranean,” said Paraskeva, “and one of the finest in the world.”
AH, VENICE

ARTICLE AND PHOTOS BY CAPTAIN WARREN J. EAST
One of my ambitions has always been to sail into Venice. When we finally got a booking that started there and ended in Dubrovnik, Croatia, I was ecstatic. Our trip to pick up the charter started in Bodrum, Turkey, and led us up the Greek Islands to Athens, through the Corinth Canal (which was awesome), across the Ionian Sea and into the Adriatic.

Albania was the first country we passed, and we were advised to stay at least 30 miles offshore due to the risk of semi-submerged mines from recent and past wars. This kind of spurs the question, “What the @$#% are we doing here?” Nonetheless, we continued on, eyes fixated on the quarter-mile in front as the sky flashed with lightning all around. (It reminded me of the flashes we saw coming from the Gaza Strip as we sailed south from Cyprus, only that flashing was from exploded bombs!) This was as close as I’d ever been to Albania. I hear it’s a lovely country to visit, so maybe one day when their conflicts end I’ll be able to recommend it to my fellow sailors.
SV Wonderful in the Corinth Canal.
"I only had about 6ft on each side for 3.5 miles!"
As we sailed up to Montenegro and, eventually, Dubrovnik it seemed like the darkness lifted and suddenly the familiar sight of little white bareboats filled the scenery again. I’d heard the Dalmatian Coast was popular but hadn’t imagined it to be this popular. Flotillas everywhere. We passed through Croatia pretty fast by zigzagging our way up what seemed like thousands of islands straight out of a fairy tale. More about that in my next article.

Our objective for the meantime was to get to Venice. We wanted to get there as fast as possible, as it could quite possibly be the only time in our lives that we’ll get time in such a famous place. I have to be honest, I was so enthralled just by the fact that I was going to fulfill one of my lifelong dreams that I’d completely overlooked arranging dockage and turned up with nowhere to go. But I wasn’t going to let that get in the way of my wonderful day, and in any case, booking dockage in Italy doesn’t mean you’re going to get it.

As we entered the Grand Canal from the sea, I noticed a sudden influx of boats, small boats, everywhere, like cars when you drive into the outskirts of a city. Suddenly, Wonderful started getting bigger as the traffic got denser and denser until it started to worry me. If we lost an engine, we’d for sure have an accident with about five other boats. There were so many boats that the water had a constant one to two-foot chop. There were a couple of megayachts on the town’s outer harbor wall, but one thing was missing: a place to park!

We had arrived in the late afternoon, so we didn’t have that long to find an anchorage or a marina. Time was running out, and as we bobbed around waving at people outside St. Mark’s Square in complete awe at the situation, we noticed a collection of pilings with a small motoryacht on them.

To cut a long story short, we ended up parking there for five days, 400 yards from and in perfect view of St. Mark’s Cathedral! Being a 40-foot-wide cat, Wonderful was the perfect boat to be on in the choppy Grand Canal and drew a lot of attention from those floating yellow buses, tourist boats and even cruise ships. We had the best seat in the house, and of course we had a wonderful time.
What I most loved about Venice was the atmosphere, the romance and the history. It’s an intriguing town, as it seems to have the traffic problems every town has, yet there are no cars.

Venice is everything they say it is. The food was spectacular and got better every time we went out. The artesenal spirit is everywhere you look, and a trip over to Merino Island is well worth the effort. We took our tender, which is pretty big, but if you don’t have one, you can get a water bus. It’s a fascinating island with glass-blowing factories and workshops all over. The streets are lined with magnificent shops, sparkling with unique pieces that can set you back a lot more than you might imagine.

It’s a good thing to note: Foreign yachts are NOT allowed to use their tenders inside the intricate maze of the town’s waterways. We did, however, try and were stopped several times by the police boats. Fortunately for me, the policemen couldn’t speak English, so I got away with it every time with a polite “excuse” in Italian. It was worth the risk to drive down the central canal under all the bridges topped with lovers kissing and tourists taking photographs of everything that moved.

The gondolas were the most amazing things. We found a boat shed close to where we were moored, and it turned out to be a gondola training school. Rowing those things is quite an art, especially when you get into the smaller streets. On Sundays, they have a race that takes them on a four-mile course over the shallows just to the south of the town. I sat for hours photographing the racing gondolas as they battled it out.

What I most loved about Venice was the atmosphere, the romance and the history. It’s an intriguing town, as it seems to have the traffic problems every town has, yet there are no cars. I found so many things to photograph that the camera was virtually perched on my face — and the local Italians are quite happy to let you take pictures of them.

At long last my dream journey had come true, and it was every bit as lovely as I’d dreamt it would be.
Charter S/Y Wonderful for a week and become an exclusive member of CLUB W

Qualifying for benefits like free days, Low deposit advanced booking opportunities, Last minute rate reductions for as little as 2 people, and much more.

- Winner of “Best Multihull” and “Best Yacht Overall” at the British Virgin Islands Charter yacht show
- Stability and safety unmatched by any other yacht in its class
- Five star chef and winner of St Martin’s ‘Concours de chef’ and the BVI’s charter yacht show. Winning best appetizers, best Entrée and best dishes overall
- Highly motivated, experienced and qualified crew
- Available throughout the Caribbean during 2010
- All inclusive rates up to $40,000 a week for 8 guests.

www.wonderfulcharters.com

In conjunction with East Yachts Ltd
5% rate reduction when booking through EASTYACHTS LTD. | www.eastyachts.com

charter@wonderfulcharters.com | charter@eastyachts.com | 001 450 734 4455

DON’T FORGET TO ASK FOR THE YACHT ESSENTIALS SPECIAL
The 10th Anniversary Captain & Crew Appreciation Party took place on April 10 at Westrec’s Sunrise Harbor Marina in Fort Lauderdale. This glamorous, 007-themed event gave guys and gals the chance to dress to the nines in their best femme fatale or Bond, James Bond.
1: M/Y Phoenix Bryan, 3rd engineer; and Natalia, stew. 2: Caroline, Broward County Educational System; Joy, North Broward Hospital District; Pierre, Capt, M/Y Calixe; and Susie from M/Y Tuna Tango. 3: Rod and Kenia from Marine Waste Management. 4: James, deck, M/Y Maya Ray; and Phil, Capt, M/Y Lady H. 5: Louise and Michelle from Westrec. 6: Roulette Table. 7: Lindsey, deck/stew on M/Y Honey; Leroy, deck on S/Y MITseaAH; Nathan, mate on M/Y Kai; Mole, Rob Price Services; and Dave, deck on M/Y Kai (kneeling).
HEALTH CARE ON THE HIGH SEAS

BY CAPTAIN TED SPUTH

“From the very beginning of American civilization, courts have protected seaman whom the courts have described as ‘unprotected and in need of counsel; because they are thoughtless and require indulgence; because they are credulous and complying; and are easily overreached.’ They are emphatically the wards of admiralty.”

So testified attorney John Hickley to the Coast Guard and Maritime Transportation Subcommittee during its codification of the Merchant Marine Act of 1920. And while the accomplished men and women of the yachting industry don’t fall under the category of being “thoughtless and require indulgence” or “easily overreached,” the rules for health care that apply in the world of vessels
today are as numerous and complicated as the number of crew nationalities and flag nations.

In the United States, as a general rule, the yachting industry takes care of its own. The Merchant Marine Act of 1920, also known as the Jones Act, formalizes the rights of seaman that have been recognized for centuries. Essentially, it provides the seaman with a negligence action against his or her employer in which neither the “fellow servant” rule, contributory negligence or assumption of risk bar recovery.

Interestingly, the Merchant Marine Act doesn’t define the word “seaman.” Rather, this comes from the Longshore and Harbor Worker’s Compensation Act: “A seaman is a member of the crew of a vessel.” In 1991, the US Supreme Court clarified the seaman’s role by stating, “It is not necessary that a seaman aid in navigation or contribute to the transportation of the vessel, but a seaman must be doing the ship’s work.”

Warwick advises buying from an agency that sells health insurance from more than one company and purchasing a policy that is regulated by state law.

So, by a stretch of the law, the masseuse you hire when you’re on charter becomes a “seaman.”

The Merchant Marine Act is founded on the time-honored sea code of “maintenance and cure,” which protects the seaman who suffers injury or illness while in the service of his or her ship. Liability is imposed on the employer without regard to fault, but benefits are limited to the seaman’s medical expenses (cure), wages to the end of the voyage and a sum for living expenses (maintenance) during the period of treatment and convalescence.

All foreign and American-flagged vessels have an obligation to provide for full recovery from an accident on a vessel, and they pay the first dollar for back to “duty ready” condition. Board and room are also provided for recovery, but the salary issue is usually left up to the owner. Red flagged vessels, including those from Great Britain and the Caymans, are obligated to carry health insurance if they run with more than four crew.

Of course, laws and acts weave a tangled web from their origins to their jurisdictions and interpretations. It’s always important, therefore, to be responsible to and for yourself. If you’re a seaman, be sure to ask the following questions during your interview:

- What type of health insurance does the vessel provide?
- When does health insurance start?
- If I have my own health care policy, will the vessel reimburse me for its cost?
- Does the crew contract speak to health care and repatriation?

Owners of American-flagged vessels are within their rights to ask for a formal job offer, so be prepared and remember that it’s risky to withhold pertinent health information.

Anita Warwick of Seven Seas International Health Insurance is an advocate of all crewmembers carrying their own health insurance. I concur with her. Supplemental insurance provides critical coverage if you’re terminated, or if laws and acts take too long to process during an injury or sickness.

Warwick advises buying from an agency that sells health insurance from more than one company and purchasing a policy that is regulated by state law. She feels that, if regulations on policies are not enforceable, unreasonable restrictions might be written into contracts to the disadvantage of the policyholder. Typical situations of non-coverage include alcohol related incidents, sexually transmitted diseases and terrorist related problems.

In the final analysis, it would seem that payment for your health care in case of a medical emergency, if you don’t carry your own insurance, lies in the hands of a fair owner and a sympathetic captain who is adept at documenting onboard injuries and illnesses. (Remember to keep your own copies of all incidents and sickness whether you are the owner, captain or crewmember.)

Consider the Merchant Marine Act of 1920 as your first defense against having to pay for health care out of pocket and your supplemental insurance as your safety net — because, while it should be the responsibility of all owners, managers, captains and crew to carry health insurance, you don’t want to get left high and dry if something drastic occurs.
This past winter, I serendipitously met my old sailing friend Peter Horner walking down the street in Ft. Lauderdale. He and I had crewed together on the schooners Woodwind and Woodwind II out of Annapolis, Maryland. The jobs were a first for both of us — we suddenly realized that working in the yachting industry could be more than just a summer job.

Now, a few years removed from the Woodwinds, Pete was in South Florida to take the celestial portion of his Yachtmaster exam, which would upgrade him to “Oceans.” It was to be a quick stay for Pete, who was off to a new job as mate of a large motoryacht in Mexico after having nearly completed a circumnavigation as mate aboard the 135-foot schooner Kaori. I was in town on my own boat, the 35-foot yawl Arcturus, cruising south to escape the frozen north.

Most yachts nowadays require at least the STCW95 for all of its crewmembers. The STCW is a basic safety-training course, generally five days long, taught with the yachting industry in mind. You learn the requisite CPR and first aid, survival techniques and even social responsibilities, taught with the emphasis on practical use aboard ship. Seasoned sailors will likely find much of this course a bore, but it’s necessary and worthwhile for the highlights, including the day of firefighting, which remains one of my all-time best days in any school.
Getting your license to become a captain can be a bit more confusing. The majority of megayachts today fly the red ensign of a British Commonwealth country. These boats require the UK-controlled Maritime and Coastguard Agency’s (MCA) Yachtmaster tickets; the less-common US-flagged yachts require a US Coast Guard (USCG) sanctioned Master Mariner ticket. Both tickets are professional-level licenses obtained through accumulated sea-time and by passing a series of exams. Both also require strict documentation, background checks and STCW certification.

The more common Yachtmaster license requires enrollment at a maritime school for US citizens (Brits have a self-study option back in the UK), with courses and exams consisting of both classroom education and actual shipboard experience. When I met Pete the first time, I found him at the helm of a sailing boat, coming alongside a deserted pier in the Dania Cut canal. The boat belonged to International Yacht Training (IYT) in Fort Lauderdale, and Pete was practicing docking maneuvers for his final exam. I was aboard a 55-foot trawler doing the exact same thing, yet was enrolled through Maritime Professional Training (MPT), a different school.

IYT and MPT differ slightly: IYT offers the “Master of Yachts” ticket, while MPT offers the Royal Yachting Association’s “Yachtmaster” license. Each is recognized by the MCA, however, which is the key. I can only speak for my experience at MPT, but the school was top-notch, professional, and well worth the few thousand dollars I spent on tuition. The course was 10 days long, including five days on the trawler and five in the classroom. We reviewed chartplotting, navigation marks and signals, and pilotage, and then acted it all out in the ocean on the school’s boat. Our teacher was a former yacht captain himself, and the class was only six strong, fostering a close and supportive environment. The final exam included a lengthy written portion followed by a 14-hour day on the water. With a passing rate of only about 2/3, it’s challenging, the real deal.

The “Oceans” upgrade is available either on your own or through school. Pete returned to IYT this spring for a one-week add-on course to learn celestial navigation, passage planning, and global weather. The final exam includes simulated celestial “problems” to solve in the classroom. I chose the solo route, completing the required (for the self-study option) 600-mile offshore celestial passage during a delivery from St. Thomas to Annapolis. The exam was set up through MPT and consisted of an oral summary of my passage (with documentation), plus a few written questions on celestial theory.

Those in search of their USCG ticket have even more options. The ubiquitous Sea School has “campuses” all over the country. In general, the US Coast Guard is much more unorganized with its licensing requirements, though it is improving. Its new website includes upgraded info, and it is finally printing licenses in the “passport” style of the MCA instead of the antiquated 8x11-inch yellow paper.

With the required knowledge and sea time (minimum 360 days), you can register with a Regional Exam Center and take the USCG written exams, including endorsements, sans school, which is a definite benefit to some, especially those with lots of experience and/or a small bank account.

Both MPT and IYT offer combined courses, allowing crew to get both the USCG and MCA tickets at the same time. Though you have to sit for both exams, this seems to me like the best option to cover all of your bases.

In short, getting licensed is one of the best (and only) ways to advance in the yachting industry. I stopped at the 200-Ton Oceans level, pursuing a career in the sailing industry on smaller boats. Pete is still moving up, planning to take the Officer of the Watch course, and he continues upgrading his tonnage.

Check out the MPT and IYT websites at mptusa.com and yachtmaster.com for more information. For info on the USCG, visit its site at uscg.mil/nmc/. Do the research, get your sea-time, and get licensed!
No stay in Palm Beach is complete without attending a party at the Rybovich Superyacht Marina. On March 26, “Rockin’ Rybo” was the place to be after spending the day at the Palm Beach International Boat Show. Many thanks to this marina and refit facility for hosting so many events year-round for professional yacht crew.
1: M/Y Richmond Lady: Trina, deck; M/Y Gotta Go: William, deck; and M/Y Richmond Lady: Larissa, stew.  
2: Singer-songwriter, Shauna Sweeney.  
3: M/Y Margerie Morning Star: Annette, stew; Laura, Stew; and Nathan, sous chef.  
4: John Rybovich and Me.  
5: M/Y Top Times: first officer, Michael; Business Owner of M/Y Laundry, Michael.  
6: M/Y Big City: Natasha, stew; Ryan, deck; Stacy, stew.  
7: M/Y Laurel: Ryan, deck; M/Y Martha Ann: Valery, stew; M/Y Kingfisher: Bronwyn, stew; M/Y Oasis: Neal, 2nd eng; and M/Y Imagine: Shaun, deck.  
8: M/Y Savannah: Elyse, chief stew; and Kris, deck.  
9: M/Y Royal Eagle: Matt, bosun; Mike, Captain; Mike, ch eng (bending); and Jack, first mate/2nd eng.
I wouldn’t say that I mind doing watches. Rather, I don’t understand the purpose of watch duty. Obviously, I’m not talking about watches while under way, because someone has to man the helm 24/7; you can’t just put a car on cruise control and take a catnap, right? I totally get it when I have to schlep myself out of my warm cocoon at two in the morning for a four-hour stretch. (This situation does slightly suck if you’re on a sailboat and are getting doused by cold seawater in a cockpit that resembles nothing less than the nurturing down comforter insulation.) I’m not keen on slamming Red Bull at that time of night either to stay awake, but I haven’t discovered a Ritalin stash on board as of yet. Note to self for next delivery: Attend a college frat party before departure.

Let me elaborate where I am headed with this: It’s not the helm watches I’m talking about, it’s those daily/nightly rotations where one unfortunate crewmember is subjected to babysit a multimillion dollar yacht. Again, I’ll be diplomatic because it’s part of my dichotomous Gemini nature; baby-
sitting isn’t all that bad, but ultimately I’d like to know if it really serves a purpose. Let’s examine the pros and cons:

**PROS:**
1. At least I’m not stuck babysitting a screaming child. Weigh the options: an infant with colic or a yacht with a Jacuzzi for an evening? Yeah, I’ll take the latter.

2. I’ll be the only one without a raging hangover in the morning. More often than not, when I’m on watch, the remainder of the crew has skipped off to find the local watering hole in port for a night of debauch. I’ll be bright eyed and bushy tailed the following morning while the crew mess will stink of stale beer and vomit breath.

3. If you’re a clever crewmember, you know where all of the cameras on the boat are located. This means walking around naked safely is an option and you can actually feel like you have your own personal space and freedom without feeling like you live in a shoebox with 20 other people.

**CONS:**
1. Watch duty can and does make you feel like a caged animal. The last time I didn’t have access to my own free will was when I was 16 and my parents grounded me.

2. This limited access to my own free will can and does impede my social life. While the crew is out partying at the local watering hole and perhaps crashing THE party of the decade, I’m bored out of my mind on the boat — even with the damn Jacuzzi.

3. Too much responsibility. It’s here where I’d like to return to my thesis statement about why I don’t understand the purpose of watch duty.

I’d like to give you two scenarios to imagine. In the first scenario, the boat is on the dock. In the second, the boat is at anchor.

**SCENARIO #1 (BOAT ON DOCK):** Imagine yours truly, a petite stewardess skilled in the art of passive combat and vocally opinionated. If you’d like to get creative, slap a pair of stilettos on me since I love them so, mostly because they serve no functionality whatsoever while living on a boat. And no, Dean, I’m not sorry that every time we travel you have to lug around a bag stuffed with my shoes, nor will I slim down to three pairs as you have repeatedly begged.

Now if someone, say an intruder or a thief, is going to break into the boat, what good will I serve? I’ll just be a hindrance to them, AND my life will be in danger. I’ll probably scream, get a little mouthy, and they’ll take off with the Waterford crystal lobster that also serves no functionality whatsoever shortly after killing me. In fact, if you are a criminal reading this, just send me your address and I’ll package the lobster up and FedEx it to you.

What’s that, you say? Call the police? Oh yes, that’s always fun in a place like Corsica, where I don’t speak French and can’t figure out how to dial out on the satellite phone that may or may not be working. What’s that you say? Text a crewmember? They’re all drunk at THE party of the century, remember? What good will they serve? Any point of me babysitting the boat and losing my life to thugs after that argument?

**SCENARIO #2 (BOAT ON ANCHOR):** Imagine yours truly, sans captain and tender license, and a neophyte swimmer. Visualize the winds picking up, and hey ho, the 210-foot yacht I’m aboard starts to drag towards jagged cliffs. Sure, maybe one time I was shown how to start the engines, but that was like two years ago.

What’s that you say? Jump in the tender and drive off? Well, even if the tender hasn’t been taken to shore by the crew that’s attending THE party of the millennium, I don’t know how to drive the mini-sport fishing pleasure tender. Even if I did have a tender license, I’d still be scared to death to drive the thing and crash it into the jagged cliffs, which is ultimately what I’m trying to avoid. What’s that you say? Swim to shore? Oh, hell no. That’s not a logical option, especially for one whose doggy paddle is mediocre at best.

With this scenario, I’m not from the school of thought that the captain should go down with the ship. Oh wait, I’m not a captain and I’m really not interested in slamming into the jagged cliff on a multimillion-dollar yacht waiting for Pandora’s Box to unleash.

And for those of you captains whom are reading this and freaking out that I was actually left alone on a yacht of that size at anchor, this never happened. I’m just trying to drive my point home. However, I do own my own 36-foot sailboat and one time it started dragging while Dean was on the toilet. Pretty terrifying situation for myself and for Dean’s interrupted bowel movement. So, if any of you would like to kindly and diplomatically explain the purpose of watch duty to me, I’m all ears.
I walked into Jim Ruch’s studio in Ft. Lauderdale to see black walls, a makeshift galley, guitar against the table, and framed photos and books of his heroes: Jerry Garcia, Michelangelo, and Lewis and Clark. On the wall was a big plasma TV showing his cooking video. He pointed to the oversized couch, where I sat, wanting to say like a talk show host, “So, tell me, Jimmy....”

Ruch was born in 1965 in the countryside of Norwalk, Connecticut. He was the youngest of four kids, the others being 2, 8 and 10 years older. His dad traveled, and his mum rebuilt boats — the smell of Butchers Wax always
takes him back to being 5 years old — and she always kept a garden. His love for sailing started in his teens, when he began sailing on Long Island Sound aboard Lasers, Blue Js and Fireballs.

His love for food began at 15, when he was a waiter at Wee Burn Country Club in Darien, Connecticut. It had a classical kitchen with very formal service, and he spent hours watching the old French chef, Gerard, make demi-glace.

At the time, Ruch was registered to begin sound engineering, as he thought he wanted to be a rock star, but he went to cooking school instead. He moved to New York City at age 18, a “naïve and rosy cheeked” teenager, where he attended a 10-week course at the New Restaurant School, which is part of the New School for Social Research. The instructors there were all classical, hardcore old chefs.

Ruch cooked for two years in the Duffont Restaurant at the Penta Hotel, with a kitchen that ran an entire city block three floors below ground level. He also managed an upscale deli on Lexington and 52nd Street at the Wang Building; worked at the Lincoln Centering catering to ABC; and was employed at Burke and Burke, which had 18 locations.

In the ‘90s, Ruch moved to Boston and worked at Seasons Restaurant for four years. One of the highlights here was preparing a 12-course, black-tie dinner for 80 people at the Spinazzola Gala Festival of Food and Wine. The meal took a week to prep, had a six man cooking line and required a huge amount of finesse and detail.

Shortly thereafter, he received a call that Liberty, a 70-foot, steel-hulled vessel traveling from Key West to Boston, needed a chef for two weeks, serving 10 people. “First night out I fixed a nice spicy dinner and the captain said, ‘No more gourmet spicy food.’”

After Liberty, Ruch met Amy Williams of Crew Unlimited and asked how he could get on a boat going to the Med. Williams told him that most chefs on these vessels were Cordon Bleu trained. So, Ruch took the logical action of one who aspires to be a yacht chef and enrolled in Cordon Bleu Culinary School in London.

When Ruch was ready for Williams, she got him his first yacht chef job on the 125-foot Palmer Johnson S/Y Astral, where he worked for three months. Next was a
Saudi-owned 150-foot Feadship M/Y Faribana, which carried high security and expected high-end cuisine but, surprisingly, operated on an extremely low budget. Every day, Ruch cooked for 14 guests plus a crew of 10. Every day, they were in a different port and, because of the budget, he would have to provision every day. Ruch said he eventually found the best way was to follow the local ladies carrying shopping bags!

He did several seasons in the Med, one on the 140-foot M/Y Octopussy and one on the 160-foot M/Y Excellence II. He had two major “happenings” while on Excellence II: About halfway through a two-week charter, the yacht was scheduled to arrive in Sardina at noon, where provisions for the second half of the charter were to be delivered. However, the boat didn’t arrive until 5 p.m. and there were no provisions — just a man waiting to take Jim provisioning!

The second occurrence was more serious. Excellence II hit a swell, and Ruch received third-degree burns on his leg when 12 crème brulées slid out of the oven at 400 degrees F. (I never did find out what the guests had for dessert, but I did check Ruch’s leg and it is OK now!)

One of the most memorable parties Ruch cooked for was when Senator Ted Kennedy was hosting the President of Czechoslovakia for 400 guests. The most important thing he learned during his time at sea? Be flexible. “Cook what the guests like, not what you like,” he said.

After the Med season, Ruch returned to the States and released a DVD called “One Pan Wonder” in 2005. This production took two years and was filmed on Ruch’s 38-foot wooden boat Pajova, a Scottish fishing boat from Fife that he bought in 2000 and rebuilt with a custom stainless galley. This beautiful vessel is now for sale.

During these past several years, Ruch built up a great network of boats as a freelance chef, giving him time to work on his other love: music. He is an accomplished rock guitarist and composer, having formed his first band in 1985.

When not on charter, Ruch enjoys biking and playing the guitar. Editing film on the computer is also up there, and his goal is to produce a HD cooking video for in-store supermarket promotions, along with special cooking classes.

### CHICKEN WITH WHOLE GRAIN MUSTARD CREAM

**INGREDIENTS:**
- 3 - 8 oz. chicken breasts
- 2 tablespoons ground coriander
- 1/2 tablespoon crushed red pepper (more if you like it more spicy)
- 3 tablespoons fresh picked thyme
- 2 teaspoons sea salt
- 3 cloves garlic
- 1 medium onion
- 1 cup heavy cream
- 3 tablespoons whole grain mustard
- 1 cup white wine
- extra virgin olive oil

**PREP WORK:**

**To make the marinade:**
Combine the coriander, red pepper, thyme and sea salt in a medium sized mixing bowl. Grate the garlic into the bowl and add 3 tablespoon of olive oil. Mix altogether. Add the chicken and toss with your hands to cover with the marinade. Add 1 tablespoon of thyme leaves, toss and transfer to a sealed container or zip lock bag to marinate in the refrigerator for 2 hours. 30 minutes before cooking, remove the chicken from the fridge and finely dice the onion.

**HOW TO MAKE AT HOME:**
Pre-heat your sauté pan to medium high. Add 3 tablespoons of olive oil to the hot pan. Make sure the pan surface is completely coated by tilting the pan back and forth. When the pan starts to smoke, just a little bit, it is ready. Carefully add the chicken to the pan and lower the heat to medium. Because this is a cream sauce, you don’t want to sear the meat too dark or caramelize the onions too brown. This prevents the drippings from giving the sauce too dark a color. Sauté the chicken 2 minutes per side until golden brown and transfer to a plate. Discard any excess oil in the pan leaving just a little to cook the onions. Add the onions and 1 tablespoon of fresh thyme leaves and cook gently until golden brown, about 5 minutes.

Add 1/2 cup of white wine and using a wooden spoon or wooden spatula, scrape any drippings stuck to the pan. (Deglazing) Reduce this liquid to a syrup and add another 1/2 cup of wine. Reduce the additional wine to an essence and add 1/2 the heavy cream. Reduce the heat to medium low and simmer the cream and onions until reduced by half. Add the remaining 1/2 cup of cream and the whole grain mustard. Using your wooden spoon, stir until the sauce is completely incorporated. Now add your remaining fresh thyme leaves. Adjust the seasonings, add the chicken and any accumulated juices back to the pan and cover.

Simmer, turning once until completely cooked.
YACHT PROVISIONING & CREW PLACEMENT

The Grateful Palate has expanded its yacht provisioning operations. With a growing team of chefs and logistic experts and a newly owned warehouse and showroom, The Grateful Palate offers extended reach into the key markets of South Florida, The Eastern Seaboard, The Bahamas and The Caribbean.

Our crew placement division also continues to foster the career of chefs, captains, stewards and stewardesses in these important regions. We are actively interviewing crew members for immediate job placement.

Please contact us:
crew@thegratefulpalate.net
provisions@thegratefulpalate.net

Fine food is our specialty...
Reliable service is our promise.

The Grateful Palate

ever dreamt of being paid to sail? Or wondered how Volvo and America’s Cup crew got their big breaks? Yacht Essentials (YE) quizzed some professional race crew at this year’s St. Barths Bucket for the ups, downs and (surprising) origins of their careers as “rock star racers.”

THE VICTOR
JULIAN SALTER, 41, NAVIGATOR

YE: Thanks for talking to us Jules, and congratulations on winning the Volvo!

JS: Thanks. Yes, that was a BIG thing!

YE: Can you give us three words that sum up life as paid race crew?
JS: I’d say “travel” — although that’s good and bad — also “hard work” and “fortunate.”

YE: How so?
JS: Well, it’s amazing to travel the world the way we do. People have harder jobs than we do for sure! But, of course, you’re away from friends and family a lot. It’s very hard work, too. It’s not all fun. You have responsibilities, even in an event like the Bucket. You have to take it seriously. I still have to make sure
we don’t run aground. And fortunate: I’ve definitely been lucky.

YE: How did you get started?
JS: Well, I was born in Cowes…

YE: A-ha!
JS: Exactly! Lucky. I was in a great yachting centre from the beginning, and I always sailed. I started doing day work on boats in school holidays, meeting people, getting deliveries…I’ve got a Masters in law and all sorts of silly things like that. I always meant to go back to it, but after university, I had student debts. By then, I was getting paid sailing work, and I started to think I’d prefer to sail for a living than go back and do the photocopying in an office in London.

YE: Thank god for student debt! So, since then, what have been your sailing highlights?
JS: Well, the Volvo win…but any good race with good friends. This is the first Bucket I’ve done, and it’s an amazing spectacle. Sometimes you just have to step back and appreciate it. Yesterday on Visione, I looked at all these beautiful boats, all sailing downwind…

YE: Any final words on the “ups?”
JS: It’s an exciting time for yachting! Now the America’s Cup is coming good, there’s a united, global top end to the sport. Hopefully, more young people get into it. It’s a technical sport, but it’s good fun. There are so many characters involved in it, too. At events like this, there are café owners from Yorkshire and billionaires, all sorts thrown in together. And the beer…they definitely shouldn’t lose the beer!

THE "HUSTLER"
TOM LOUGHBOROUGH, 28

YE: Hi, Tom. How’s the Bucket so far?
TL: Great! We had a great day today. Everything really gelled, and we beat Ranger (on Hanuman). So, we’re happy!

YE: Can you give us three words that sum up life as a professional racer?
TL: Erm. “Surreal,” “lonely” and...“hustler!”

YE: Wow, you’re going to have to qualify those for us!

TL: Surreal… (Tom waves his hand at the happy chaos of the St Barth’s “yacht hop”) See?

YE: Fair point! And “lonely?”
TL: Yeah, the travel. I’ve always been a bit of a romantic, but it’s hard to show someone you love them when you keep leaving.

YE: And “hustler?”
TL: Yeah! It can be hard! Maybe not for others, who are well established. But I’m my own agent. I’ll be courting Boat B for backup whilst making sure I still show commitment to Boat A. You’re always negotiating your next job. It’s paycheque to paycheque. There’s no room for error!

YE: How did you get into yachting?
TL: I was playing soccer at University, but my aspirations to be a professional player were prohibited by injury. I went to a birthday party, sailed to San Diego on a boat, and when I got there, I knew I didn’t want to go back to school!

YE: So, how did that lead to being paid to sail?
TL: I worked on old America’s Cup boats, as charter crew, in Newport. I learned all the basics there; the fact I come from team sports helped me just do what the guys needed me to do. In reaching the pinnacle of the sport, it’s hindered me not coming from a dinghy sailing background with that visceral feel for sailing, but my strength is as a team player.
“Well, it’s amazing to travel the world the way we do. People have harder jobs than we do for sure! But, of course, you’re away from friends and family a lot. It’s very hard work, too. It’s not all fun.”

YE: What’s been a high point for you?
TL: I produced and manage the American Sailing League in San Francisco Bay at Pier 39. We’ve got these 18-foot skiffs racing. It’s a new brand of sailing for the US. You’re trapped out on these things. The boats are expensive, the guys are young. It’s the most extreme sailing you can see! I like marketing the sport to newcomers, and I can see it going in directions others don’t believe in. There’s a stigma to it: Kids are skating, snowboarding, but they choose not to sail as it’s seen as stuffy.

YE: And the negatives?
TL: It can be hard, and if you haven’t made it by the time you’re 30, it’s really hard. It’s an honour to have come this far, but I sail with and against all these Volvo guys…this year it’s my aspiration to do that!

PB: “Fun,” “challenging” and “teamwork.” I love being part of a team and doing what I enjoy.

YE: And what did you do before you sailed? How did you end up here?
PB: I was a gymnast! I can stand on my head, wanna see?

YE: Perhaps later. Any captains asked you to do that recently?
PB: You’d be surprised!

YE: Any downsides to what you do?
PB: Yes, when I’m away it’s hard. The family is at home. Now, I have a son who is 4 and a daughter who is 2. And, of course, my wife prefers when I am home! I loved doing the Whitbread (now Volvo) “around the worlds” in ’93/’94 and ’97/’98 because that was the best time for me. I had no commitments, I was fully on the page and just enjoying it for myself.

YE: Did you grow up sailing?
PB: Yes, I am from Lake Como. So, my parents were members of a sports club there, and one day I went for a race and that was it! For the first few years, I just sailed in holiday time, and then it went from there. When I finished being a gymnast, I became professional.

YE: Since you’ve been a pro, what have been the high points?
PB: In ’97, the Whitbread on Grant Dalton’s Merit Cup and being in the 2000 America’s Cup. We were a full Italian team, and it was emotionally tough but very rewarding.

YE: And now?
PB: Now, I’m really enjoying being at the Bucket. I love it because it’s more social. It’s a bit of a holiday. The America’s is more demanding, but as a sportsman but it’s great!

YE: Thanks for talking to us Paolo, can we get a picture?
PB: Of course! I’ll get my funny glasses…and then I can show you that headstand!

THE VETERAN
PAOLO BESSANI, 44, BOWMAN

YE: Hey Paolo, want to talk to us about being race crew?
PB: OK! Just look at my hair! The salt has turned it grey!

YE: Ha ha! Well, maybe give us your three words to describe your career?

PB: "Fun," "challenging" and "teamwork."
Palapa Marina offers slips to accommodate up to 22 mega yachts with a draft of up to 17 feet. Each berth offers water, electricity, fuel and Wi-Fi. The marina service includes shipwright, refrigeration and air-conditioning specialists, divers, spouses club, business center and yacht support.

Yacht provisioning, and a laundry, are all located within the marina complex. Many popular restaurants nearby and the infamous Soggy Dollar Bar opens right onto the dock.

The friendly and knowledgeable staff at Palapa Marina are readily available to organize any kind of service requested—from filling gas bottles to boat repairs, water transfers and any other assistance you may need.

22 Mega Yacht Slips
Depth up to 17ft.
Moorings
Electricity: 50/100Amp-3ph.
Water
Fuel at every berth
Wi-Fi Internet
Telephone & Cable
Shower
Yacht Provisioning
Laundry Services
Crew Placement
Yacht Tankers
Fuel bunkering
Courier Services
Day Workers
Ships Agents
Banking Services
Propane Refill
Shopping Center
Car & Scooter Rental
Dock & Dinghy Rental

www.palapamarina.com
ph: (99) 545-2735
day: (99) 545-2510
vfr # 68
office@palapamarina.com
Airport Rd 28 - Simpson Bay - St. Maarten
Michelle Simionato grew up in Melbourne, Australia, and until four years ago she didn’t even know her port from her starboard. “I ended up in yachting completely by accident,” she said. “I came over to Europe with the intention of following the Aussie cliché of working for two years in London, making some money, and going back home to ‘grow up.’ But the thought of missing an Australian summer for a London winter seemed unbearable, so I decided to go to France and do a ski season. It was there that I met my first group of yachties, who worked on yachts in the summer and snowboarded during the winter. I remember thinking that that was such an amazing lifestyle, and London would always be there…so as the snow melted, we decided that Antibes was the next stop. A few weeks later I landed my first job and haven’t looked back.”

In the last four years, Simionato has climbed to a chief stew position, and she holds an impressive resume on both sailing and motoryachts from all over the world. Most recently, she worked on S/Y Barracuda, a 50-meter Perini Navi, which she helped outfit for its maiden voyage. For the last six months, she has been off the water, traveling with her boyfriend, Ryan, through Singapore and Malaysia, and ending with a visit to her family and friends in Australia. But now, she’s back on the yachting scene and ready for her next dream job.

SO WE ASKED HER, WHAT WOULD BE YOUR NEXT DREAM JOB?

“At the moment, I’m looking for work with Ryan, an engineer, so I guess a dream job would be an amazing opportunity for both of us. I would love to do another build, like I did with Barracuda. Most people think I’m crazy when I say that, but I think it’s such a great way to learn a little more about the guts of what you do and see things from a different perspective.”

YOU HAVEN’T BEEN IN THE INDUSTRY FOR VERY LONG, BUT YOU’VE CLIMBED PRETTY QUICKLY TO CHIEF STEW. WHAT’S YOUR SECRET TO SUCCESS?

“When I first started on boats, I was so amazed and overwhelmed by everything. But I loved the work and the lifestyle. I used every person and situation as a learning tool. It’s quite amazing what you can learn sitting on the sidelines and watching people interact. I had clear goals in my mind of what I wanted in the future and always made them known. Also, I’ve been lucky enough to work with some amazing people who were more than willing to teach me everything. I also say thanks to my very good friend and last chief stew for enrolling me in the best school!”
EVEN BEFORE GETTING ON YACHTS, YOU SEEM TO HAVE TRAVELED QUITE A BIT. WHAT SPARKED THIS SENSE OF ADVENTURE?
“I remember exactly when I first decided to travel. After seeing a movie with one of my friends at uni (university), we decided that life was somewhat monotonous and we needed an adventure. Her brother had just come back from America with amazing tales from what sounded like a dream ski season. We decided then that for the end of the year break we would do something like her brother had done! I had always wanted to travel, but being a uni student and working as a ‘check out chick,’ I had no spare money. So a working holiday was ideal! And of course, you can never see enough of the world!”

YOU HAVE A LOT OF CHEF AND FOOD PREPARATION JOBS ON YOUR RESUME. DID YOU GO TO CULINARY SCHOOL?
“No, I don’t have any formal training, but I do come from a long line of amazing Italian Nona’s who still make the best food I have ever eaten! I worked with an amazing chef who taught me immeasurable amounts of information, so I have a lot of respect for chefs. It’s a very demanding job!”

WHAT HAS BEEN YOUR FAVORITE BOAT TO WORK ON SO FAR?
I have fond memories of all the boats I’ve worked on. Barracuda was like seeing a child take its first steps, as I was there for the build. You sort of feel as though you leave a stamp on the boat. I think more importantly than having a favorite boat, I have great friendships, and those you can take everywhere.”

WHAT DO YOU LOVE MOST ABOUT YOUR CAREER?
“The spontaneity of it all. We all know that owners are unable to make a decision, and I love that their indecisiveness means more adventure for the crew. I love pulling into port with boats full of your friends and instantly knowing that it’s going to be a great few days. I love wandering around and discovering that tiny little town that most people would drive right through; being able to sample different food from different places. Most importantly, though, I think the ability to talk to the people who rule the world is a tool which everyone can take away and use in future. It’s quite rare to have such close interaction with your boss!”

For Michelle or other fabulous crew like her, contact Erica of YCO Crew Palma, +34 971 402 878 or erica.l@ycocrew.com.
In today’s competitive charter market, yachts are fabricating all kinds of niches to attract clients. While it’s important to ensure the guests have a wonderful time while on board, it’s also critical to leave them with a souvenir with which they can remember the experience.

After experimenting with a few different items, I’ve found that one of the best keepsakes is a photo montage DVD of the charter’s highlights. While it does require some forethought and effort, a DVD permanently preserves the happy memories that took place on board and is much more personal than a hat or t-shirt.

The process is quite easy and inexpensive. All that’s needed is a decent digital camera, and a computer with some photo-editing and movie-making software.

While running charters aboard the S/V Splendido, a 57-foot Beneteau sailboat, I would always keep a camera handy and snap photos at opportune times. I used a basic, compact 6 megapixel digital camera. It was nothing fancy, yet it worked perfectly well for this purpose. Professional cameras and huge zoom lenses can be helpful, but are far from necessary, and their size can often be a hindrance.

Before taking photos, it’s prudent to ask the charter guests for permission. Some may not be comfortable being photographed, and any high-profile guests may worry about the photos making their way to the tabloids. Even once permission is given, use discretion and some common sense with the camera. Never interrupt the guests for pictures, and keep the camera use at a reasonable rate to avoid looking like a paparazzi.

As you take photos, try to make them representative of the trip. A small number of photos taken each day is much better than taking them all at once. The goal here is to create a summary of the entire trip. You need not take a massive number of photos, as usually a collection of 40 to 50 images is all you’ll need in the montage. Many of the photos are sure to be duds, so try to take at least 70 to be safe. This can be easily accomplished if you consider that, on a seven-day charter, only 10 photos need to be taken each day.

If you often run charters in the same area, keep a separate folder on your computer with some stock photos. For example, if you’ve taken a nice picture of a lighthouse before, the same photo can be used in multiple presentations. This can save you quite a bit of time and energy if you keep everything well organized.

While snapping pictures, try to get creative. Posed photographs are nice, but candid shots are better.
will likely dominate most of the pictures, which is fine; parents like nothing better than photos of their children having fun. Try to avoid limiting yourself just to people shots. Photos of the yacht, local scenery, and ports of call should be included as well.

In order to avoid a mad rush on the last day, you’ll need to edit the photos as the charter progresses. If you download the photos to your computer once every two days, you can easily and quickly sort through them, pick the best shots, and modify them as necessary. Although it’s difficult to find time during a charter, anybody can find 10 minutes every two days.

If you often run charters in the same area, keep a separate folder on your computer with some stock photos.

While selecting photos, use common sense. Eliminate any shots that feature individuals making unflattering faces or with their eyes closed. If there was bad weather during part of the trip and the photos look dark, try to remove as many of these as possible. The presentation should highlight the best parts of the trip. Every photo should look like it could have come from in a charter brochure.

Once the photos are selected, edit them as necessary. Often, all that’s needed is some cropping to feature the photo’s subject, but some photos may also require you to adjust the brightness or saturation. It takes some practice to properly edit photos, but it’s not complicated with modern photo-editing software. There are plenty of programs available, but one of my favorites is Picasa by Google, which is available as a free download from www.picasa.com.

After selecting and editing your photos, it’s time to create a nice photo montage. Again, there are many programs available for this, but I use iMovie, which is one of the standard Mac programs and works extremely well. If you don’t have a Mac, someone else on your boat probably does. It’s beyond the scope of this article to discuss the use of iMovie, but there are plenty of tutorial videos available on Apple’s website: www.apple.com.

It also helps to add background music to give the presentation a professional and emotional feel. I usually use some nautical or sailing-related music, but use your imagination and get creative. After spending a week with your charter guests, you’ll certainly know their music preference, so picking a song they like shouldn’t be difficult. It’s also a nice touch to add credits at the end, such as “Vacation aboard motoryacht X featuring the Jones family.”

Not only have you now created a great souvenir for your guests, but you’ve also created free word-of-mouth advertising for your yacht! Your guests will no doubt show the montage to their family and friends, which will spread the word about the great service your yacht provides. With a little practice and organization, these presentations will become increasingly easier to create and you’ll be fabricating your own special niche!
“After finally returning home after months away, I approached my beautiful wife to kiss her and he approached me with aggressive behavior. I believe he was protecting her, from me!”

The words came from the captain of a private yacht who had spent more time than not on the move. He was describing the behavior of his young, male, purebred German Shepard.

I had the opportunity to meet this magnificent animal when he was about 9 months old. By that time, the dog (let’s call him King) had been a part of the captain’s life for several months, and they had spent every day together bonding and training. When I met King, he was still a puppy with huge paws and an awkward gate, but he portrayed all the attributes that made me think “pure protector.”

Approximately four months later, I again was called to the yacht, where I had become an honorary crewmember and friend after years of service. I had an opportunity to visit with the captain, and after talking business, I inquired about King. That’s when the story unfolded; the pride and joy had turned to angst and concern about his time away from the dog.

Due to the busy schedule of the yacht over the summer, King had been alone with the captain’s wife for four months during an impressionable period of his life. She became the primary caregiver, disciplinarian and alpha female to this animal. She became master, and he protector. So, when the captain arrived home, eager to reestablish a relationship with his wife and dog, he was soon to discover there was a new alpha male in the house.

Leaving behind our pets when we go off to sea can cause heartache for us and trauma for our beloved animals. Separation anxiety exists, natural instincts redevelop, and your pet can become a behavioral monster. So, having to separate ourselves from our pets and leaving them in the care of others become a huge issue.
Finding a surrogate parent/caregiver for your pet can be as discriminating and difficult as a babysitter or nanny for your children. God bless those who have the time and instincts to nurture and care for your pet with the same attention and love as you; if you find someone like this, treasure them. Keep this in mind when preparing to purchase a pet, especially if you intend to be away for long periods of time. Pets are a huge responsibility, and one not to be taken lightly.

Pets are a huge responsibility, and one not to be taken lightly.

The issue here does not always pertain to a dog or cat, or even a rodent or a rabbit, but also to birds, lizards and fish. We forget that most aquarium fish are not air breathers and are prisoners when we lose power (pumps to aerate water) or neglect the water temps and cleanliness of the tanks. Lizards and snakes often need regulated temperatures, live feed or fresh veggies, and those can be pricey and a pain to purchase. Birds, on the other hand, may be easier to care for, but they are noisy, dirty and hungry. The bigger the bird, the noisier, dirtier and hungrier it is. And remember, they FLY.

Maintenance is a huge burden, and so is cost. Consider these issues before you get a pet and head to sea, or leave it behind with someone else to care for. I encourage you to prepare and educate yourself as an owner/surrogate before you leave your living and loving creatures behind, because you never know what you’ll return to.

As for the captain and King, we’ll have to wait to see how that alpha/beta game plays out. My heart is with them, and maybe his lesson can be a lesson to all of us — for I also own a pet. I was given a blue Beta fish that couldn’t make the journey to Central Texas via road trip. 007 (as in Bond, James Bond) is now mine, and he brings me daily joy as he sits on my table in a big, fancy, glass vase.

When I go away, my neighbor takes him, and I have reason to believe that he loves him, too. I think so, because he calls him Mac Daddy. Who cares, I say? If you name it, you love it more. But I think he overfeeds him, because when I return 007 is fat and lazy. My baby! Still, my pet is alive and happy and well cared for. I thank my neighbor for that. As a matter of fact, I treasure him!
Well, it's certainly nice to see how much of an impact last issue's topic didn't have on the yachting community. I've interviewed more young crew couples asking for “team only” jobs than ever before. And despite placing huge amounts of junior crew as the Med season gears up, not one of those placements has included a couple on the same yacht. Fact. Are you listening yet?

Unfortunately, the nature of this industry is not kind to couples. If you want to see each other, then take a land job. The only team jobs I've seen so far this year have been for super senior crew (i.e. the captain/wife team or the chief engineer/his current bird team).

So, let's start with the captain/ wife team. Now, these captain teams work very well on those small motor or sailing vessels requiring a two man crew (usually up to about 22 meters); when the crew accommodation consists of only a double bunk then often it's the only option. And, although we often get approached by two people who are just friends but work well together, the owner's don't
feel comfortable with a non-couple sharing a bed. So, captain/wife teams, you have the monopoly here.

On the larger vessels, the captain/wife team can provide a really homely “mom and pop” feel for the crew. They keep things running smoothly, they’re easy to talk to about any issues and sometimes the wife can actually pre-empt a problem by sorting things out with the crew before they get in trouble with the captain. Having a nice, established couple running a yacht is great for the owner, and for the crew. However, sometimes the old captain and wife dynamic can cause a little bit of a problem...

Captains, what do you do when your wife is chewing up and spitting out your crew? Unfortunately, we’re talking about the “two captains” scenario. The captain is, allegedly, in charge, yet the wife is the one dishing out orders — not just in her area but everywhere — and generally stressing everyone out and creating a feeling of utter unrest onboard. You can usually spot these vessels far off because the passarelle is more like a conveyor belt for the constant turnover of crew. It’s a shame these captains don’t seem to have enough in the trouser department to get their wives to behave themselves, as the end result is usually a bad reputation and a miserable crew.

Don’t get me wrong though, some captains seem to need a strong wife to take the reins up and give them a good kick up the backside. I’ve encountered the odd captain whose get up and go has got up and went, leaving behind the leadership skills of a wet dish cloth. Hardly inspiring. So, sometimes it needs the wife to chivvy up the crew and keep things going by sticking a rocket up ‘em.

I had a large motoryacht that kept going through chief stewardesses like fat people go through cake, and the problem was in fact the chef. The chef being the captain’s wife, of course. It seems the chef wasn’t just in charge of the galley, she was in charge of everything. Any new chief stewardess was immediately undersized, made to feel like crap and had all authority and responsibility taken away. And it turned out the captain was too frightened of the chef to set her straight. He’d run and cower in his cabin instead. Needless to say, after discovering the truth, I stopped traumatizing my good chiefs by sending them to such a rotten environment.

I wonder if this captain’s wife syndrome is a bit like those school teachers we’ve all had? You remember the ones who were just plain evil? Then, as you grow up, you realize it was because they had absolutely no authority in real life. Other adults would walk all over them. Hence, they had to pick on little kids to get a sense of self worth.

There’s a thought: Perhaps some of the first wives club (did you like that?) are so mean and beastly to crew because they’ve never been able to command respect on land, never been able to hold positions of responsibility and the only reason they’ve got a senior job is because of their husband — who was probably bullied into marrying her by his mum who is undoubtedly another power-crazed freak with delusions of grandeur who spent her whole life making her husband’s a misery.

I’ve actually called captains for references for engineers and been called back by the wife. Come on, captains, what’s that about? I’m all for women’s lib, but when I ask her, “So, captain’s wife, how’s his specific systems knowledge? What kind of IT kit do you run on there? Is he a bit tasty with the old Crestron systems?” I’ve never had a decent answer yet.

Perhaps I’m just picking. Perhaps a captain couldn’t answer that either...

Speaking of the engineer, seeing as they’re so sought after, it seems these days that not only can the engineer stipulate his own terms and conditions, his leave, his rotation, his salary, his own cabin and his own fluffy wuffy towels, he can now say he’s also bringing his girlfriend and she wants a stewardess job. And the fact she’s a waitress from Hooters who, when you ask her if she has an STCW95, says, “No, I drive a Peugeot 206,” is neither here nor there.

This has got to be the worst kind of team, when the engineer is super hot at his job (AND he’s social, pleasant and he even washes frequently), but the girlfriend is a total pain. The captain is torn. Obviously, he wants a happy crew and the girl is causing friction. If old cappy tells the engineer his girl’s not pulling her weight, he’ll probably lose him. It’s a toss up: replace the cherished engineer after spending three years finding the right one, or constantly replace the stewardesses who reach a point of brain meltdown with Hooters girl.

Sorry crew, you lose. The captain will probably cling to the desperate hope that the engineer will tire of her and leave her at the next port in the arms of some other poor bugger. So, until then, you’re stuck with her. And THAT’S why so many vessels won’t take teams.
TRUMPY IS BACK, AND BETTER THAN EVER
YACHTS OF DISTINCTION FROM JOHN TRUMPY & SONS FROM 20’ TO 148’
MUSE Professional Group offers a revolutionary approach to yacht security services.

We provide a physical security presence combined with the latest innovations in security technology. MUSE has been able to develop strong relationships with the in-country military and civil organizations all over the world to insure the cooperation and assistance of the host country where your yacht is located.

Contact us at info@museprogroup.com
**Quantum Sail Design Group**

Caribbean

Where sailmaking is a performing art

Visit us to discuss your New Sails and Canvas Work.

www.stmaartensails.com

Opposite Island Water World in Cole Bay
Tel: (599) 544 5231 • info@stmaartensails.com

---

**Showtime**

The Most Original Trumpy on the Market

Fully Refit In 2008 And In Bristol Condition Now!

671 Detroit Diesels
Raymarine Nav Gear
2 State Rooms +
Oversized Crew Quarters
Techma Heads Throughout

Own A Million Dollar Yacht For A Fraction Of The Cost.

Contact: Tom Thomas (401) 862-8620
THOMAS1@COX.NET
United Yacht Brokers

---

**ForCrew.com**

Free online professional social networking destination for yacht crew

- Create and Maintain your Professional Profile
- Find and Connect with Fellow Crew
- Put the Power of the Community back in your Hands

Captains, Mates, Stews, Chefs, Engineers, Deckhands, Delivery Crew, Day Workers, Ex-Crew.
ALL ARE WELCOME

---

www.YachtEssentials.com 79
Dear Anita,
I just got fired from a yacht. I went out partying all night and came back to the yacht just before we were leaving to pick up a charter. The other crew went out, too, so I don’t know why it was just me. They said we should go out and let our hair down, so I don’t see what the issue is! Do you think this is fair treatment? I’d be interested to know your views.

Sally Stew

Sally, you’re a moron. And you’re telling porkie pies. I just checked you out and you failed to mention that you had only been hired a few days before, that two nights previously you brought some random guy back to the yacht (despite the no crew guest policy), and proceeded to do shots on the aft desk and shout whilst guests were on board. And in this particular case mentioned above, once you returned to the yacht you were too drunk to carry out your watch duties and then crashed out in bed and left the chief stewardess (i.e. YOUR BOSS) to cover your ass. Yeah, other crew might have also gone out, but they covered their duties. You passed out in a vomit-covered heap. Don’t try and hide the truth from me, I’ll find out. And so will everyone else. This industry is REALLY small.

Dear Anon,
Despite previous maritime experience, finding your first job on a yacht is hard. You have an advantage in that you’ve worked on vessels; however, working on private luxury yachts is a whole different kettle of fish (excuse the pun), and the best way to find your first yacht job is to base yourself in a busy port town and walk those docks like everyone else. Fishing for crab is a bit different to treating the teak and supervising the kids waterskiing. Where you can throw the crap crabs overboard, unfortunately, you can’t do that with yacht guests.

You’re competing with the deckhands who are already walking the docks. They’re available to meet the vessels in person, available to trial and be interviewed. There are so many new crew around at the start of a season that a yacht will always take someone they can meet over someone who is miles away.

If you want a piece of the action, you’ve got to be where it’s at. Time to move your ass, kiddo.

Dear Anita,
I’m a commercial fisherman with a few years of experience in the North Atlantic. I want to work on yachts, yet the agencies don’t want to send me to jobs. I live in Holland when I’m not working, so I can’t come to the agencies for interviews either. I’d come to France if I was offered a job. Why won’t you give me a chance?

Anon
TOWABLES
SEV/ST2000-8

The Sevylor 840 denier nylon covered Ski Tube, with special drain and 4 EVA handles.

The all nylon towing harness allows for better pull and stress distribution.

FLASHLIGHTS
LEA/831062, LEA/831064

The Leatherman Serac S2 LED flashlight is all business. Sure it looks pretty innocuous hanging from your keychain, but don't be fooled. With two settings pumping out 35 lumens on only one AAA battery, and an aircraft-grade aluminum body with stainless steel bezel, there's nothing little about it.

The Leatherman Serac S3 LED flashlight pumps out 100 lumens. It uses only one battery and has superior technology.

AWLGrip POLYURETHANE
AWL/H8139QT

ALWGrip H8139 and G80 Series are Polyester-Urethane Topcoat bases.

For spray application, mix ratio 1:1 with ALWGrip G3010 Converter and thin with T0003 Reducer.

ALWGrip Poly-Urethane Topcoat have excellent color retention and chemical resistance.

For use above water line only.

CARIBBEAN CHANDLERY
BUDGET MARINE
ANTIGUA • ARUBA • BONAIRE • CURAÇAO • GRENADA • ST. CROIX • ST. MAARTEN • ST. MARTIN • ST. THOMAS • TORTOLA • TRINIDAD

The Caribbean’s Leading Chandlery
www.budgetmarine.com
YOU RUN A CUSTOM YACHT SO WHY NOT A CUSTOM RIB?

LENGTHS UP TO 50’ • CABIN OR CONSOLE CONFIGURATIONS
HULLS IN VINYLESTER OR SUPERLIGHT SL IN EPOXY/CARBON
WIDE RANGE OF HULL FINISHES AND TUBE COLORS
INBOARD/OUTBOARD ENGINES • CHOICE OF COCKPIT LAYOUTS

CONTACT OUR CUSTOM BOAT DIVISION AT 860.536.4232
OR VISIT US ON THE WEB AT WWW.HBIBOATS.COM