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FROM THE PUBLISHER



Fly to Your Yacht Vacation on a Private Jet!

WRITTEN BY FUAT KIRCAALI

fuat@yachtchartersmagazine.com

Welcome to the second issue of *YV&C*. With this issue, we are excited to introduce our *Private Jet Charters & Travel* supplement (www.JetChartersMagazine.com), which


we hope you will find both interesting and informative. When we published our "Air Charter" column in our premier issue, we could not predict how popular the private air travel topic would be. We received feedback from many of our readers and requests for a wider coverage of the new "jet card" phenomenon. Having worked closely with the leaders of this emerging industry, we are now pleased to present you with our first supplement, a detailed look at private air travel, including some of the programs yacht and jet charter firms have recently started to offer.

The responses we received from you on our premier issue were very encouraging as well. Since *YV&C's* debut three months ago, we already see that the magazine is filling a long-standing void. The warm welcome you gave us right from the start is reflected in our numbers. From our first issue to this second one, our advertising revenue and support is up by 53%. Our newsstand distribution has increased by 39% – to more than 30,000 copies worldwide – impressive numbers! You will now be able to find *YV&C* at all Barnes & Noble check-out counters and in the travel section of their newsstands; at airports in Florida as well as those in New York; and in Continental's Presidents Club lounges and Delta Crown Rooms all around the world.

In this issue you will find exciting new stories exploring Alaska, Florida, Italy, the Bahamas, Mexico, Greece, and the Middle East. In addition, there's an entire section dedicated to the South of France, in which we were able to catch some of this year's early summer action in Cannes and Monaco.

You may think of our "Cinque Terre" story that you will see both in English and Italian, as the early stages of our upcoming Italian language version of the magazine.

I'm also happy to announce that *International Yacht Vacations & Charters* magazine is now available online in its "digital edition" format so that you can read and access all stories published in our print edition and more, at www.YachtChartersMagazine.com. With your subscription to the magazine, you will also receive the digital edition of every issue via e-mail. As you search and read an article online, you can also conveniently print it exactly how you see it in the magazine and take it with you.

Last but not least, you will find a list of recommended charter brokers (see facing page) and their contact information. We provide this information as a service to our readers. This list is also available online at the end of every article of a particular issue, with convenient links to your favorite broker's Web site. The recommended brokers are among *YV&C's* advertising partners, who were carefully evaluated before we accepted their advertising messages. All brokers listed here have impressive credentials and they are well-qualified to make your next charter vacation an unforgettable experience. We look forward to hearing from you as you share your experiences with us and our readers. 



Exploring the Romantic Cinque Terre

Alla Scoperta delle Romantiche Cinque Terre

Pictured: Vernazza

Five medieval towns perched along Italy's Mediterranean coast

Hiking on centuries-old footpaths to remote villages, then returning to the comforts of a classic motoryacht provides a perfect holiday mix.

In the heart of a remote national park, five tiny medieval villages, almost untouched by time since Roman occupation, cling to the rocks overhanging the sea. But how do you visit these alluring towns, cut off from modern bustle and devoid of road access? The answer is simple: invest in a stout pair of walking shoes and charter a luxury yacht!

The Cinque Terre, or five lands, are found on Italy's Mediterranean coast just south of Genoa in the amphitheater-shaped Golfo di Spezia, more romantically referred to as the Gulf of Poets. To this day it remains an inspiration for the fertile mind and fleet of foot. There is a legend that a magical sea monster pursued by hunters fled into the sea where he scratched and clawed out the numerous coves and inlets that have seduced poets such as Shelley, Petrarch, and Byron into visiting, and has drawn us to visit the village of Portovenere.

Getting here has not been easy. The road is narrow and winding but we are rewarded with the sight of a large white yacht lying at anchor in the bay and are secure in the knowledge that she is to be our home for the next few days.

Istros was built in 1954 by the de Vries Lentsch shipyard in Holland and retains a quality that reflects the timeless spirit of a bygone age. It is easy to see why this classic motoryacht was the winner of the grand prize at the Monaco Yacht Club Prada Classic Yacht Show. Captain Rodger Bolton greets us by opening the door to our taxi with a beaming smile of welcome and we immediately feel at home. His efficient crew take care of our taxi driver and luggage as we are led to our waiting tender and whisked away toward the yacht to the envy of those watching wistfully on the dock.

Lunch beckons on deck and is consumed greedily from a buffet table stocked to the point that it almost groans with the effort of displaying such fare. After lunch we are shown to our cabin with its queen-sized bed, fitted mirrored

Cinque paesi medievali arroccati lungo la costa mediterranea italiana

Percorrere sentieri centenari alla scoperta di villaggi nascosti per poi tornare al comfort di un classico motoryacht rende il perfetto mix di vacanza.

Come fare per visitare cinque piccoli villaggi medievali arroccati sulla scogliera a strapiombo sul mare, nel cuore di un parco nazionale che il tempo non tocca dall'occupazione dei Romani, tagliati fuori dal tram-busto moderno e privi di accesso stradale? La risposta è semplice: investite in un paio di robusti scarponi e affittate uno yacht di lusso!

Le Cinque Terre si trovano sulla costa mediterranea italiana, un poco più a sud di Genova, nel Golfo della Spezia, più romanticamente conosciuto come Golfo dei Poeti. Ad oggi resta fonte di ispirazione per le menti creative e le gambe agili. Una leggenda racconta che un magico mostro marino perseguitato dai cacciatori si sia rifugiato qui scavando a colpi di artiglieria le numerose baie e insenature che hanno sedotto poeti come Shelley, Petrarca e Byron, e hanno portato noi a visitare il paese di Portovenere.

Arrivare fin qui non è stato semplice. La strada è stretta e tortuosa, ma veniamo ricompensati dalla vista di un grande yacht bianco all'ancora nella baia, e rassicurati dal fatto che quella sarà la nostra casa per i prossimi giorni.

L'Istros è stato costruito nel 1954 dai cantieri navali olandesi de Vries Lentsch, e mantiene in sé una qualità che riflette lo spirito senza tempo di un'epoca passata. E' facile capire perché questo classico motoryacht ha vinto il primo premio al Monaco Yacht Club Prada Classic Yacht show. Il capitano Rodger Bolton ci accoglie aprendo la portiera del nostro taxi con un raggiante sorriso di benvenuto e noi ci sentiamo subito come a casa nostra. Il suo efficiente equipaggio si prende cura del taxista e del nostro bagaglio, mentre noi veniamo portati al tender che ci aspettava, e che adesso ci accompagna verso lo yacht, suscitando l'invidia della gente che osserva desiderosa dal molo.

Il pranzo ci attende invitante in coperta, e lo consumiamo con gusto da un tavolo da buffet, approvvigionato a tal punto che sembra quasi gemere per lo sforzo



WRITTEN BY
CAPTAIN MICHAEL HOWORTH

PHOTOS BY
FRANCES HOWORTH





Istros ▲
Having undergone a complete refit and refurbishment in 2002, *Istros* offers a unique combination of classical elegance and modern creature comforts. While her restoration ensures that guests can experience style from a bygone era, they can also enjoy the highest levels of comfort and luxury.



wardrobes, and luxuriously appointed en suite bathroom. Debbie and Michelle, our stewardesses, have unpacked our suitcases and we have little else to do except organize our personal items to create our nest before we go ashore to visit the town.

Portovenere: the Kitty City

The historical stronghold of Portovenere was conquered in the 12th century by the Genoese who fortified it, building tall, narrow, tower-like houses aligned eastwards along the walls connecting them to both castle and church. St. Peter's Church sits atop the cliff protruding toward the open sea, its strange striped appearance created from marble slabs used to build it in a Genoese Gothic style. The houses are painted pink, grey, yellow, and green, with a healthy helping of red and blue every so often. Cafés spill out onto sidewalks as evening descends and tables fill with the chatter of happy holidaymakers. We walk the narrow lanes and marvel at the sheer number of cats; clearly Portovenere is the kitty city of Italy.

Back on board for dinner we discuss our exploration plans with our captain and plan our itinerary for the next few days. Rodger introduces us to Jonathan Archer, a quietly spoken Scot, who is the chief mate aboard *Istros*. It is his job to give us our safety briefing.

Manarola: Via the Lovers' Walk

The next morning begins with a brisk swim in the shadow of the island of Palmaria, whose presence ensures this is a peaceful anchorage. Breakfast on deck completed, we join the crew of the tender and are whisked off for a 20-minute boat ride to the village of Riomaggiore. This tiny port is so small that ferries have to dock outside, but we sneak inside the breakwater and



disembark gracefully before the ferries arrive to disgorge their crowds. We walk up through the community, stopping to admire fresh produce in Alimentari Franca, whose displays overflow onto the sidewalk. Next door at the bakery, Margarita is hard at work preparing the bread dough base for focaccia con formaggio, a local delicacy.

We are here to trek to the village of Manarola and plan do so using footpath Via dell'Amore, or lovers' walk, carved into the living rock of the cliff overlooking the sea. It is not a difficult walk, mostly over a paved surface, and we enjoy the sea air as the path meanders over viaducts built in Roman times perched over perilous and sheer drops into the ocean far below. Along the way we stop and sit on lovers' seats set among the cloistered arches and admire the views, holding hands and whispering to each other.

We continue on and Manarola comes into view, its houses clinging to the mountainside. We are greeted cheerfully by villagers clutching homemade pastries and freshly baked breads. The sound of running water is all pervasive in this town as it cascades down the mountain. Now unharnessed, in years gone by it was the never-ending power source of green, renewable energy that powered machinery for milling flour, pressing olives, and making wine.

Istros has relocated and awaits us at anchor off the town, so we walk down to the jetty where our wonderful crew wait to speed us back to our floating citadel. We spend the afternoon on deck soaking up the sunshine and watch those on boats who have come to view our anchored craft. Our crew have not been idle in our absence and used the trip to good effect, deploying trolling lines from the fantail. So successful have they been, that Paula, our chef, has prepared sashimi for appetizers before supper, utilizing freshly caught tuna. This is followed by



Portovenere
The houses are painted pink, grey, yellow, and green, with a healthy helping of red and blue every so often

di esporre tanto cibo. Dopo pranzo veniamo accompagnati nella nostra cabina con letto matrimoniale, armadi a specchio su misura e bagno lussuosamente arredato. Debbie e Michelle, le assistenti di bordo, hanno disfatto le nostre valigie e a noi resta poco da fare, se non organizzare il nostro nido, prima di tornare a terra per visitare il paese.

Portovenere: la città dei mici

La storica roccaforte di Portovenere fu conquistata nel XII secolo dai genovesi. Essi la fortificarono, costruendo case alte e strette come torri, allineate verso est lungo le mura, connettendole sia al castello che alla chiesa. La chiesa di San Pietro sta in cima alla rocca protendente verso il mare aperto. Il suo curioso aspetto a strisce è reso dalle lastre di marmo usate per costruirla in stile gotico genovese. Le case sono imbiancate in rosa, grigio, giallo e verde, con un salutare supporto di rosso e blu di tanto in tanto. Al calar della sera i caffè trabordano sul marciapiede e i tavolini si riempiono del chiacchierare di felici vacanzieri. Percorriamo le strette stradine e ci meravigliamo del grande numero di gatti. Evidentemente Portovenere è la capitale italiana dei mici.

Torniamo a bordo per cena e discutiamo i nostri piani di esplorazione col capitano, pianificando l'itinerario per i giorni a venire. Rodger ci presenta Jonathan Archer, uno scozzese dalla parlata mite, che è il chief mate a bordo dell'*Istros*. E' sua competenza spiegarci le norme di sicurezza.

Manarola: sul cammino degli innamorati

Il mattino seguente inizia con una veloce nuotata all'ombra dell'Isola di Palmaria, la cui presenza ci rassicura sul fatto che questo è un ancoraggio tranquillo. Completata la colazione sopra coperta raggiungiamo l'equipaggio del tender. Venti minuti di escursione in barca ci permettono di raggiungere il villaggio di

Riomaggiore. Questo minuscolo porto è così piccolo che i traghetti devono gettare l'ancora al largo, ma noi scivoliamo oltre i frangiflutti e sbarchiamo elegantemente prima che i traghetti arrivino a scaricare le loro masse di gente. Saliamo a piedi attraverso il paese, e ci fermiamo per ammirare i prodotti freschi dell'Alimentari Franca, la cui merce è esposta fin sul marciapiede. Nella panetteria accanto Margarita lavora sodo per preparare la base per la sua focaccia al formaggio, una specialità locale.

Siamo qui per un'escursione a piedi al villaggio di Manarola e abbiamo previsto di passare per il sentiero chiamato Via dell'amore, scavato nella roccia viva della rocca che domina il mare. Non è un percorso difficile, il cammino è in gran parte lastricato, e noi ci godiamo l'aria di mare mentre il sentiero serpeggia su viadotti di epoca Romana arroccati a lato di pericolosi dirupi a picco sul Mediterraneo. Per strada ci fermiamo a sedere sulle panchine degli innamorati tra i porticati di chiostro, e ammiriamo il panorama, tenendoci per mano e sussurrando l'uno all'orecchio dell'altra.

Riprendiamo il cammino e Manarola ci appare con le sue case aggrappate alla montagna. Veniamo salutati cordialmente dai paesani che tengono in mano paste fatte in casa e pani appena sfornati. Il suono dell'acqua corrente pervade il paese, mentre scende a cascata dalla montagna. Oggi quest'acqua non viene sfruttata, ma un tempo era fonte di energia infinita, rinnovabile ed ecologica, che alimentava gli ingranaggi per macinare la farina, pressare le olive e fare il vino.

Intanto l'*Istros* si è spostato e ci attende all'ancora fuori dal paese, sicché andiamo a piedi fino al molo dove il nostro magnifico equipaggio ci aspetta per riportarci velocemente alla nostra cittadella galleggiante. Passiamo il pomeriggio sopra coperta a prendere il sole, e guardiamo la gente che in barca è venuta a vedere da vicino la nostra imbarcazione all'ancora. L'equipaggio non ha oziato



“WE STOP AND SIT ON LOVERS' SEATS SET AMONG THE CLOISTERED ARCHES AND ADMIRE THE VIEWS, HOLDING HANDS AND WHISPERING TO EACH OTHER”



Farming ▲
Local farmers still use the step cultivation system from Roman occupation



**“WE ARE GREETED
CHEERFULLY BY
VILLAGERS
CLUTCHING
HOMEMADE
PASTRIES
AND FRESHLY
BAKED BREADS”**

charred seven-spice tuna steak from the same fish, with horseradish and crème fraiche pomme puree, buttered wilted greens, parsnip crisps and a sensational ginger-infused oriental sauce vierge. We wash it down with locally produced wine.

We are up and at it next morning; we have two walks planned for today. From our anchorage last evening we had seen illuminated figures set into the hillside and are keen to find out what they are. In town we head toward the gothic parish church where well-dressed locals are assembling, each clutching bags of rice with which they will shower the bride when she emerges from within.

We leave town hiking toward the religious figures that make up the display of the crucifixion we witnessed last evening. Our trail takes us through citrus trees; fresh, strong with the scent of oranges and lemons. Local farmers still use the step cultivation system from Roman occupation and as we leave town, cultivation gives way to cactus trees and scrub. We are carrying our picnic lunch and climb higher and higher on a path that is more difficult than yesterday. Walkers are everywhere, all clutching bottled water, wearing sensible shoes, and carrying long stout sticks.

Corniglia: High Above the Sea

High above us sits the hamlet of Corniglia the third of our five lands. We cannot help but wonder how they built it, and then of course have to ask ourselves why they did so? Way below us, at anchor peacefully, lays a small sailboat in complete isolation enjoying a bay that no one can reach except by sea. We reach the town and drink mountain water from the communal tap. The village is full of large fat pussycats soaking up the sunshine. Corniglia is alone among the Cinque Terre in that its height above sea level precludes it from possessing a harbor; this means we have another walk, and after a brief rest we set off again.

Outside the village, we select a suitable spot for our picnic lunch, ease the cork out of a bottle of Frizcarte, and enjoy our al fresco meal high above the sea. We are tempted by a full tummy and lethargy to stretch out and sample siesta – Italian fashion; after all why not?

Vernazza: A Welcome Sight

Our crew are hard at work preparing our supper and all we have to do is arrive to enjoy it. After an hour or so we set off again for what is the hardest part of our journey. I promise myself a gelato when I get to our destination – Vernazza, which we can see clinging to a rocky black promontory below us. We stagger into town, the backs of our legs telling us that enough is enough, forcing me to remember I am a sailor not a mountaineer.

Clutching our enormous and well-deserved gelatos we make our way to the harbor where our uniformed crew wait with the tender, one of the world's most admired speedboats, a completely refurbished V8-powered Riva Olympic. As we approach we are

in nostra assenza ed ha approfittato del viaggio per usare un po' di lenza a poppa – con ottimi risultati. Sono stati così bravi che Paula, il nostro chef, ha preparato sashimi per uno stuzzichino prima di cena, utilizzando tonno appena pescato. Dopo di questo, dallo stesso pesce, tranci di tonno grigliati alle sette spezie con ravanelli e crème fraiche pomme purée, poi verdure al burro, croccanti di pastinaca e una sensazionale sauce vierge orientale con infuso di zenzero. Il tutto accompagnato da vino locale.

Il mattino dopo siamo pronti all'azione; abbiamo due percorsi in programma per oggi. Da dove eravamo ancorati la sera prima abbiamo visto sagome illuminate sul fianco della collina e vogliamo scoprire cosa siano. In paese andiamo verso la parrocchia gotica, dove si sta radunando gente del posto, ognuno con in mano un sacchetto di riso da far piovere sulla sposa, non appena uscirà dalla chiesa.

Lasciamo il paese di buon passo verso le figure religiose che formano la scena della crocifissione che abbiamo visto la sera prima. Il nostro cammino ci porta attraverso agrumeti; l'odore di aranci e limoni è fresco e forte. I contadini locali usano ancora il terrazzamento per le loro coltivazioni, dal tempo dell'occupazione Romana, e uscendo dal paese i campi cedono il passo a cactus ed arbusti. Portiamo con noi cibo per un picnic e ci arrampichiamo sempre più in alto su un sentiero più difficile di quello di ieri. Ovunque ci sono escursionisti, ognuno con la sua bottiglia d'acqua, i suoi scarponcini e un lungo e robusto bastone.

Corniglia: in alto sul mare

In alto sopra di noi sta il piccolo villaggio di Corniglia, la terza delle nostre cinque terre. Non possiamo fare a meno di chiederci come l'abbiano costruito, e soprattutto perché. Molto più in giù, pacificamente all'ancora, sta una piccola barca a vela in completo isolamento, a godersi una baia che nessuno può raggiungere se non via mare. Raggiungiamo il paese e beviamo acqua di montagna dal rubinetto comunale. Il villaggio è pieno di gatti grandi e grassi, stesi a prendere il sole. Corniglia è unica tra le Cinque Terre, per il fatto che la sua altitudine sul livello del mare le preclude il possesso di un porto. Questo significa che siamo costretti ad un'ulteriore passeggiata, e dopo un piccolo riposo siamo di nuovo in marcia. Fuori dal villaggio scegliamo un posto adatto per il nostro pranzo al sacco, stappiamo una bottiglia di Frizcarte e gustiamo il nostro pasto al fresco, in alto sopra il mare. Siamo tentati dallo stomaco pieno e dall'indolenza ad allungarci e goderci una siesta – all'italiana; dopotutto perché no?

Vernazza: una vista benvenuta

Il nostro equipaggio intanto è al lavoro per prepararci la cena, e tutto quello che ci resta da fare per godercela è arrivare. Dopo un'ora circa ripartiamo per la parte più dura del nostro viaggio. Mi prometto un gelato una volta giunto a destinazione – Vernazza, che vediamo aggrappata ad un promontorio nero roccioso sotto di noi. Entriamo in paese barcollando; le nostre

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“THE PATH MEANDERS OVER VIADUCTS BUILT IN ROMAN TIMES PERCHED OVER PERILOUS AND SHEER DROPS INTO THE OCEAN FAR BELOW”



Istros ▼
In addition to *Istros’* spacious upper and lower sun decks, the yacht offers a tastefully furnished and comfortable saloon, complete with DVD, video, and stereo systems. The yacht offers accommodation for 8/9 guests, with a master suite and four further staterooms (three twins and a single).



aware of film-star treatment as first one tourist, then another takes a photograph. Word quickly spreads and more cameras begin to click and movie flash lights pop, cameras whir. Someone mentions Roger Moore and at first, I am thrilled and then I think; hang on, he is 20 years older than I am!

Monterosso: Lots of Action

We have had enough of walking and happily agree when Rodger suggests we sail and anchor off the final port of Monterosso, the largest of the five towns. We walk the town in the evening. It is a thriving holiday hotspot and we are glad to retreat to our yacht to take a drink on the open deck and listen to the distant sounds of merriment ashore combined with the quiet, gentle sound of the waves lapping around the hull.

On to Portofino

The anchor is being raised as we rise. We shower and amble on deck for breakfast and watch the coast slip by with the wake creaming astern, sailing northward toward Portofino. Our captain slows down off the port and turns the bow to face the open sea. “The harbor is so small we cannot turn around inside, we must enter backwards,” he says. We move astern dropping anchor in the middle of the tiny port, still backing up toward the dock. We watch from the upper deck as deckhands James and Toby prepare the ropes. Once we are berthed and the gangway is lowered, a group of tourists gather around and look disappointed when we step ashore. They must have been expecting someone famous, perhaps Roger Moore? We scurry ashore clutching cameras and notebooks. We want to climb the hill and explore Castle Brown before the best part of the day is over.

Castle Brown sits on top of a hill overlooking the harbor. A steep pathway winds its way to the crest, and once there, we are rewarded by one of the most spectacular and famous scenes in Italy. Montague Yeats Brown was the British consul to these parts in the late 1800s, and he rescued and

renamed the castle that was originally built in 1432 to defend the port from piratical attacks from galleys crewed by Venetians. Over the years the castle developed and fortification was increased. Napoleon Bonaparte of France occupied the port and rechristened Portofino as Port Napoleon during the Campaign of Egypt. In 1867 the consul purchased what remained of the fort and began a long conversion into a private home. It remained in the hands of British families until 1965, when it was sold to the nation for the benefit of all. Its stunning beauty and history are secondary to the views it affords of the port and is a photograph not to miss.

The town of Portofino sleeps most of the day and begins to stir around 4pm, when the shops and boutiques open their doors for business. Not that we visited the interiors of Hermes, Gucci, and Giorgio Armani, but we did enjoy window shopping and drinking in the heady atmosphere the port evokes. The town is so picturesque that it is full of tourists who threaten to drown and swamp it at times, but fortunately bars, bistros, and cafés are well represented and soak up the surplus throng long enough to enable you to walk the narrow streets and drink in the ambiance.

We dine ashore on crayfish cooked in lemoncella olive oil and white wine, and take a double espresso back on deck of our splendid craft. Tomorrow we sail for Genoa, but that’s another story. ☘

Information: Istros charters for 9 people at \$70,000 per week in high season through Nigel Burgess. london@nigelburgess.com www.nigelburgess.com

About the Writers

Frances and Michael Howorth are a freelance photojournalist team who specialize in travel features on the ultra-large yacht and boutique cruise ship market. mjh@yachtchartersmagazine.com



Portofino
The town of Portofino sleeps most of the day and begins to stir around 4pm when the shops and boutiques open their doors for business.

gambe ci dicono che ora può anche bastare; mi ricordano che sono un marinaio, non un montanaro.

Brandendo i nostri enormi e meritati gelati torniamo verso il porto, dove il nostro equipaggio in uniforme ci aspetta presso il tender, uno dei motoscafi più ammirati al mondo, un Riva Olympic con motore da otto cilindri a V, completamente messo a nuovo. Avvicinandoci ci accorgiamo di un’attenzione degna di star del cinema, quando prima un turista poi un altro ci fanno una foto. La voce circola veloce e altre macchine fotografiche scattano e altri flash brillano; cineprese ronzano. Qualcuno nomina Roger Moore e subito sono eccitati, ma poi penso: aspetta un po’, lui ha 20 anni più di me!

Monterosso: un sacco d’azione

Di camminare ne abbiamo avuto abbastanza e accettiamo di buon grado quando Rodger ci propone di navigare e calare l’ancora all’ultimo porto di Monterosso, il più grande dei cinque paesi. Visitiamo a piedi il villaggio in serata. E’ una prospera località turistica e siamo felici di ritirarci al nostro yacht per prendere un drink in coperta e ascoltare il suono distante del divertimento a riva, combinato con il quieto, gentile suono delle onde che lambiscono lo scafo.

Portofino

Il giorno dopo quando ci alziamo si sta levando l’ancora. Facciamo una doccia e andiamo pigramente sopra coperta per la colazione. Guardiamo la costa scorrere, con la scia che spuma a poppa, mentre puntiamo a nord, verso Portofino. Il nostro

capitano rallenta fuori dal porto e punta la prua verso il mare aperto. “Il porto è così piccolo che non possiamo girarci dentro, dobbiamo entrare al contrario”, ci dice. Andiamo indietro e caliamo l’ancora nel mezzo del piccolo porto, indietreggiando ancora verso il molo. Osserviamo dal ponte superiore i marinai James e Toby preparare le funi. Una volta attraccati la passarella viene abbassata, e un gruppo di turisti si raduna sul molo. Ci guardano delusi mentre scendiamo a terra. Probabilmente si aspettavano una celebrità, forse Roger Moore? Ci affrettiamo a riva con in mano macchine fotografiche e bloc notes. Vogliamo salire la collina ed esplorare il castello Brown prima che la parte migliore del giorno sia passata. Il castello Brown è in cima ad una collina che domina il porto. Un sentiero scosceso serpeggia su per la cresta, e una volta lì siamo ricompensati da una delle viste più spettacolari e famose d’Italia.

Montague Yeats Brown era il console britannico di queste parti alla fine del 1800; egli recuperò e ribattezzò il castello che era stato originariamente costruito nel 1432 per difendere il porto da attacchi pirata delle galere veneziane. Attraverso gli anni il castello si sviluppò e la sua fortificazione venne estesa. Bonaparte occupò il porto e gli diede il nuovo nome di Port Napoleon durante la Campagna d’Egitto. Nel 1867 il console comprò quel che restava del forte e ne iniziò la lunga trasformazione in abitazione privata. Rimase in mano a famiglie inglesi fino al 1965, quando venne venduto alla nazione perché la comunità ne traesse beneficio. La sua sensazionale bellezza e storia passano in secondo piano

rispetto alla vista che offre del porto; una foto da non perdere.

La cittadina di Portofino riposa per gran parte della giornata, e inizia ad animarsi verso le quattro del pomeriggio, quando negozi e boutiques aprono le loro porte. Non che abbiamo visitato gli interni di Hermes, Gucci e Giorgio Armani, ma ci siamo divertiti ad ammirare le vetrine e a prendere un drink nell’inebriante atmosfera evocata dal porto. Il paese è a tal punto pittoresco che è pieno di turisti che a volte minacciano di annegarlo e sommergerlo. Per fortuna bar, bistrò e caffè sono presenti in buon numero e assorbono la folla abbastanza da lasciare la possibilità di passeggiare per le strade strette, e bere un bicchiere nella giusta atmosfera.

Ceniamo a terra: aragosta cucinata in vino bianco, limone ed olio d’oliva; torniamo a bordo della nostra splendida imbarcazione per un doppio espresso. Domani salpiamo per Genova, ma questa è un’altra storia. ☘

Informazione: L’Istros è a noleggio per 9 persone a \$70.000 per settimana in alta stagione per tramite di Nigel Burgess. london@nigelburgess.com www.nigelburgess.com

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From Monaco to Saint-Tropez

Picturesque ports on the French Riviera

There's no place in the world that can compete with the glamour of the Côte d'Azur, and there's no better way to experience all it has to offer than from aboard a private yacht. That's why Ivana Trump has cruised there for more than 20 years, and describes it as "heaven on earth."



WRITTEN BY
JULIE-ANNA NEEDHAM

Summer does not arrive quietly in the south of France. The season kicks off in a flurry of activity with two prestigious fixtures on the international social calendar: the Monaco Grand Prix and the Cannes Film Festival. Both take place on one of the most exclusive stretches of coastline in Europe – the Côte d'Azur.

For decades the French Riviera has been synonymous with glamorous people and a jet-set lifestyle. During the summer months there are few places in the world that can boast more celebrities, more parties, or a more cosmopolitan atmosphere than this region of France. From hitting the dance floor at Jimmy's nightclub in Monaco to a relaxing lunch on Pampelonne Beach in Saint-Tropez, the French Riviera offers plenty of options for your holiday, provided you can keep up with the pace. As with all coastal destinations during the summer, the Riviera can get busy. The best way to avoid the crowds and enjoy the coast is undoubtedly from a luxury yacht.



Ivana Trump on her yacht *Ivana*

Ivana Trump has been visiting the French Riviera for over 20 years. She explains why she spends much of the season on her boat, *M/Y Ivana*: "It's a magical way to spend a summer – privacy at sea, and fun and friends in port."

Monaco

The perfect place to begin your charter is Monaco. Famous for Grace Kelly, the royal family she married into, gambling, and as a tax haven for the incredibly wealthy, the tiny principality is regarded as one of the most elegant places on the planet. Only a short hop from Nice International Airport, by car or helicopter, the minute you set foot in Monaco you can't help thinking of James Bond and Formula One.

Edmiston is a leading yacht charter broker with offices in Monte Carlo. Jamie Edmiston has no doubt why people come to Monaco: "It's the ultimate playground for the rich and famous."

The casino is Monaco's star attraction. It was built in the mid-19th century when the then prince, Charles III, had to establish an economic base to fund the principality, which had recently split from France. He founded the Société des Bains de Mer which built hotels, a theater, and the casino, which soon became the main feature of the district of Monte Carlo (the secretive Société still owns much of Monaco today). If you want to admire the casino's intricate architecture, then enjoy a coffee or lunch across the square. But if you've got money to burn then head down in the evening to risk it all on the roll of the dice.

Daytime tends to be quiet. Most visitors prefer to take it easy during the day and save their energy for a (very glamorous) night on

the town. The Palace of the Prince is well worth a visit, however, and offers fantastic views of the port. If you have children with you, they'll enjoy the Oceanographic Museum and Aquarium. You'll find a reasonable selection of shops in the mall near Casino Square in Monte Carlo, but it's well worth waiting until you get to Cannes or Saint-Tropez, which both offer much better shopping.

The best place to relax for the day and enjoy a spot of lunch is the Monte Carlo Beach Club, which boasts a heated outdoor Olympic-sized swimming pool, four restaurants, and a private jetty. If you're after a quick lunch, then grab a burger at Stars and Bars, an American style sports bar near the port.

Nighttime is when the town really comes alive. There are plenty of options for dinner. Most of the big hotels in Monaco have a selection of restaurants offering excellent food and service. Alain Ducasse's three-Michelin-starred restaurant Louis XV, located in the Hôtel de Paris, is generally regarded as the best (and most expensive) restaurant in Monaco.

During the summer, the principality has a thriving social scene with numerous balls and parties (Monaco can seem subdued between conferences and events). The glittering Red Cross Ball, to be held this year on Friday, August 6, is always popular with the yachting crowd, and a night out in Monaco wouldn't be complete without a visit to Jimmy's nightclub.

Leaving Monaco by sea will provide you with one of the most striking views and best photo opportunities of your holiday so if your yacht is heading out early, make sure you're up in time to appreciate the view.

After living it up in Monte Carlo you may well crave some respite. There are two picturesque anchorages, Villefranche and Saint-Jean-Cap-Ferrat, both a short cruise west along the coast. Both villages are idyllic places to enjoy a quiet day on your yacht or ashore.

Farther along the coast, before you reach Cannes, lies the Cap d'Antibes. The Cap, immortalized in F. Scott Fitzgerald's *Tender Is the Night*, houses the hotel often described as the most fabulous in the world: the Eden Roc. Frequented by stars and royalty, it's well worth asking your captain to anchor off here so you can head in for lunch.

Once you've recharged your batteries and feel ready to hit the town again, the next stop is Cannes.

Cannes

The English aristocracy were the first to see Cannes' potential as a holiday destination in the 19th century. The International Film Festival began in 1939 and is now in its 57th year. For the duration of the festival Cannes' 70,000 strong population doubles in size so you can imagine how busy it gets. Although it's star-studded and exciting, the film festival is probably not the best time to visit without a specific reason. Apart from the crowds it's almost impossible to get into any of the parties or events without booking well in advance.

The Bay of Cannes is one of the most popular Mediterranean anchorages in the summer and many visitors prefer to stop here rather than moor in the port of the old town. While the port is reasonably attractive and offers easy access to the shops, if you want to arrive in style, then anchor near the Carlton Hotel and get a ride to shore in your yacht's tender.

Lunch at the Carlton Beach is a must and Le Palme d'Or offers two-star Michelin food with a great view. The best way to enjoy Cannes during the day and soak up the atmosphere is to stroll down the Croisette, the boulevard running along the seafront. This way you can combine two of Cannes' virtues. Simon Heaton has visited Cannes on several occasions as a yacht charter guest, and says, "Two of the best things about Cannes are the people-watching and the shopping."

In my opinion Cannes is one of the most enjoyable places to shop in Europe. Clean and beautifully laid out (the shops are all on the main street, the Rue d'Antibes, or on the Croisette which runs parallel), there is a fantastic selection of designer shops, boutiques, and chain stores. For shoes head to Jacques Loup on the Rue d'Antibes.

If you want to get out of town for the day, then head to the Îles de Lerins on your yacht. The beautiful islets of St Honorat and St Marguerite are a 15-minute cruise from Cannes but a world away from the busy streets.

Some of the best places for dining out in the area are located outside the city. There is a plethora of Michelin-starred restaurants a short taxi ride from the center of Cannes. Roger Vergé's Moulins de Mougins is worth a visit as is the famous Colombe d'Or located in Saint Paul de Vence. Just west of Cannes is the town of La Napoule where you'll find Oasis, which offers fabulous dining in a secluded garden restaurant. If you're looking for something more simple, then La Pizza, next to the town hall, is always popular.

SUGGESTED ITINERARY
DAY 1 Embark at the port of Monaco
DAY 2 Cruise to Saint-Jean-Cap-Ferrat and Villefranche
DAY 3 Lunch at the Hotel du Cap at the Cap D'Antibes
DAY 4 Cannes
DAY 5 Îles de Lerins and Théoule-sur-Mer
DAY 6 Pampelonne Beach
DAY 7 Saint-Tropez



For dinner and drinking, Baoli, in Port Pierre Canto, is the hippest place in town with a door policy to match. Opened by Princess Caroline's ex-husband, Philippe Junot, it's a lounge bar, with a restaurant and DJ. Just around the corner you'll find the vast Palm Beach nightclub, where you can dance the night away under the stars.

On Westward to Saint-Tropez

The coastline between Cannes and Saint-Tropez is one of the most unspoiled on the Riviera. One of the first places you come to is Théoule-sur-Mer, a quiet seaside village with clean, uncrowded beaches – a welcome change after the bustle of Cannes and Monaco. Farther along, the coast tends to be rocky, but it's the perfect spot for watersports; if you want to try your hand at windsurfing, snorkeling, or diving, then this is the place.

Saint-Tropez

There has been much speculation in recent years that this former fishing village is no longer as fashionable as it used to be. It's still hugely popular with celebrities and the yachting crowd, however, and Ivana Trump is among other famous names who have recently purchased property here. It remains the ultimate place for epicurean excess in the Mediterranean. Jamie Edmiston believes the town is the perfect place for a yachting holiday. "It's the global centerpiece for glamour," he says.

First stop, Pampelonne Beach. If you want a quiet anchorage then head up to the southern end of the beach. But if you want to be in the thick of it, and perhaps catch a glimpse of P-Diddy, then anchor off Club 55 and head in for lunch. Club 55 (refer to it as Cinquante Cinq to sound like you know what you're talking about) was put on the map by Brigitte Bardot and film director Roger Vadim in the 1950s. Despite being fantastically busy in high season, lunching at this beach club is still seen as a rite of passage for those visiting the Côte d'Azur. Run by Patrice de Colmont, the menu is known for its simple dishes, grilled fish and salads, and the house speciality, Mille-Feuilles de Poisson.

After a hard day on the beach, pull up your anchor and head 'round to the port. To secure a space for your boat make sure you've booked and get there early. Pampelonne Beach attracts a huge number of vessels during the summer and most people want to moor in the harbor overnight. There are approximately twice as many boats as spaces. Not only is there a frenzied dash from the beach to the town in the late afternoon, but between the hours of 6pm and sunset chaos ensues in the tiny port of Saint-Tropez.

If you're lucky enough to get a space in the main harbor then you're guaranteed to feel like a rock star. Simon Heaton was in Saint-Tropez last summer on the 40m *Moonmaiden II*. He has mixed feelings about staying there. He says, "You feel very important; everyone's desperate to see who's on the yachts but at the same time you can't really relax because you're constantly being watched."

It's worth spending a day in Saint-Tropez to explore the town. On the narrow back streets you'll find a variety of local markets, 16th century architecture, and a good selection of fashionable boutiques and vintage clothing shops. Saint-Tropez is also known for its art. As a former artists' colony (Cezanne, Van Gogh, and Picasso all painted here), it houses one of the best 20th century art collections outside Paris.

There are a huge number of places to eat in Saint-Tropez. From the fine dining at Alain Ducasse's Spoon and Lei Mouscardins in the port, to simple but delicious fare in local establishments, such as L'Echalote on the rue Allard, most restaurants offer excellent food, service, and fantastic fish dishes.

Saint-Tropez is renowned for its wild nightlife. It's the one place on the Riviera where you can get away with wearing something a little risqué – just make sure it's this season. With its red leather seats and gold leaf tables the legendary Caves du Roi is still the place to be seen. Also popular is the VIP Room where, if you can get in, you can expect to rub shoulders with celebrities.

A yachting holiday allows you to experience the excitement and glamour of the French Riviera, while enabling you to escape the crowds and enjoy the tranquility of the sea. In the words of Ivana Trump: "It really is heaven on earth." ☼

To charter a yacht on the French Riviera, or any yacht you see in this issue of YV&C, please contact any of the recommended charter brokers listed on page 8.

About the Writer

London based Julie-Anna Needham works for BBC Radio 4's news programs. While studying for her degree, she worked on holidays as a stewardess on several motor-yachts chartering in the Caribbean and Mediterranean. She has many friends who work on yachts and enjoys spending time on the French Riviera. Julie-Anna comes from a sailing background and tries to get out as often as work (and the British weather) permits julie-anna@yachtchartersmagazine.com

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PHOTOS: BY ERIC RYANGETTY IMAGES

On Board for the Cannes Film Festival

The best accommodations in town are in the harbor

With more business than sailing taking place at the most famous film festival in the world, private yachts serve not only as luxury quarters, but also as floating offices and entertainment centers that may never leave their berths.



WRITTEN BY
PAULA FARQUHARSON

movie screenings, aperitifs, champagne, invitations, security guards, and French cuisine are de rigueur at Cannes. It is also a festival for the public, and an international melting pot of French, American, and particularly this year, Asian visitors, who converged on the hotspots to catch a glimpse of the rich and famous, relishing the anticipation. Entrances to the luxurious four-star hotels such as the Martinez and the Carlton, that dot the Croisette, Cannes' classy boardwalk, were constantly swamped with eager tourists several feet deep.

It is difficult not to get swept up by the euphoria of the crowd as a barrage of cameras flashing signal the arrival of the stars. It is that irresistible blend of Gallic and American movie magic that makes Cannes so special and continues to attract the top stars. This year Brad Pitt, accompanied by wife Jennifer Aniston, attended for the premiere of "Troy," along with

fellow co-stars Sean Bean, Eric Bana, and Orlando Bloom. Cult director Quentin Tarantino was ubiquitous throughout the festival in his capacity as this year's President of the Jury and for his movie "Kill Bill Two," whose star Uma Thurman was in top form. Other attendees included Michael Moore, who scooped the coveted Palme d'Or (Golden Palm Award) for "Fahrenheit 9/11."

However, Cannes is a working festival and behind the glamour is the entire multi-billion-dollar movie industry hard at work making deals and contacts. Producers, directors, screenwriters, and financial brokers are all there to work, and the precious

badges around their necks allow them to do so. Surprisingly, it is not all done in the corridors of the Palais but on board the luxury yachts that are indiscreetly moored alongside the Palais at the old port. It is the sheer size and

In May, the now legendary red carpet was ceremoniously rolled out on the steps of the Palais des Festivals to welcome the stars and the world's movie industry to the 57th Festival de Cannes. From May 12, for 12 star-studded days, the buzz and action was as addictive as ever as I mingled with the excited crowds that hit the streets of this small port town in the south of France.

This was my third time attending, and it never fails to woo me with its dizzying and invigorating concoction of movie magic in the elegant setting of the Riviera. Cannes has been synonymous with class, style, and stars since the early part of the 20th century, and the film festival has cemented its destiny. Since the '50s, luxury yachts have favored this perfectly located port on the Cote d'Azur, a term coined for the deep azure blue color of the Mediterranean Sea.

Everyone is here to catch a piece of the action and bask in the shade of the limelight. And when not rushing around in pursuit of celebrities, you can relax over a glass of rosé starboard side and soak up the ambiance of this unique event where Hollywood has its rendezvous with Europe. All seems possible as you float along on the parfum of fame and fortune. Parties,



George Clooney, Matt Damon, and Brad Pitt arrive on the Riviera on May 21, 2004

Alicia Keys' Private Yacht Party ▲

Views of *Big Eagle* yacht chartered for Alicia Keys' private party during the 57th International Cannes Film Festival May 14, 2004 in Cannes, France. (shown) Cuba Gooding Jr. and David Carradine with girlfriend Annie

number of these immense yachts in such close proximity that makes the port of Cannes seem like a hotel for yachts.

British writer and director Kirk Weddell, who chartered a 15-meter yacht from Nice Moorings, told me this was his second year chartering for the festival. He was attending Cannes to present his latest 35-minute short movie called "Dutch Bird" starring David Kelly. He was surprised more companies didn't charter for the festival because at the 2,000 Euros a week that he paid "it works out to be less expensive than paying for hotels during peak season on the Riviera. And our mooring fee was very reasonable at 160 Euros a day." Of course that rises to nearly 2,000 Euros for the superyachts. Another thing to consider: if you are using your charter yacht to conduct business during the festival, you are obliged to pay commercial insurance. A couple of years ago the French government tried to slap a tax on foreign yachts mooring at Cannes, but the yachts retaliated by boycotting Cannes during the film festival until the tax was abolished.

Bareboat or Crew

You can keep your costs down if you charter bareboat, but if your budget allows and you are doing some heavy-duty entertaining, selecting a good crew is essential to ensure that you provide five-star treatment to your clients and guests.

Perils of Mixing Business with Pleasure

"Don't step into the Jacuzzi with your mobile phone in your swimming trunks!" advises Pat McEnallay, who ended up with a very soggy piece of high-tech equipment as a result of doing just that. It is easily done when you deal with business clients in a leisurely environment.

But it is exactly that ambiance that encouraged Pat's potential customers to visit his yacht. President of Lee Lighting and in association with Panavision, he chartered *Free Spirit*, where he hosted dinner for the producers of "Harry Potter Two" and the latest James Bond movie. "With that caliber of client and the huge budgets they are talking, you need to offer them something different. Even though it is business, they feel they are taking a break from the film frenzy once they step on board."

Advantages of Business on Boats

A private dinner on board eliminates the worry of restaurant reservations and allows you to linger in comfort within easy reach of your bunk. Although the location and food is superb in Cannes it is a small town and gets crowded at night. "My captain and crew are excellent and dedicated to our needs. They take care of it all, so I can concentrate on business," explained Pat.

All the other yachts I visited provided big screens so the clients could view their movies in a private and relaxed atmosphere. Many yachts have extra tents on the top deck or on the quay to cater for soirées on board or for use in the event of rain; however, this year the sun shone brilliantly as is the norm for Cannes during the festival.

Don't Bet with Your Broker

In order for all to run smoothly, Pat advises that you choose your broker carefully. Now in his ninth year chartering for Cannes, a few years ago he hired from a captain turned broker that he knew. Unfortunately the broker disappeared with the money and Pat found himself with no yacht a few days before the festival. However, what impressed him was how the other captains in Cannes rallied to his aid and were scathing of that person's behavior.

The broker must ensure that your mooring place is authorized. The 30-meter yacht *Tradition*, was due to host an international press conference and cocktail party to showcase luxury Italian products on the first Saturday of the festival, but the Port Authority did not approve their berth until Sunday morning. As a result, all the events were cancelled, the host was embarrassed, and the clients and press were irritated. Ideally a request should be submitted the previous September or at least six months before the festival starts, to avoid disappointment. The Port Authority in Cannes accepts the paperwork and the Chamber of Commerce in Nice allocates the places; approximately 60 yachts can moor.

Repeat Business

Once a client finds a yacht that suits, he or she is likely to charter again. Anne and her captain-husband own and charter their boat, a 22-meter motor-yacht, *Bayview*. "This is our fifth season and our third year chartering to the same client for Cannes. He is based in England, and works in the movie business. He is very happy with the service we provide and delighted that he can deal with us in English. Basically, we offer a floating hotel with the added advantage that our clients can dictate when they eat, drink, and entertain clients and friends. Our client works very long hours at the festival and needs to be able to treat the yacht like home and office."

Not quite the life of leisure with breakfast at 8am, meetings all day 9am-7pm, and usually dinner with clients into the early hours. But then sunrise on the Riviera is a sight for sore eyes. Many clients chartering for the film festival stay on a few days to take the yacht out to sea once work is over as they are often moored for most of the festival.

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The Art of Partying

It's easy to get into the festival party mood with the gentle sway of the boat accelerating that giddy tipsy feeling even before you put the champagne glass to your lips. And the wonderful thing about dining on a yacht here is that you are a mere gangway away from the action but a world apart from the crowds. Basically, the yacht offers you exclusivity, a calm island in the middle of a bustling sea of people on land, where you can have a private dinner and the crowds won't interfere, because they do stroll along the quay to peek. But come, dusk quite often the action is on the yachts with bands playing for private parties so don't expect to sleep much, as your neighbors may be partying all night. Superyachts *Pegasus* and *Solemates* this year were providing entertainment for a list of celebrities, whose identities were well guarded by discreet crew.

As for dress code, anything goes, from super-sized style to careful casual. Consequently, it is difficult to distinguish the vrai from the faux and you can easily mistake the jeans-clad multimillion producer for a "nobody" and get diverted by a beautiful lady dressed to kill but not quite star quality. Rampant were stories of exorbitant bills for parties and evenings in the old part of town, Le Suquet, while thousands of Euros were spent to keep champagne and French wine flowing freely on board.

Vet the Visitors

Many people try to board yachts uninvited, assuming incorrectly that once they are there for the festival, they have the right to attend any party – and that could include your private charter. The larger yachts have 24-hour watch on the passerelle. One charterer told me that last year uninvited guests came on board legitimately looking for Ivana Trump's party, but often they are just well-dressed freeloaders and hangers-on, so beware.

Taama, a deckhand from New Zealand on *Free Spirit*, told me that some guests treat their host's yacht like a free hotel; one guest demanded to use the telephone to call America the moment she stepped on the yacht – an unreasonable request with satellite calls so costly.

A necessary expense for some yacht owners who are hosting celebrity guests is to have a fleet of cars, usually limousines, to maneuver the narrow Cannes streets and whisk them comfortably back to their hotels. One yacht owner was paying 20,000 Euros just to have a fleet of cars on call 24 hours a day for the week he was moored at Cannes.

High security will probably be a requirement if you host a party that includes A-list celebs, or at least be prepared for their own security team to scan your yacht.

A not so critical problem but diplomatically challenging all the same is the irritated reaction from some women and even some men when asked to remove their stylish footwear. Image is critical at Cannes and losing part of the glamorous attire and maybe several inches can be detrimental to the desired look.

People Watching

Certainly it doesn't come easier than sitting on deck and watching the beautiful people stroll by at the festival. Kirk was thrilled that his berth was right at the end of the quay of the old port, where at any time of the day or night the stars docked from yachts anchored privately out at sea in Golfe de Fréjus.

Parlez-Vous Français?

The advantage of Cannes is that it is international. Like the movies presented at the festival, the town is pretty much bilingual. You are usually asked which language you prefer to speak. So along with choosing your wine, you can switch between English and French to suit your palette. I heard conversations where one badge was talking to another badge in English and being answered in French; each speaking their native language and understanding each other perfectly! And with Italy just a couple of nautical miles away, you can practice your Italian as well. In fact, the Riviera is littered with a string of beautiful ports such as Saint-Tropez,

Cannes Film Festival Luxury Goods

For discerning connoisseurs of fine wines and good food, a trip to the beautiful Italian region of Le Marche is a must to experience the appetizing fresh pasta, truffles, prosciutto, pecorino (cheese), and virgin olive oil from this plentiful land. Bordered by the better known provinces of Tuscany and Umbria, this unspoiled region, proud of its traditional crafts and culture, is accessible by yacht via its exotic Adriatic Sea coastline.

At the Cannes film festival this year, the Associazione Culturale In-Art di Ancona chartered the Benetti yacht Tradition to showcase a selection of luxury brands and local produce from Le Marche.

www.le-marche.com www.turismo.marche.it

Participants included:

- Benetti Yachts; www.benettiyachts.it
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- Pagani (Mercedes Benz AMG); www.paganiautomobili.it
- Scimitar Ristorante (launching a floating restaurant in 2005);
Tel: +39 0721 823644 ; Fax: +39 0721 805523
- ASSIVIP (local wine producers); www.assivip.it
- Le Bontà del Conero (speciality food & traditional sausages); www.leb-ontadelconero.com
- Fattoria Petrini (olive oil producers); www.fattoriapetrini.it
- Martarelli Maria Luisa (cheese producers); www.martarelliml.it
- Giampaoli (pastry goods); www.dolciariagiampaoli.it



Cannes, Antibes, Genoa, San Remo, and Portofino, a favorite refuge of the jet set over the border in Italy.

Party Time

Evan Matthew, from Santa Monica, covering the festival for *Star* magazine, told me that Microsoft co-founder Paul Allen was there on one of his yachts and threw a party for the cast and crew of the French animation film "Shrek 2," where invited guests such as Cameron Diaz were reputed to have belly danced to the tunes wafting from Antonio Banderas's guitar, to the delight of the other guests who danced on the massive disco floor. Earlier, the famous guests escaped the glaring eye of the paparazzi by switching their docking point from Cannes to Golfe Juan farther down the coast, from where they were helicoptered out to the anchored yacht.

Singer Alicia Keys also threw a party; her yacht had a plush white carpet throughout, so she provided hundreds of dainty slippers for guests.

American film producer Larry Kostroff, of "Romantic Comedy" fame, who attended this year, summed up the experience of Cannes perfectly when he told me that, "Cannes is the king of festivals because Cannes is sexy." Add a yacht to the equation and you have the perfect formula for a vacation to see the movies. 🍷

To charter a yacht on the French Riviera, or any yacht you see in this issue of YV&C, please contact any of the recommended charter brokers listed on page 8.

About the Writer

Paula Farquharson is editor of *The Riviera Times* newspaper. Originally from Ireland, she worked in New York and is now based in Nice, France, where she learned to sail.
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SPECIAL SECTION
the French Riviera

Steve Clarke
Director of compliance at HIFX PLC

Guests
On board *Azure Rhapsody*

PHOTOS: GUILLAUME LOSADA



PHOTO: ERIC RYANGETTY IMAGES

Celebs at the Grand Prix ▲
(L-R) Christian Klein , George Clooney, Brad Pitt, Matt Damon and Mark Webber pose during a guided tour of the Jaguar garage as the official guests of Jaguar Racing during a photo call on May 27, 2004 to promote Damon's new film "Oceans 12"

Guys' Week at the Grand Prix

The ultimate corporate event

Viewing the most difficult Grand Prix in the world from the top deck of a luxury yacht docked at Port Hercules was the pièce de résistance for a group of businessmen traveling from the UK in style.



WRITTEN BY
TRACEY ROGERS

The Monaco Grand Prix is the crème de la crème of the Formula One circuit, when all of the glamour and prestige of the racing world is compressed into four glorious days in May – all within a tiny Riviera principality. Prime seating and hotels are sold out months in advance, and crowded balconies overflow with unlimited champagne and exclusive parties where the F1 drivers rub shoulders with celebrities and fans alike. What could be better?

Steve Clarke knows.

Steve is the director of compliance at HIFX PLC, the UK's premier provider of corporate foreign exchange and corporate risk management (www.hifx.co.uk). Together with his colleagues, Steve created an exhilarating corporate event in Monte Carlo for his top performers and clients.

The roar of powerful engines began five days before the actual race in Monaco. HIFX's team and their clients fired up the engines of 15 Ferraris and made their way toward Calais (France) from HIFX's base in Windsor (Berkshire, UK).

As a member of the Ferrari Club in the UK and a frequent visitor to Monte Carlo, Steve knows the route like the back of his hand, and had planned a scenic tour that included several pitstops for fabulous French cuisine.

Winding their way down through France to the Cote d'Azur created quite

a stir for all who witnessed this luxurious convoy in motion. After a brief stopover in Cambery, the group descended to Port Hercules in Monaco where the M/Y *Azure Rhapsody*, a 30m Azimut lay waiting.

Perfectly positioned along the Quai des Etats-Unis – close to the Tabac corner – with the enormous television screen just overhead, M/Y *Azure Rhapsody's* Captain Dominique Dubois and his crew eagerly anticipated the arrival of Steve, his colleagues, and their 25 corporate guests.

The HIFX group were thrilled. This signaled the transition from fast cars to faster cars, and five forthcoming days on board a fantastic yacht with the best possible view of the circuit and all of the racing action.

As a first-time Grand Prix yacht charterer, Steve was a bit apprehensive. Although he was pleased with the specifications of M/Y *Azure Rhapsody* and her crew profile, there were some unknown factors in the equation.

When he made the charter agreement, the exact location of the berth was yet unknown. Berths for Port Hercules are allocated only the week before the race as the Captainerie has the painstaking job of fitting a large number of yachts into the port. The increasing size and number of yachts that make applications for this special weekend make this procedure a delicate balancing act.

Corporate events (like that of HIFX's), Formula One sponsors, and drivers alike, all make applications for berths early in the new year with the hope that their position will enable their guests to have the best possible view. Zone One is preferred as it encompasses the main area of the port with the best access possible – and in most cases, a view of the large television screen perched on top of the Port Palace Hotel.

"It was a great relief," said Steve, with a smile. "We have been coming to

the Grand Prix in Monaco for a number of years, but this was our first charter for the event." Steve went on to explain that the decision to charter was based on the desire to create the ultimate corporate event. After bringing clients, friends, and family to the Monaco Grand Prix over several years, HIFX opted for chartering a yacht in order to combine a corporate bonus for staff and a client appreciation event.

"Our company has hosted many corporate events in the past around events like Wimbledon and horse racing, but everyone dreams of the Monaco Grand Prix," said Steve.

Accommodation on board *Azure Rhapsody* was more than comfortable. With five cabins reserved for the HIFX directors, the remaining guests, mostly clients, were accommodated in nearby luxury hotels. Clearly it was preferable to remain on board as access to the hotels was a bit tricky due to the tremendous infrastructure of the race.

"Next year, we'll take a suite of rooms at the Monte Carlo Beach Hotel and use a shuttle to bring our guests to the yacht in the port," said Steve.

While on board, I had the chance to speak with Olivier Vinolo, the chef on *Azure Rhapsody*. I agreed wholeheartedly with Captain Dominique that it was "very important" to have a French chef on board as I watched Olivier create incredible appetizers for the troops on the top deck. Fabulous displays of appetizers such as fresh tomato with mozzarella cheese and perfect little sprigs of basil and other tasty treats were sent up as we chatted. Olivier explained that the Grand Prix held a special ambiance for a charter crew. The constant coming and going of guests also puts a big demand on the crew, but Olivier and Dominique were up to the challenge of feeding 30+ hungry and thirsty men more than 18 hours per day.

The group didn't spend all hours on board. In fact, on the Friday before the race Steve chartered a Fairline Targa to take his guests to Cap-Ferrat to Paloma Beach for lunch. Only a 15-minute cruise from Port Hercules, the group enjoyed a fabulous lunch on the beach in the sunshine. "I wanted to

get the guys away from Monaco to experience the Cap," said Steve.

Treating clients and colleagues to the Grand Prix on board a luxury yacht was just the start of their Monaco experience, as Steve had organized tickets for tables at the Amber Lounge, a stylish nightclub created in the Grimaldi Forum for three days only during Grand Prix. The Amber Lounge opened in 2003 and was an immediate hit with the F1 drivers, celebrities, and those lucky enough to get tickets. With incredible music and a Moroccan ambiance, the nightclub was the perfect venue for Steve's group to chill out on Saturday night before the big race day.

The race itself was a great thrill for the guests on board *Azure Rhapsody*. With their fantastic location directly on the track, and the large screen above, it was easy to monitor the drivers. It was an historic day for the Formula One with Jarno Trulli's first win with the Renault team in Monaco. Trulli was followed by Jenson Button (BAR) and Rubens Barrichello (Ferrari) on a perfect race day that seemed without end.

After the post-race celebrations died down, Steve invited Captain Dominique and the entire crew to join his colleagues and guests at a sit-down dinner on board *Azure Rhapsody*.

"We'll definitely charter again next year," said Steve, "and in addition to our UK team, 25% of our guests will be clients from our new San Francisco operation." 📧

To charter this and any yacht you see in this issue of YV&C, please contact any of the recommended charter brokers listed on page 8.

About the Writer

Tracey Rogers prefers freelance writing to television, and is a devoted fan of classic Rivas. tracey@yachtchartersmagazine.com

"HIFX OPTED FOR CHARTERING A YACHT IN ORDER TO COMBINE A CORPORATE BONUS FOR STAFF AND A CLIENT APPRECIATION EVENT"

In the Pink on the Côte d'Azur

Refreshing rosés hit the spot

Some of the best wines in Provence come from vineyards that are a stone's throw from the sea.



WRITTEN BY
MICHAEL KRONDL

As far as I'm concerned the beaches in Saint-Tropez are overrated, crammed with roasting German and Russian bodies with scarcely space to stretch your limbs. When I'm in Saint-Tropez I turn my back to the sand and head for the glorious, sprawling market that is the heart and core of this sun-baked city on the French Riviera.

After filling my lungs with all the aromas of Provence, sniffing the lavender, breathing in the perfume of roasting meats, and perhaps succumbing to the fried squash blossoms or olive-filled braided bread called fougasse, I retire to one of the many cafés that line the market and order a bottle of rosé. Simple Provençal rosé, cool, crisp and delicious in the heat of mid-afternoon, filling the glass with the subtle perfume of ripe summer berries contrasted by that slightest touch of bitterness that makes it all the more refreshing. This is not wine for the wine-obsessed. But the pleasures of the Riviera sun (to say nothing of the heat) are not too amenable to the likes of heady, complicated Bordeaux.

In Provence, wine growing goes back to the days when ancient Greek sailors colonized this stretch of the Mediterranean coast. However the popularity of rosé wine is of more recent vintage. It was apparently a great favorite of the 15th-century King René of Aix-en-Provence and he promoted its production throughout his realm. Whatever the truth of the story may be, to most visitors today, Provence is synonymous with rosé. It isn't that other wines are not produced here, some quite commendable, but about half the region's considerable production is in the form of pink-tinted wine.

The local grapes that go into it vary considerably but Grenache and Carignan are usually part of the mix. The wine is generally made by pressing red wine grapes, which results in white grape, juice or "must." The skins, which hold the pigment, are then macerated in the must just long enough to impart a delicate pink color and then the result is drained and vinified. Most of these wines are best consumed within a year or two of production when their fruit is at its liveliest. A




few can be aged for three or four years, resulting in wines that can evoke cooked fruit and almonds.

The best way to really understand rosé is to head up from Saint-Tropez about 20 miles to Les Arcs-sur-Argens. The town itself, a little medieval jewel, is worth a visit but the real draw here is the Maison des Vins Côtes de Provence, a modern temple to rosé. While the building and the promotional drive behind it are as much California as the South of France, the shelves are pure Provence. Among the 650 or so wines on offer at least a third are pink. Here are wines redolent of jasmine and strawberries, bright acidic wines with the aroma of raspberries and ripe peaches, others with deeper apricot and toasty tones. You can taste about a dozen or so in the tasting room. But the most sensible thing to do is to buy a mixed case or two and compare and contrast back on board as you watch the sun set behind the looming hills of the Massif des Maures.

If you tire of the gridlock that can sometimes paralyze the harbor in Saint-Tropez, you could do worse than sail west to the comparatively sleepy moorings at Cassis and Bandol. Both towns produce some of the best wines in Provence with vineyards a stone's throw from the sea. Some 50 producers grow wine on the terraced vineyards of Bandol alone and most will be happy to have you visit their cellars, though it's best to call ahead. While Cassis is known for its bracing, almost acidic whites, Bandol's renown rests in its complex reds and delightful rosés.

Both are made predominantly of Mourvèdre, with Cinsault and other varietals blended in. The reds emanate spice with flavors of cherries and plums. The rosés can hint at peaches, white chocolate, vanilla, strawberries, even minty sorbet.

Rosé wine doesn't get better than Bandol. Reclining on deck with the twinkling lights of the Cote d'Azur in the distance... where better to contemplate this glass of rose-tinted pleasure? 

About the Writer

Michael Krondl is a food and wine writer based in New York. He is the author of several books and has written for both national and international publications. Michael is currently working on a book about the ports-of-call that launched the spice trade.


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Wireless Internet on the French Riviera

Marinas now offer easy access for guests and crew

Yacht charterers can now enjoy the best of both worlds

– traveling to distant ports while maintaining a close con-

nection with home or office. There are many advantages

for crew as well.



WRITTEN BY
KEN SMITH

The motoryacht *Thunder B* was at anchor in Port Camille Rayon on the French Riviera, and the captain and crew were getting ready for the following day's large luncheon with special guests when the captain received word that the chef was ill in London and would not be flying to France.

After a few moments of quiet grumbling and cussing, the captain opened the lid of his laptop computer and was immediately and effortlessly logged on to the Internet with a high-speed wireless connection that had been recently installed at the port. He then clicked on his bookmarked site for BlueWaterCrew.com, an online listing of 10,000 qualified yacht employee candidates, and searched for a chef who spoke English and French. Within a few seconds, the names and private phone numbers of available chefs appeared on the screen, and within half an hour, the captain found and hired a chef who lived in nearby Cannes and was available for a new assignment.

This is just one example of how the fast-growing technology called Wi-Fi (for Wireless Fidelity) is being used by yacht vacationers and crew for access to the Internet while in, or even nearby, an increasing number of marinas around the world. Of course, one of the reasons to go on a yacht charter vacation is to get away from the always-connected world we now live in, but it can be comforting to know that you can stay in touch with your home and office if you choose to.

For the yacht captain and crew, Wi-Fi, which offers Internet connects up to 10 times faster than the old landline phone hookups (when and where they were available), makes it much easier to go online to get up-to-the-minute weather information, make restaurant reservations for guests, check on port availability, and as the captain of the *M/Y Thunder B* did recently, hire new crew members.

Since about three years ago, there has been a growing market demand for Wi-Fi in ports and marinas on the French Riviera, says Laurent Monsaingeon, head of port operations in Nice, Cannes, and Villefranche for the French Riviera Chamber of Commerce. Those wanting high-speed Internet access

include not only yacht owners, but renters and vacationers. Monsaingeon says even though wireless technology is still fairly new, many vacationers now expect a broadband connection while in or close to port. "They are using the Wi-Fi connections for personal, financial, and tourism-related services, such as planning an evening ashore, reserving a time at a golf course, and staying in touch with the office back home."

In the ports of Cannes, Monaco, and Nice, where there are frequent major events such as the Cannes Film Festival, the superyachts are rented to major corporations where high-end sales presentations are made using the port's broadband Wi-Fi connection.

And, there are often "high-tech minded" people who love surfing the Net, and use complicated electronic equipment to update their navigation software and weather charts.

Monsaingeon says that the yacht businesses, brokers, and other professionals in the yacht ports are also big consumers of Wi-Fi broadband, especially for new services such as nomad invoicing, berth-boat and facility checks, security and safety, and webcams.

The port of Cannes is now fully equipped, and Nice will be ready soon, just like those of Mandelieu-La Napoule and Beaulieu-sur-Mer, Monsaingeon said.

The big player in Wi-Fi on the French Riviera is Monaco-based Tekworld and its partner company, WeRoam, offering wireless Internet service at French airports, including Nice, and many marinas and harbors in southern France. The list of the added Wi-Fi hotspots includes premium locations like the harbor at Cannes, the Monaco Yacht Club, and the Monte Carlo Country Club as well as ESCOTA, the first Wi-Fi service along highways in the South of France.

In the past two years, we have seen more and more airports, hotels, coffee shops, and bookstores announce the availability of Wi-Fi Internet access. It was a logical move to extend this technology to yacht marinas, although there were a few additional problems to overcome. Technology is moving

fast in this area, but all the yacht vacationer needs to know is that wireless Internet access is available on a particular yacht and that there will be a crew member who is tech-savvy to help with any problems involved in getting connected.

Wi-Fi is now available at nearly all yacht marinas on the French Riviera, which has a long and well-deserved history as a favorite port and tourist destination. Less well-known is that this area of southern France is also a high-tech center. From a modest start 30 years ago, technology companies on

the Riviera have grown to an annual turnover of 4 billion euros, equal to the revenue from tourism.

"As one example of how new technologies are being used by the tourism industry on the French Riviera, look at the great number of Wi-Fi networks already installed and working from Cannes to Menton," said Laurent Garcia of the French Riviera Chamber of Commerce. "These wireless local area networks provide easy access to the Internet at all major hotels, the airport, the yacht harbors, and the convention centers. We believe that the Riviera has the largest and best wireless connectivity infrastructure of any tourist destination."

Another example of how technology is being used on the French Riviera is found at Port Camille Rayon, where visiting yachts can be connected to the Internet within minutes of arrival, using the port's Wi-Fi wireless network. The port is one of nearly 100 new Wi-Fi hotspots for visitors to the French Riviera at yacht harbors, the Nice airport, hotels, convention centers, and other points of activity for tourists, business people, and convention delegates.

Several years ago, Charles Flynn saw the potential for Wi-Fi in yacht marinas. He is an American living near Nice, France, and had been representing manufacturers of television broadcasting equipment. He formed a new company called

Along with Wi-Fi, there's a trend toward the ubiquity of the constant connection. Whether it is the tail leading the dog, or vice-versa, people's habits have changed. They used to try to get away. Now they need to communicate even when on holiday.

Flynn advises his clients to have a number of choices for voice and data communications. Wi-Fi is just one mechanism for getting the input into their computer systems. It's a mistake for any Wi-Fi conversation to be limited to downloading e-mail. It will just be a frustrating toy. A couple of years ago computer network systems were so fragile, and the methods were so rigorous, and the cost was significant – the correct decision was to keep the computers separate and put up with the inconveniences.

Now, a complete network system can be built into the boat, with a backup and music delivery server and a camera system that can remotely monitor the boat, for less than \$3,000. Certainly, there are security issues and it takes electricity and it isn't fail-safe. But it can be made quite secure if the most modern WPA (Wireless Protected Access) passwords are used consistently, and most boats are powered on batteries and inverters when they are not plugged into the docks.


"WE BELIEVE THAT THE RIVIERA HAS THE LARGEST AND BEST WIRELESS CONNECTIVITY INFRASTRUCTURE OF ANY TOURIST DESTINATION"

— Laurent Garcia
French Riviera Chamber of Commerce

Internet Marine SARL, and has since shifted his time and energy to the booming market of providing wireless Internet access to yachts and marinas.

"The Côte d'Azur is unique in a lot of ways, but something that most harbors here don't have is such a large itinerant group," Flynn said. "In most ports around the world, the majority of people can fold up their sails and drive home to a broadband Internet connection. Typically, these people will not be our clients. On the other hand, there are a lot of boats in this area of France that are from abroad, or whose owners are from abroad, or that are chartered by people who are from abroad and here only for short periods of time."

In the past, Internet access was thought of as a way to connect to the office, and these people could entertain the idea of being disconnected from the office for a period of time. But Flynn has found that the need for Internet access now goes beyond e-mail. Because security and privacy have improved, people are now comfortable using their trading accounts with it, for example.

"There was a time when a mobile phone gave guests the luxury of being on board all day," Flynn said. "But now, people are used to getting and sending e-mails. They also like to hear the news from their home country, and Web radio is perfect for that need." 

To charter this and any yacht you see in this issue of YV&C, please contact any of the recommended charter brokers listed on page 8.

About the Writer

Ken Smith is a writer and developer of Web sites. He is the founding editor of SmartTravelNews.com and m-Travel.com, both sites providing online news about technology, travel, and tourism. Ken lives in Nice, France.
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Wireless Harbor Master ▲
Jean-Claude Louis, the harbor master at Port Camille Rayon, near Cannes, France, connects his laptop computer to the Internet using a Wi-Fi wireless network



Simple Foods Served Versace Style

Joanna Mannington's versatile menu complements the sumptuous decor of *Virginia Mia*



PHOTOS: KIM KAVIN

Left-to-right: Warm veal salad with a creamy herb-tomato dressing; champagne jelly with fresh berries and cream; both prepared by chef Joanna Mannington; *Virginia Mia* running.

Information: To book a charter aboard *Virginia Mia* with chef Joanna Mannington, contact The Sacks Group, (954) 764-7742 info@sacksyachts.com www.sacksyachts.com.



WRITTEN BY
KIM KAVIN

About the Writer

Kim Kavin is an award-winning writer, editor, and photographer whose work has appeared in newspapers and magazines worldwide. Her more than ten years as a professional journalist include three as the executive editor of *Yachting*. She is currently the charter and cruising editor for *Power and Motoryacht*. kimkavin@yachtchartersmagazine.com

Picky eaters on board this Spanish-built luxury yacht can rejoice. The amiable chef enjoys catering to charter guests' preferences, and offers several choices at every meal.

Virginia Mia is not the kind of yacht where I expect to find a chef like Joanna Mannington. The 95ft Astondoa has an interior that oozes opulence. The first word the burled paneling brings to mind is "Versace," with a level of adornment so unusual for a charter boat this size, it took me a moment to adjust my mentality when I stepped aboard in Genoa, Italy, for lunch.

One look at the gold-trimmed throw pillows and high-gloss varnish, and I, a huge fan of simple, healthy food, assumed the chef would rely on three ingredients that held little interest for me that afternoon: escargot, foie gras, and caviar.

that a chef would prepare two entirely separate dishes for a lunch party of just six people. I opted for the tuna, which was served sashimi style. The portion was perfect, with a zesty taste to match. The sudden silence from the gentlemen who ordered the veal told me they would much rather chew than chat.

The rest of my answer about versatility came during dessert, for which Mannington had prepared a choice of three dishes: champagne jelly with fresh berries and cream; ginger cone with vanilla ice cream and caramel sauce; or chocolate fruit and nut terrine. Now, it's one thing for a charter chef to offer two main-course options, but three different desserts, as well? I was impressed, and not just by the chocolate high I was soon experiencing.



Chef
Joanna Mannington



As I sat at the dining table, my fears fomented. The china was as stunning as the skylight in the yacht's forward office, the flatware glimmering as brightly as the decorative mirror inlaid within the main saloon's overhead. I was in the mood for a light salad and perhaps some fish or chicken. This, I thought, is not likely to be my day.

Mannington's appetizer arrived a few moments later, served by a perfectly primed steward wearing a crisp white shirt. To my surprise, the dish was far from a foofed-up version of high cuisine. Mannington had slow-roasted a sweet red pepper, then stuffed it with a mixture of fennel, anchovies, goat cheese, and basil. The portion was perfectly sized, and the texture and taste were delightful.

While the crew cleared our quickly emptied plates, the other guests and I made small talk about *Virginia Mia*'s base rate. It is an appropriate \$45,000 per week in the Mediterranean this summer, but will be only \$32,000 per week in the Bahamas this winter. That's for six guests, plus additional room in the forward office, which has a sleeper sofa and en suite head. Quite a deal, I thought. It made me wonder just how versatile the crew of four might actually be.

Part of the answer came a moment later, when the stewardess announced that Mannington had a choice of main courses available for us: warm veal salad with a creamy herb-tomato dressing, or fresh tuna salad with citrus marinade and mint. Unusual, I thought,

I wandered into *Virginia Mia*'s galley to meet this wonder chef, still half-thinking she might be an epaulet-clad grad of Le Cordon Bleu. What I found was a cheerful, if not downright sunny, cropped-hair Kiwi who has done everything from managing large cafes to circumnavigating on a historic ship to spending an entire season in the Antarctic.

The tuna, I told her, was exquisite.

"I've just been in Taiwan and China," she replied with a grin, "so Asian is a specialty."

She seemed a million miles away from the ornate interior as she stressed her ideas about simple, low-fat, low-sodium foods. She also said she's happy to work for charter guests who are picky.

"Some people don't eat pork, some don't eat fish, so I like to offer options," she explained.

As for the array of choices she had prepared for us, Mannington said that's just the way she likes to run her galley. Nods of agreement from the crew made me believe her when she said that she always offers choices, especially for dinners.

"It depends on the guests and where we are," she said. "If we're out on charter where it's a little more difficult (to provision), I'll talk to them about what they want for the day."

Like I said, Mannington's lighthearted attitude wasn't what I expected to find aboard such a heavily decorated yacht. What a wonderful surprise for people of all tastes. **W**



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WRITTEN BY
KIM KAVIN

PHOTOS: KIM KAVIN



Beautiful local flowers

**Life's a breeze
aboard *Joanne*,
formerly owned
by the king of Spain**

Water toys and a fine crew turn a windy week into a royal experience



Outdoor Activities ▲

(Top) Kayaks all lined up for a day of play on the beach at Big Majors Island

(Bottom) Charter broker Tom Collins zipping through the waters near Sampson Cay on one of *Joanne's* WaveRunners

(Right) Snorkeling outside Thunderball Cave

Screeching down the face of a big wave isn't your typical yacht charter activity. Water skiing, snorkeling, kayaking – these are the things you might expect to play at during a weeklong cruise.

I certainly didn't arrive in the Bahamas with the intention of surfing in 10-foot seas, especially without a surfboard.

But there I was in the harbor off Georgetown, in the kind of constant gale-force wind that makes March a notoriously fickle time to cruise south of Nassau. It was gusting close to 40 knots, with sustained winds screeching into my eardrums and coating them like water. Palm fronds ashore arched backward like Olympic gymnasts, and even the largest yachts were socked in. The 150ft Christensen *Mystic* was there, along with the 162ft Feadship *Princess Marla* and the 265ft expedition behemoth *Bart Roberts*. All of us were firmly on the hook in the sheltered hole, with white water crashing over the edges of the island before us.

Those other boats weren't going anywhere, but I had places to explore, as anyone on a weeklong vacation might. Luckily, I was aboard *Joanne*, a 120ft jet boat built for the king of Spain with mili-

tary-issue MTU diesels that push her to a whopping top speed of 42 knots. Captain Dan Webster took note of the wind's direction and carefully pulled *Joanne* into Exuma Sound, gathering speed and surfing down the faces of the big breakers with navigation help from First Mate John Moore.

"Next one's coming after this roller," Moore would say. "Got it," Webster replied as he nosed *Joanne* to port and prepared for the yacht to roll like a toy sailboat in a wave pool.

We were through the worst of it in just over an hour, a trip that would have left the much-slower motoryachts heaving and hurling for the better part of a day – and their charter guests green with mal de mer. While those other boats remained stuck in wind-battered Georgetown, we were safely tucked into picturesque Sampson Cay before lunchtime, happily unloading *Joanne's* water toys in the heart of the Exumas.

The Exumas section of the Bahamas isn't as well known as the Abacos or Nassau. They're a bit harder to get to by boat, they're too shallow for cruise ships, and they're far less developed – which makes them perfect for private yacht charter. Fewer live-aboard boaters clog the anchorages, the shallows make the crystal-

clear water positively glow turquoise, and there are few tourists to speak of. A handful of high-speed boats packed mostly with Americans show up here and there for day tours out of Nassau, but for the most part, charter guests have their pick of untouched beaches on flat islands that house little more than wild scrub, iguanas, and the occasional pig.

"I've been coming here for 36 years," Webster says. "It's hard to find prettier beaches no matter where you go. You don't have the beauty in the islands themselves, but the water is some of the best in the world."

Webster has been a charter captain for 23 years, and he joined *Joanne* four years ago. She is a fine boat; her engines alone were reportedly more than \$2 million apiece, a sum that left Spain's taxpayers up in arms and forced the king to sell her. *Joanne's* American owner kept the unique power plants, but has since invested several million dollars to make the yacht more attractive for charter. "When the king had her, it was to sit down and have a conversation," Webster says. "No stereo, no TV, no bar." Today, all those amenities and more are aboard.

The yacht, which is 13 years old, looks modern thanks to her total refit, and the only place



Joanne Specifications (Previously Corona Del Mar)

Length	36.58m (120ft)	Total guests (cruising)	12
Flag	U.S.	Cabin configuration.....	2 double, 2 twin, 2 pullman
Beam	7.32m (24')	Total crew	5
Draft	1.68m (5' 6")	Captain's name	Dan Webster
Year built	1992	Captain's nationality	American
Terms	+ ALL	Port of registry	USA
Builder	Custom	Summer operating area	Bahamas, Florida
Hull construction	Aluminum	Summer base port	Fort Lauderdale, FL
Air conditioning	Yes	Winter operating area	Bahamas, Florida
Number of cabins	4	Winter base port	Daytona, Florida
Deck jacuzzi	Yes	High rate	\$44,900 USD per week
Total guests (sleeping)	8	Low rate	\$44,900 USD per week

Rate details
\$44,900 wk + all FL/Bahamas, 10-day min for holidays, \$5,600 delivery fee to Nassau round-trip. 35% APA required. 10-day minimum for the Christmas/New Year holiday

Special conditions
4-night minimum. No smoking inside. Rendezvous diving only. Children under the age of 10 must be supervised by an adult charter guest at all times. Use of personal water craft is only permitted subject to the operator having the appropriate licenses and meeting with local operating regulations.

Engines & Generators
Twin 4490/hp diesels Mtu 16V538TB; New (2) 50 kw generators; Fuel consumption: 300 US Gal/Hr; Max speed: 40 knots; Cruising speed: 32 knots

Tenders & Toys
15.5ft Novurania hard bottom with 50hp Honda 4 stroke. Assorted snorkel gear, wakeboard, double and slalom water skis, (2) new Yamaha 2004 - 1300 cc WaveRunners, 2 one-person kayaks, "Hookah Rig" kneeboard, beach party equipment: cabanas, umbrellas, barbeque, chairs, and toys.

Guest Accommodations
8 guests in four staterooms; 2 queens, 4 singles, 4 heads, 2 showers, and 2 tubs

Audio visual equipment and deck facilities
3 navigation computers, DVD/CD library, fax machine, SSB radio, cellular telephone, SatCom, VHF radio, digital movie camera with instant color print pictures, Plasma TV/VCR/DSS/new Delpi XM sat radio/CD/tape, DVD library

she really shows her age is in the layout of her four guest staterooms. The master and VIP cabins are virtually identical, side by side across from two twin-berth cabins. On newer motoryachts, the master tends to be more glamorous, perhaps full-beam and separated from the other staterooms. Joanne's more traditional accommodations may not appeal to everyone, but they are perfect, say, for two couples traveling with children.

Our group, which included five of the world's top charter brokers (including Shannon Webster, who is married to the captain), found the accommodations quite comfortable – but we spent little time in them. Instead, we sipped cocktails in Joanne's top-deck Jacuzzi, nibbled on Chef Jennifer Morden's delicious quesadillas and goat cheese pizzas in the saloon, and spent hours playing in the sun aboard all the water toys the boat carries.

On the day we pulled into Sampson Cay, we just happened to dock next to two James Bond-inspired motoryachts: Moonraker and Octopussy. We needed no better reason to pack up Joanne's snorkeling gear and dinghy over to Thunderball, the famous cave from which a helicopter pulled Sean Connery in the movie of the same name. Webster brought along a plastic bag of bread to feed the sergeant majors and angelfish we could see through our masks once inside. He snorkeled right along with us, just as thrilled as we were to see the sun beaming down through 007's escape holes in the top of Thunderball's rocky dome.

"I'm from the old school of charter, where the crew interact with the guests," Webster says. "People come down here and we introduce them to our way of life."

That theme continued the next day, when the crew prepared a beach barbecue for us on Big Majors, also a short dinghy ride away from Sampson Cay. We had the spit of sand all to ourselves as Webster and Chief Stewardess Csilla Balogh unloaded tents, grills, coolers, kayaks, water skis, a WaveRunner, and more. I hadn't water skied since I was a teenager, but Webster managed to get me up on the first try. I'd never steered a WaveRunner, but after a quick lesson from broker Tom Collins, I was zigzagging the Yamaha across the harbor as fast as 63mph, bouncing off the seat and grinning like a kid. All the activity helped us work up a real appetite for the ribs and chicken that Webster grilled in a zesty sauce, along with the indulgent s'mores that oozed into our mouths just before sunset.

We could not have had more fun playing on the beach, but Joanne's crew is flexible enough to offer other kinds of leisure, as well.

"You have to change your style to what the people want," Webster says. "They're paying for the boat. We try to show them what we have to offer, but if they just want to sit around and read, that's the way it's gonna be."

To my thinking, anyone who just wants to sit around will miss out on what makes Joanne such

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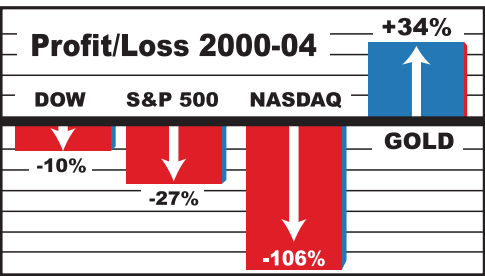
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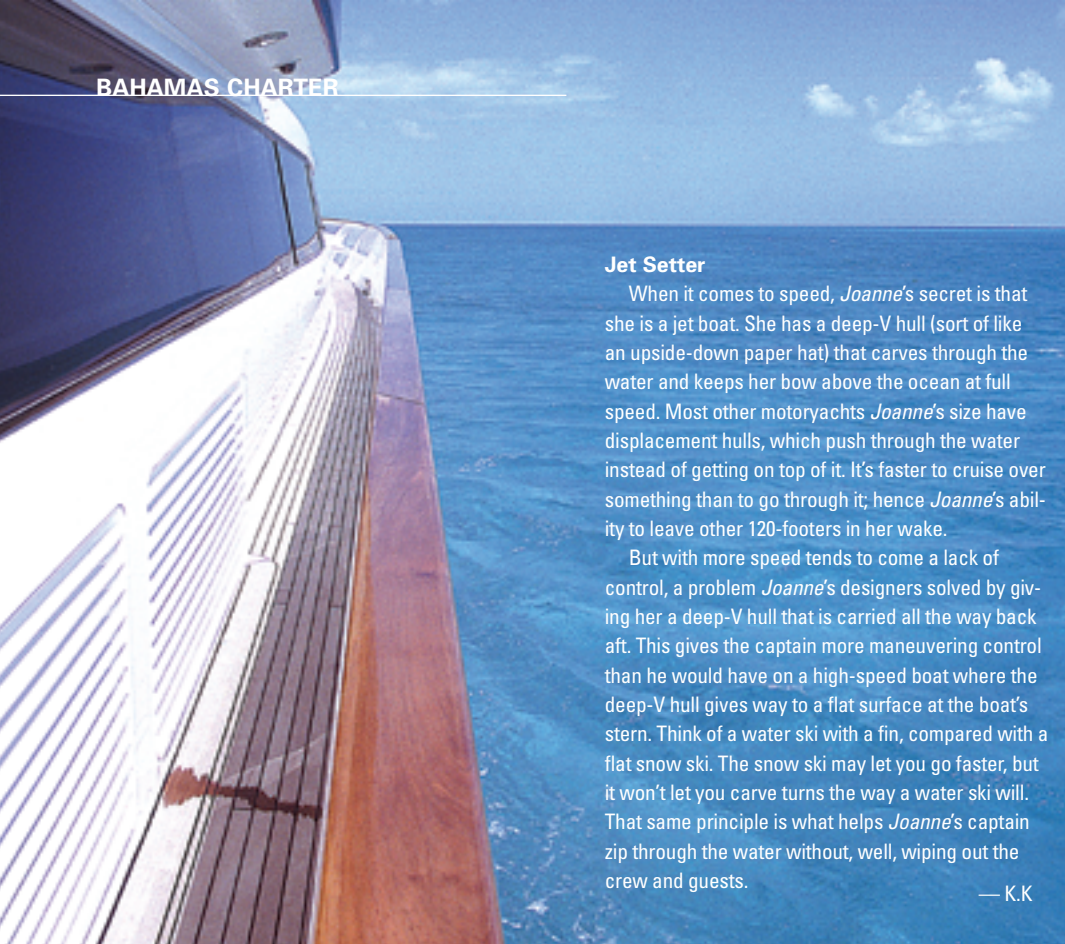
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Jet Setter

When it comes to speed, *Joanne's* secret is that she is a jet boat. She has a deep-V hull (sort of like an upside-down paper hat) that carves through the water and keeps her bow above the ocean at full speed. Most other motoryachts *Joanne's* size have displacement hulls, which push through the water instead of getting on top of it. It's faster to cruise over something than to go through it; hence *Joanne's* ability to leave other 120-footers in her wake.

But with more speed tends to come a lack of control, a problem *Joanne's* designers solved by giving her a deep-V hull that is carried all the way back aft. This gives the captain more maneuvering control than he would have on a high-speed boat where the deep-V hull gives way to a flat surface at the boat's stern. Think of a water ski with a fin, compared with a flat snow ski. The snow ski may let you go faster, but it won't let you carve turns the way a water ski will. That same principle is what helps *Joanne's* captain zip through the water without, well, wiping out the crew and guests.

— K.K.

“IN THE EXUMAS, CHARTER GUESTS HAVE THEIR PICK OF UNTOUCHED BEACHES ON FLAT ISLANDS THAT HOUSE LITTLE MORE THAN WILD SCRUB, IGUANAS, AND THE OCCASIONAL PIG”



a special experience. Beyond her excellent crew, well-trained chef, and plethora of water toys, her speed really sets her apart. She burns more gallons per hour than other charter yachts her size (and hence comes with a heftier price tag for fuel), but she turns a place like the Bahamas, with scattered islands, into a cruising ground like the Virgins, where the islands are close together. In addition to being able to outrun wind and weather, *Joanne* lets you spend less time getting from point A to point B, and thus more time enjoying all the Exumas have to offer.

“A week is a good amount of time down here,” Webster says. “The best way to do it is to play all day, then arrive someplace late, have a beach barbecue or something like that, and start the next day. It's ideal. You're close to Nassau, and yet so far away.”

Information: Joanne charters for \$44,900 per week, plus expenses, for 8 guests.

To charter this and any yacht you see in this issue of YV&C, please contact any of the recommended charter brokers listed on page 8.

About the Writer

Kim Kavin is an award-winning writer, editor, and photographer whose work has appeared in newspapers and magazines worldwide. Her more than ten years as a professional journalist include three as the executive editor of *Yachting*. She is currently the charter and cruising editor for *Power and Motoryacht*.
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Simply Delicious

Joanne's chef, Jennifer Morden, grew up on a farm in Michigan and learned to cook with whatever the family's garden offered. Her mother owned a bed and breakfast, and her sister owned a restaurant. She took what lessons they gave her and capped them with a degree from the Cambridge School of Culinary Arts in Massachusetts, all of which help her make the best possible meals in remote places like the Exumas, where ingredients can be hard to come by.

“I cook pretty simply,” she says. “I don't think it has to be complicated.”

Everything she served us was wonderful, from the butternut squash soup to the Kahlua tiramisu. But the recipe we all wanted most was for an appetizer Morden whipped up using only what was available ashore. Off the top of her head, she called it Raspberry-Spinach Salad.

Here's how it's done:

Puree a package of frozen raspberries with sugar to your personal taste. Cook the mixture, strain it, and set it aside.

Use raspberry vinegar as the base of your dressing, combining whatever amount you need with a package of Splenda, two tablespoons of honey, and salt, pepper, and olive oil to taste. Mix in about two tablespoons of the frozen raspberry/sugar blend.

Toss the dressing over fresh spinach leaves with slivered almonds, dried cranberries, diced celery, sliced red grapes, and orange slices.

Enjoy!

—K.K.

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TRENDS

IN YACHT Interiors



PHOTO: MARTIN FINE

Protocol – 85' Broward (1986) ▲

This boat had it all – carved glass, carved carpet, hand-painted fabric, gold beveled mirror, Ultrasuede, Lucite, neon, upholstered bulkheads, pearl headliner, Tivoli lighting, and lots and lots of gold. Used in "Miami Vice", *Protocol* provided the perfect set to showcase the fashion and interior design trends of the era.



THE '70s AND '80s: A TIME OF EXCESS

PART I

In the beginning, large boats were for the privileged few, then for the military. It wasn't until the rise of pleasure boating that they set the course of the American yachting industry. In the first of a two-part series, well-known yacht interior designer Dee Robinson comments on a quarter century of lessons learned.

When I was asked to write an article about trends in yacht interiors, I was very hesitant. By no means do I consider myself an authority, or even an historian, but after realizing it has been nearly 30 years since I decorated my first boat, I guess I've seen enough to document a few observations. In this, the first of two articles, I'll take you from the mid-'70s through the '80s.

Unlike a number of protégés who have worked for me through the years, I never had any aspirations of being a yacht interior designer. It just happened. I was raised in New York City, not exactly a yachting capital. We had big freighters, big ferryboats, big Navy boats, and big cruise liners, but if there were big yachts in the harbor, I never noticed them. After a couple of tours in the Navy, I trailed my Harley down to Florida to live with my grandparents and finish my education in interior design at the Art Institute of Fort Lauderdale.

While preparing for a career in residential interior design in the mid-'70s, I was given the opportunity to do some decorative work on the interior of a 120ft Feadship. The story has been documented in the trade magazines many times, but the end result is that after getting into something that I had absolutely no experience in, I have enjoyed a specialty career in yacht interiors for over 25 years.

My First Commission

I met Evel Knievel at a party while in college. He invited me to join a number of his friends on board his yacht, "Evel Eye." As an avid Harley Davidson owner even back then, this was to be an incredible experience... or so I thought. He asked me what I did for a living and rather than admit I was still in school, I proudly told him I was an

interior designer. He said "great," and gave me a retainer to begin refitting his yacht.

Keep in mind now, it was a Feadship. I soon found out that this meant it was the queen of all European yachts, built in Holland, but it really didn't matter because it was the first yacht I had ever been on. I will never forget how the captain laughed, while taking movies with his 8mm camera, as we tried to figure out how to get an oversized mattress on board and down the narrow staircase. Somehow, some way, I made it through the project, but it wasn't long after we had completely remodeled the interior that I found out that Evel was only chartering the yacht, with no intention of buying it!

I went back to school to pick up where I left off, but I soon received a call from the actual owner of the yacht. He hired me back to rip out everything we had done and make it look like I had never been there. By this time I had befriended the captain, Mike Anderson, a world-class professional who became a lifelong friend and who has introduced me to many people in the industry. The rest is history, as they say, except this wasn't the last time I was to work on this boat – but not for him. More about that in Part 2.

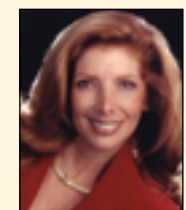
The Dawn of American Motoryachts

In the '70s, there was no such thing as yacht interior design, at least not as we know it today. Perhaps that's because there were no American megayachts, so consequently, there weren't any yacht interior designers to speak of. There were many large yachts built in the early 1900s, but yachting back then was associated with aristocracy. The shipyards that were building them soon began to build warships instead, out of necessity for our changing times. This continued for many years. Government contracts were far more plentiful and profitable. Before we knew it these big yachts were all but antiques.



Rise of Pleasure Boating ▲

In the '70s, there was no such thing as yacht interior design because there were no American megayachts.



WRITTEN BY
DEE ROBINSON



Carla Elena – 98' Broward (1985)
This interior set the industry on its ear and was a benchmark for those that followed.

PHOTO: THE CHESLERS



Dee Robinson Interiors – Foyer (1985)
In 1985, the foyer of Dee Robinson Interiors featured mirrored ceilings and walls, Novasuede sofas, multilevel edge-lit carved glass, and beveled mirror.



Lauderdale Lady – 72' Hatteras (1985) ▲
Gold, gold, everywhere, even in the silk florals! This is a boat that was brought in from the Hatteras factory and finished by the Fort Lauderdale dealership.

I did some work on a 165ft motoryacht in my early years, but it was built in Bath, Maine in 1931 so it was almost 50 years old when I got on board. I had no idea at the time that I would be almost 50 years old by the time I was given the opportunity to design a new 165ft yacht. The budget I was given to do the entire “fluff and puff” was not quite what I recently spent on silk floral arrangements for a new 150ft Trinity.

Attempting to follow any fashion trend of the time was out of the question on a boat this old and with inadequate funding. In fact, I remember the carpet was so cheap that in order to figure out which side was which, I told the installer to put the fuzzy side up. I don't know that there even were any trends back then. We were all just getting started. I did learn about staying on time and on budget, though... the hard way. These were lessons that have lasted an entire career.

The Rise of ‘Pleasure Boating’

Most of my projects to follow were on much smaller boats. I remember really getting into coordinating some earth-tone cushions and a piece of carpet for a 31ft Morgan sailboat. But by the late '70s the economy was slipping, and unemployment was climbing, including mine. What I thought was going to be a sterling career in yachts that started off with a bang slowed down to an occasional job here and there just as fast. Fortunately, this too would soon change.

Production-line vessels all had standard interior woods and fabrics. They really weren't large enough to have much in the way of loose furniture, so everything was done at the factory. Teak and mahogany were the woods of choice because they are known for their hardness and resilience to marine environments. Red, white, and blue nautical themes and plaids seemed to dominate.



PHOTO: MARTIN FINE

Goldfish – 62' (1985) ▲
This interior was done during the prime of “Miami Vice.” Style and color reflect this, along with the trend towards using a lighter wood.

Times Were Changing

By the early '80s we began to see the emergence of more and more American yachts in the 80+ foot range. It was the larger size that allowed the owners more space to do more to the interior including the introduction of “loose” furniture. Built-in settees made way for comfortable sofas. Shipyard-fabricated pedestal tables were replaced by the crafted manufacturers of residential furnishings that could be modified for yacht use. The wood, for the most part, was still traditionally dark, but we began to experiment with the use of mirrors all over. Mirror was the application of choice. It made the boat “look bigger.”

By the mid '80s they *were* bigger. If Mary Reed was the godmother of production boat interiors, I consider Gertrude Denison of Broward Marine to be the matriarch of custom yacht interiors in the U.S. The Browards were among the first American shipbuilders to bring exciting new contemporary ideas to American yachting. We all looked forward to the next one and the next. Their slick, swift exterior lines blew the competition “out of the water” and their interiors had a residential feeling



PHOTO: MARTIN FINE

Eyeball – 31 meter Diana (1989) ▲
Built for a French national. It was the least popular interior we did at the time because all my American clients thought it was “too dark.” I took the photos off the wall, but put them back up 10 years later – to rave reviews!

with all the amenities of home. Mrs. D, as she was called, is responsible for a long legacy of beautiful interiors that the rest of us wanted to emulate. There were, of course, the more traditional boat builders like Chris Craft and Burger, but the new look was attracting new buyers. *Shona Boy*, a 103ft Broward, was one of the first big boats to feature an edge-lit carved glass partition, a feature to appear on many more boats to follow. *Carla Elena*, a 103ft Broward that was one of the first to have a completely trendy interior, came out in 1984 and turned the industry on its ear. Custom became a commonplace word on a semiproduction yacht.

Ready for Change

We began to see the use of lighter woods like ash and maple along with painted surfaces. The Europeans were way ahead of us here. Susan Puelo brought her touch to Feadship in 1983 on *Circus II*, a 139ft motoryacht. Roy Sklarin traveled to Australia to perfect his disco look on *Night Crossing*, a 110ft Benetti design. Lucite and lacquer became very popular. Overnight, it seemed that yacht interiors took on a life of their own! No longer were we obliged to live with the dark woods associated with traditional yachts and stately sailing vessels. Symbolic marine fabrics with anchors, ropes, and flags became contrived looking. Red, white, and blue colorways made way for new colors like mauve. I always thought of mauve as pink with an attitude, but it was a soft color that men liked, and it paved the way for all kinds of options. We were all ready for a change in more ways than one.

“THE BROWARDS WERE AMONG THE FIRST AMERICAN SHIPBUILDERS TO BRING EXCITING NEW CONTEMPORARY IDEAS TO AMERICAN YACHTING”



Michael J - 58'
Hatteras (1987)
Master Head



Champagne Lady - 61' Hatteras (1986) ▲

This boat shows how we took the standard teak factory interior and lightened it up by covering it with upholstery and mirror. Note the use of indirect neon lighting.

"NEW PRODUCTS, LIKE ULTRASUEDE, CORIAN, AND AVONITE WERE EVERYWHERE. FIBER OPTICS, NEON, AND ROPE LIGHTING ADDED AMBIANCE. MIRRORED OVERHEADS MADE THE ROOMS LOOK EVEN BIGGER"

With a new administration, the economy had come back with a vengeance and people were buying and building yachts. In 1983 I took a position with Hatteras of Lauderdale as the director of design to expand my contacts and learn more about the industry as a whole, the technical applications, and the construction and build process. We delivered a dozen or so boats that all seemed to have a common thread. Let's call it a trend.

Customizing the interiors was becoming important to the customers, and the Hatteras factory could do only so much on the production line. This dealership began ordering their boats stripped out and we designed, fabricated, and installed entire yachts turnkey with a flare! Bronze mirror, lots of indirect lighting, beautiful marbles, and custom Lucite hi-low tables were in. Black and cream, cream on cream, and lots and lots of gold prevailed. We gold-plated everything from the door hinges and screws to the shower frames. What we couldn't plate gold, we painted gold. The silk florals were gold. The fabrics were gold. I even found gold toothbrushes. We used bronze mirror instead of the clear mirror because it was a little less garish and also because we used so much of it you could and did bounce off the reflections. To cover up the teak that was still being used by the factory, we bleached, painted, papered, upholstered, and mirrored it. After we got done doing all this, somebody came up with the idea of calling the look "understated elegance." I have never understood that expression. Frankly, I don't see anything understated about a yacht.

New products, like Ultrasuede, Corian, and Avonite, were everywhere. Fiber optics, neon, and rope lighting added ambiance. Mitsubishi-mirrored overheads made the rooms "look even big-

ger." We experimented with everything. Lots and lots of color was evident from fashion-generated jewel tones to the pastels of "Miami Vice." Our carpets were carved and inlaid with undulating patterns reminiscent of ribbons traveling throughout. Again, we thought it made the whole boat "look bigger."

Are you getting the idea? Until the American production yacht builders developed the engineering necessary to give us something bigger on the outside, it was our job to make them look bigger on the inside - or at least I thought so at the time. Every day was a challenge and the reward for meeting that challenge was the encouragement to continue. We were all learning and growing everyday. The 56ft motoryacht became a 58ft, which became a 61ft, which became a 65ft, which became a 72ft etc. This was the builder's job and it was the owner's job to keep up. We were all pushing toward building more 100+ footers so we could catch up with what the European market was offering.

While we were all anxious to have the production builders increase the lengths, some went the course on their own. There was a time when boats were being extended in the service yards. It scares me now to think about how we "added" extensions and cockpits. In some cases boats were sectioned and additions were added in the middle. We did some real "morphodites." Knowing now that size does matter, it can be successfully achieved only when integration of the systems and structure are professionally engineered to work together. I wonder how, in some cases, we pulled it off. It's kind of like with all that we know now and how little we knew then, how did we ever walk on the moon? Fortunately, the industry caught up with itself and sensibility finally overruled our anxiety for bigger boats.



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*Berlitz Complete Guide to Cruising and Cruise Ships, 2003



PHOTO: MICHAEL FINE

Rainmaker – 72' Palmer Johnson (1989) ▲
Light ash wood made a big difference in the interiors. Carved carpet, etched glass, and Ultra-suede were the norm by now.



Dee Robinson (1985) ▲
Dee Robinson in her office (1985). Note the use of peach mirror, carved glass, bird's eye maple, and metal laminates.

To charter any yacht in this issue of YV&C, please contact any of the recommended charter brokers listed on page 8

About the Writer

Dee Robinson (www.deerobinson.net) has enjoyed a colorful career, refitting and designing luxury yacht interiors for more than 25 years. She has delivered more than 150 yachts, several of which were for repeat clients. She recently expanded her work in the U.S. market by taking on commissions in China for the Cheoy Lee Shipyard. When Dee is not designing yacht interiors, she often does residential interiors – or agrees to write magazine articles. In her "spare time," Dee enjoys spending time with her husband in their mountain retreat – or riding their Harleys. He has a Road King, and she rides a Fatboy. Dee says, "Even after all these years, it's a pastime that I enjoy and one that I can share with my husband. I arrived at my first job on a Harley and I'll probably leave my last one on one too."

dee@yachtchartersmagazine.com

The Industry Takes Off

Most of our clients grew up with us. Many of them have done numerous projects with us as well. One of them started out with a 53ft Hatteras and kept growing until achieving the Yacht of the Year award for a 150ft Trinity. It's not to say that some yachtsmen don't start out big, but it has been my experience that our most knowledgeable clients have worked their way up through the ranks along with the designers, builders, and contractors. They know what they want, and they know what works for them and we respect that. Along with this familiarity and mutual respect comes the trust.

We never had any aristocracy or royalty on our clientele list. For the most part, our clients have all been extremely hard-working venture capitalists, developers, and businessmen who have a passion for life. They work hard, live hard, and play hard. I don't think some of them even sleep at night. It's full bore, all ahead full throttle, and that's what they consider to be fun in life until they get to take a break on their yacht and regenerate their mental and physical fuel tanks to go at it again.

A friend of mine, Robert Perrotti, who started out as a carpenter for Broward Marine and is now the president of Hollywood Millwork, once said "...to be in yachting, you've got to love it and be a bit crazy." I don't think I know an owner, builder, or contractor that isn't just a little bit nuts to be involved in a business that Murphy's Law was written for. If it can break, crack, slip, fall off, not fit, tear, or just plain wear out, it can and will on a yacht if you don't know what you're doing. Sometimes I wonder how life as a "condo commando" would have been, but then I shrug it off because the people I've met, the friendships I've forged, and the experiences I've had through the years are truly priceless.

In 1985 I left the dealership to go back out on my own. With the help of a venture capitalist, Peter Kugler, and my husband, Phil, I started up the business that we have today, Dee Robinson Interiors. Because I had come out of a corporation, I could not claim any of the boats I did for them in my portfolio. The closest thing we could do was decorate our showroom in the décor trends of the day. It helped that Peter bought the building that our office was in because it came with a dock out back and we could bring our jobs right to our back door.

By the time we got through redesigning our office, there was mirror on the walls and ceiling and lots of carved glass that was edge-lit with neon. The carpet was carved and it was infused with fiber optics. The furniture was upholstered in Novasuede. My desk was peach bird's-eye maple with gold, copper, and silver accents. I also had two big, black carved mirror cats behind my desk, mounted on peach-colored mirror. This is the only feature that I still have in my current office. Even the conference room was in vogue with an Alcan ceiling and a combination of bronze mirror and upholstered walls. The table was carved glass, of course and the colors du jour were peach, teal, raspberry, and black. For

some reason, nobody noticed that there weren't any pictures of yachts on my office walls. They were too busy asking if they could refit their yacht with many of the features that were in our office. It worked and we took off again, but this time it lasted.

One of the boats I did a refit on during this time was *Protocol*, an 85ft Broward that was featured on "Miami Vice." Sonny Crockett did an undercover drug deal in the main salon. When Don Johnson came on board for the shoot, he used one of our handpainted pastel throw pillows to prop himself up while sitting on the Ultrasuede sofa. It was when he put his feet up on the Lucite cocktail table that I got a bit feisty. I wanted to say something, but the grip convinced me not to. It's a good thing he didn't mess with my Tivoli lights and beveled mirrored strips in the stairwell!

It was a time of excess and the yachts were no exception. The industry was growing by leaps and bounds. There began to be so much work on the yachts that good vendors began to specialize. We needed soft décor specialists who could make window treatments and bedding to fit odd-shaped spaces; carpet installers who knew they couldn't nail tack stripping to a deck on top of a fuel tank; and mirror installers who figured out how to polish and seal the edges so they wouldn't turn black from salt exposure. The list goes on to include electricians, carpenters, and furniture makers too. Many of the same people I learned with still work with us today and I credit much of our early success to them. Their skill and ingenuity made us look good.

I think that was about the time I noticed we had a special listing in the Yellow Pages. Designers like Susan Puelo and Paola Smith had earned well-deserved reputations as yacht divas of design. While they were specializing in new construction, primarily in Europe, I was very busy in the Florida boatyards doing refits of all shapes and sizes. I wouldn't trade those early years for anything in the world. It took more than a decade of tearing things apart and rebuilding them over and over again to learn what to do given the opportunity to design a yacht from scratch. I knew I was part of something much bigger than myself that had unlimited potential for growth and development – the American yachting industry.

By the early '90s the craftsmanship, materials, and quality control had skyrocketed. 100+ foot American yachts were commonplace. We all thought we could do anything... and we did. There was another trend coming soon, though that would completely change the look of yacht interiors again, full circle.

In Part 2, I'll take you through some of our extreme makeovers of the early '90s and into the millennium of new construction that has placed the American yachting industry in competition with the world's best. **W**

In the Next Issue, Part 2:

*Trends in Yacht Interiors: the '90s-2000+;
Designing for Charter Yachts*

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Third International Yachting Symposium



Poros, Greece 2004

An impressive array of more than 50 Greek-flagged yachts made for an enjoyable show.

It was a picture postcard morning on the island of Poros, Greece. The only sound breaking the silence was the chiming of the clock tower high on the hill, standing watch over the harbor below. The villagers were making their way into town and the shops

and tavernas were beginning to open. The first ferry from the mainland would arrive shortly and the island would once again bustle with activity.

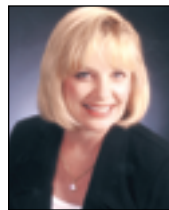
But this was no ordinary morning. In fact, nothing about the last few days had been "ordinary." The Third International Yachting Symposium had filled the quiet harbor of Poros, Greece to capacity with an incredible display of Greek-flagged yachts. The crews, the owners, and private yacht brokers from all over the world had invaded the tiny island of Poros. Tavernas were overflowing, the Internet cafes were humming, and the nightlife kept bar owners busy until the predawn hours of every morning.

But the week wasn't just about parties. Brokers that specialize in chartering private yachts had come to the show to see what Greece might have

to offer their special clients. They were not disappointed. In fact, most were overwhelmed by both the quantity and quality of the yachts and their crews. This was the most impressive collection of Greek charter yachts ever assembled in one place for one show.

The show began on a beautiful Sunday morning with temperatures in the low 70s and an abundance of sunshine. Even the weather was absolutely perfect. The yachts were impressively lined up along the harbor wall and the registration tent was opening its door. There were a couple of minor glitches such as registration at 10a.m. but no viewing of the yachts until 6p.m. However, most yachts were glad to welcome brokers aboard during the day so all was not lost.

There were more than 50 yachts – many of them built within the last two or three years – ranging in size from 50ft to more than 150ft. For those searching for a true megayacht, there were drawings and photos of two super megayachts measuring more than 270ft that would soon be available.



WRITTEN BY
REBECCA RILEY

About the Writer

Rebecca Riley is president of Paradise Yacht Charters, Inc., and has been in the yacht charter business for almost 15 years. She loves traveling to new and unusual destinations and finding great locations for that "perfect" charter. (www.paradiseyachtcharters.com)
rjrmill@yachtchartersmagazine.com

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GREEK YACHT SHOW

OMEGA

One of these megayachts, *Omega*, is shown here. She features 16 staterooms accommodating 32 guests. She has three tenders, five jet skis, two windsurfers, snorkeling and diving gear, and numerous toys. To relax and recover from all the activities she has to offer, there is also a gymnasium, spa, yoga and pilates studio, beauty parlor, massage parlor, plus indoor and outdoor Jacuzzis. She is available at a rate between \$455,000 and \$525,000 U.S. per week.



PRESIDENT

I began the show by visiting the sailing yacht *President*, a lovely 55ft yacht built in 2002 with three nice-sized and immaculate staterooms. Her rate is between 10,500 and 12,500 euros per week (July and August being the more expensive months). A wonderful smiling crew was eager to show me around and as we said goodbye they handed me a bottle of their own private-label wine. Yes, this was definitely going to be a great show!



ERATOSTHENES

Eratosthenes was docked next to *President*, and with amazing photos of the yacht underway completely covered in ice, I had to visit with this daring captain and get the full story of why on earth they were out in such horrid conditions! It seems the yacht was completed in the middle of winter and – like most boys with their new toys – being anxious to take possession, they were willing to take delivery under any conditions to get her in the water and



underway – even if the temperature was below zero! *Eratosthenes* is a new 112ft Swan with every piece of modern electronic equipment possible. She has Internet access throughout and in every stateroom, plus a full range of communication devices to help you “keep in touch” if you feel you must. She is a magnificent sailing yacht with literally all the comforts of home and a truly remarkable crew. With only three staterooms you can imagine the spaciousness of the cabins and common areas. She is absolutely stunning – even with icicles hanging from the mast!

MATINA

No yacht show in Greece would be complete without at least a few motor sailers such as the beautiful *Matina*. A brand new addition to the Greek motor sailers, *Matina* offers luxurious space to her guests. She has six almost identical cabins – each with a double and a twin bed. She accommodates six couples comfortably – or can accommodate up to three guests per cabin for a total of 18 guests. Her super wide 30ft beam gives everyone lots of space and ensures a stable and comfortable cruise. Her fabulous deck area offers individual sunpads for everyone and her main saloon is the perfect gathering place after a day of fun in the sun. *Matina* charts at a rate of 37,800–42,000 euros per week.



Throughout the show there were special events welcoming the participants of the Symposium to Greece. The mayor of Poros, Mr. Spyros Spyridon, gave a special welcome to everyone in the marina, then led a procession through the streets, shaking hands along the way with yacht captains and owners, expressing his thanks for their attendance at the show.

The new Greek Minister of Tourism, Mr. Dimitris Avramopoulos, made a special appearance at a welcome dinner held at the Naval Academy in Poros. He expressed his government's support of the business of tourism and wanted to show his support of the yachting industry by personally coming to this event and welcoming each and every participant. The new government has shown tremendous support for tourism and has recognized the importance of the industry. This was wonderful news for all the participants of the show. With support like this from the central government, we expect continued growth in yachting and other tourist venues in Greece making it an even more desirable destination in the future. His speech was followed by an incredible buffet featuring fabulous local dishes along the water's edge on the grounds of the beautiful naval academy. It was the perfect ending to a perfect day.



WHITE KNIGHT

It was now Thursday morning and the show was over. I was sitting on the Jacuzzi deck on the top of the 153ft motoryacht *White Knight*, coffee in hand, enjoying the bird's eye view of the harbor. The chiming of the clock tower was the only sound breaking the silence.

Then it started: “ka chink-chink-chink-chink-chink-chink-chink.” The peaceful silence was being broken as one by one, the magnificent yachts that had lined the docks in Poros for the last four days started to raise their anchors and slowly edge their way out of the harbor. My *White Knight* sailed out of the harbor leaving the peaceful island of Poros behind us. A sense of sadness at the end of such a wonderful few days was coming over me when the captain of my *Knight* in shining white armor promised he would be waiting to bring me back again next year. ☺

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Yes, we are Lesbians!

Lesbians. { Citizens of the Greek Island Lesbos } Located in the Aegean sea.

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VERNICOS YACHTS

JOURNEY TO JUNEAU



WRITTEN BY
CHRIS AND CATHERINE HADEN

A CLASSIC TRAWLER WENDS ITS WAY THROUGH SOUTHEAST ALASKA

Guests on *Ursa Major* enjoy close encounters with wildlife, breathtaking vistas, and fresh-caught evening meals.

When we first spotted *Ursa Major* in Sitka's New Thomsen Harbor, we knew we were in for a special week. At 65ft in length and 20ft in beam, the trawler gave the impression of a small ship. She looked like she could girdle the globe on a whim. All we wanted of her was to carry us gently through the maze of waterways typical of southeast Alaska and wind up in Juneau at week's end. Good food, good companionship, and unequalled scenery were on our list of expectations. *Ursa* delivered on all counts.

We were doubly excited to be on this trip because not only was it our first time in Alaska, it was also our first crewed yacht charter. Although we had bareboated through the San Juan Islands and had lived aboard our own *Grand Banks 48* for a number of years, we had never heard of crewed yacht charters in Alaska. We thought the only way to see Alaska by water was from a cruise ship and that didn't particularly interest us.

We arrived in Sitka the day before departure and the crew were still busy cleaning up from the past week and bringing aboard provisions for the next. We decided to stay out of their way



PHOTO: GARY LUHM



Cruise Ship Alternative

Joyce Gauthier claims she was only looking for a place to store her kayak when she found herself caught up in an escalating chain of events that eventually led to ownership of *Ursa Major*. However it happened, she obviously loves the boat and is passionate about the Alaskan crewed charter yacht business. She has gotten together with several other boats involved in the trade and formed a loose consortium dedicated to marketing an alternative to the cruise ship experience. The group maintains a Web site at www.alaska-charter-yachts.com. This site provides general information on Alaska and links to the various boats involved with the group. If you are contemplating an Alaskan crewed charter adventure, this would be a good place to start.

so we dumped our gear in our cabin and headed out to see the sights of Sitka.

After our self-guided walking tour of Sitka and a pleasant dinner, we returned to the boat and met our host. Joyce Gauthier is a Seattle physician and owner of *Ursa Major*. We settled into the comfortable main saloon and discussed the upcoming trip. We learned that Eric Stromme would be the only other guest aboard. Eric is the president of Baidarka Boats, a Sitka kayak outfitter, and an avid fisherman. He would board in the morning. We slept well in anticipation of departure.

It wasn't yet 8:00 am when we cast off. The day was new and clean. Mt. Edgecumbe sat in perfect conical symmetry to the west. It had been 9,000 years since the volcano erupted, but Eric told us a tale of one Sitka resident who had spent the winter hauling old tires up to the crater of the volcano. On the first of April, he set fire to the pile, giving the impression to those in Sitka that the volcano was erupting. Everyone thought it was a great April fool joke. We concluded that some people in Sitka seemed to have a lot of time on their hands in the winter.

We made our way through a very placid Olga Strait, passing the occasional whale, sea otter, or porpoise. The big Caterpillar D353 diesel that drives *Ursa Major* just clicks over at a leisurely 800 rpm at her intended cruise speed of 8.5 knots. Vibration and noise were at a minimum.

We loafed in the pilothouse, pestering Captain Ron Miller about the boat and the scenery and the name of this or that mountain or cove or passage. No doubt Captain Ron was thinking of putting us in the skiff and towing us astern when the most delicious aromas rising from below overcame us. Chef Patrick Brown was hard at work in his tiny galley and he was making magic. We followed our noses down below to see what was up.

Lunch consisted of exquisite halibut cakes and German potato salad. Then First Mate Cami Cash, Joyce's sister, held us down and forced us to eat snickerdoodles for dessert. Well, maybe that's a bit of an exaggeration, but however it happened, we ate our fair share. The sugar cookies brought back childhood memories of campfires and cookouts and friends now lost in the mists of time.

In early afternoon, we lowered a set of shrimp traps over the side in 45 fathoms of water. We then eased around a nearby headland and into Ficke Cove, our anchorage for the night. Once Captain Ron was satisfied we were firmly attached to the bottom via our anchor, the skiff went over the side, and crab traps were set. Now we had only to wait for Mother Nature to fill our shopping baskets.

It was downright hot once we stopped moving. Eric put his kayak in the water for some fishing and Joyce joined him in the skiff. The rest of us found some shade and relaxed, hoping for a glimpse of a bear along the shoreline. The tide

"FROM TIME TO TIME CHUNKS OF ICE FELL FROM THE GLACIER SENDING CANNON-LIKE BOOMS RICOCHETING OFF THE CLIFFS"

was out and a great deal of the sea bottom was exposed. This meant the table was set for hungry bears, but none appeared. The consensus was that it was just too hot for them.

The sun eased behind the surrounding hills, bringing relief from the heat and it was time for dinner. Chef Patrick served up lingcod, penne pasta drenched in garlic butter, broccoli, French wine and, finally, key lime pie. We began to suspect this man had no mercy. If this kind of abuse continued, we would need assistance to get off the boat by the end of the cruise.

The next morning we pulled our traps and they were full. Chef Patrick was grinning in anticipation. The man was a fiend!

That morning we passed through Peril Strait. This name has nothing to do with any nautical dangers in the area but rather commemorates an incident that took place here in 1799. A party of hunters feasted on mussels and suffered paralytic shellfish poisoning. Some accounts say as many as a hundred of them died.

Next stop was Warm Springs Cove at the tiny community of Baranof. Actually, tiny may be too grandiose a word to describe Baranof. A handful of cabins cling to the hillside next to a spectacular waterfall that empties into the cove. There's a store there, but when we went up to the door, it was locked. The sign said something to the effect that "Sometimes we're open and the rest of the time we're not."

We hiked the trail up the hill to Baranof Lake,

about a mile away. Fly fishermen were working the outflow with good success. Along the way, we stopped to inspect a couple of the hot springs that bubble up next to the creek. The hot springs give the cove its name and also provide the visitor with an opportunity to "take the waters" with a distinctly Alaskan flair.

Hot springs water is piped down the hill to two shelters built overlooking the cove. These shelters essentially have no back. Inside sits a galvanized soaking tub (some might refer to it as a horse trough) that can be filled with the hot springs water for your enjoyment. As you soak, you get a great view of the cove and the boats tied at the dock. Since the view goes both ways, those who feel a bit shy can pull a curtain across the opening and soak in private.

The morning catch of crabs and shrimp showed up for dinner that evening, along with French bread, drawn butter, salad, and wine. Then we were forced to eat ice cream with an assortment of toppings for dessert. Joyce treated us to some of her fine videos of Alaska after dinner, but with all the culinary abuse, we were a difficult audience and retired early. We were lulled to sleep by the sound of the nearby waterfall.

Next day in Frederick Sound, Captain Ron spotted humpback whales bubble feeding in the distance. The whales, about five of them in this case, swim around a school of fish in ever decreasing circles blowing bubbles. When the fish are packed tightly together, the whales rush up through the

middle of the school, huge mouths agape, and capture their meal in an explosion of white water and confusion at the surface. Unfortunately, they finished their meal before we got close enough for photos, but the sight is indelibly etched in the album of my mind.

A short time later, we stopped to fish. Before long, everyone was catching halibut. Everyone but me, that is. I got two heavy strikes but over horsed them both and lost them. Halibut have tender mouths. Cathy's touch was much better for this job. She landed a 17-pounder, the biggest fish she had ever caught.

We anchored at a small group of islands called The Brothers. Nearby is a haulout point for Steller sea lions. These are big animals. Males can be over 10 feet long and are larger than any Alaskan bear. We took the skiff out to visit them from a discreet distance.

As we approached the rookery, what we thought was a large engine of some kind turned out to be the incessant roaring of the sea lions squabbling over patches of dry real estate on the tiny islet. More than a hundred of them crowded together here. They were bobbing and weaving like prizefighters, seizing whatever momentary advantage they could in a world that shows little patience with the weak.

Upon our return, we found Chef Patrick had been busy in our absence. "Halibut," he informed us, "is the tofu of the sea. The flesh is so mild that it takes on the flavors of whatever it's prepared

When You Go...

Here are a few ideas to help enhance the experience.

1. If you are traveling by commercial aircraft, try to plan at least one day ashore on both ends of your charter. This will help prevent a sense of being rushed.
2. Weather in southeast Alaska can be a fickle companion, even in the summer. On our trip we went from shorts and T-shirts to foul-weather gear in the space of a single week. Much of the area averages nearly 100 inches of precipitation a year, so pack for it.
3. Include a sturdy pair of shoes or boots in your kit. Hikes ashore are a major part of the enjoyment, but without proper footwear, the pleasure can be compromised.
4. If you are using a film camera to record your adventure, take twice as much film as you think you'll need. Film will be the cheapest part of your vacation, but not getting the photos you want will be disappointing. If you are using a digital camera, take along extra memory media or a laptop to download each day's shots. Extra batteries are a must. Once you leave the dock, you won't likely see any place to restock until the trip is over.
5. Be sure to communicate with your charter operator before you arrive. They will provide you with valuable information about what to bring and what to expect. Let them know if you have any special dietary needs or desires. They aim to please.
6. Bring along a notebook and keep a journal of your trip. Write in it each day. You'd be surprised how quickly you lose track of time and space in Alaska and you'll have a hard time wowing your friends with the story if you haven't recorded the details as they happened.





Fresh Seafood ▲

The morning catch of crabs and shrimp showed up for dinner, along with French bread, drawn butter, salad, and wine.



Wildlife Abounds ▲

A humpback whale rushes up through the middle of a packed school of fish, huge mouth agape, and captures its meal in an explosion of white water and confusion at the surface.

To charter this and any yacht you see in this issue of YV&C, please contact any of the recommended charter brokers listed on page 8.

About the Writers

Chris and Catherine Haden are avid boaters who have owned a succession of boats, and have also chartered bareboat in the San Juan Islands and cruised the west coast extensively. They are the authors of the *Guide to Northwest Marinas*, published by the Atlantic Cruising Club, and are currently working on the *Guide to California Marinas*, by the same publisher, due out in 2005. chaden@yachtchartersmagazine.com

with.” He then produced probably the best meal yet. Fresh halibut in Newburg sauce with fresh crab on top, Yukon gold potatoes with butter, buttered green beans, a salad, and focaccia graced our plates. Bananas Foster provided the perfect finish.

The next morning we awoke to fog and a light drizzle. No worry. *Ursa Major* is equipped with all the modern navigation tools necessary to deal with such problems. By mid-morning the rain diminished and the fog broke up.

We passed Sumdum Glacier, the world's largest icefall and entered Tracy Arm. The water turned green. Captain Ron explained that the color was due to the amount of fresh water and glacial silt in the Arm. We would see soon enough why the air had turned cooler.

Tracy Arm overwhelmed us with its size and the incomprehensible forces that created it. It is essentially a very deep valley, carved by the glaciers and now largely filled with water. The depths here can run over 600 feet. The river of ice that carved this valley was monumental. As it passed, it left side canyons “hanging” far above the new floor of the valley. Waterfalls from the hanging valleys decorated our passage like lace curtains. Huge cliffs soared over our heads. Improbably blue icebergs carved into fantastic shapes by wave and wind paid us no heed as we slid past them.

Two glaciers empty into Tracy Arm, North Sawyer and South Sawyer. A near-solid layer of bergie bits usually blocks the approach to South Sawyer Glacier. Although these little icebergs don't look very threatening, Ron explained that because glacial ice is so compressed by its passage through the mountains, it is extremely heavy. Collision with even a relatively small berg can have serious consequences for a boat.

North Sawyer was more inviting. Relatively few bergie bits floated in the approach and we moved in for a close look. Joyce and I launched



the skiff while Eric took to his kayak. From the skiff, *Ursa* looked small against the mass of the glacier. If *Ursa* looked small, you can imagine how we felt in the skiff. From time to time chunks of ice fell from the glacier sending cannon-like booms ricocheting off the cliffs.

Back aboard *Ursa*, First Mate Cami got out the landing net and went ice fishing. She soon scooped up enough glacier chunks to restock our ice chests. After that, we turned and retraced our steps back down the Arm. The cruise ship *Norwegian Wind* passed us, headed up toward the glaciers. I wondered just how close it would get. There isn't much room at the glacier face for a ship that large.

We found No Name Bay, at the mouth of the Arm, and anchored in the pleasant little cove. This was our last night on the boat. Tomorrow we would reach Juneau and begin the trek back to our homes.

As I sat on the deck, enjoying a 12-year-old scotch with bits of 12,000 year-old ice in it, a solitary bear wandered out of the woods. The bruin picked up a dead fish from the shore and carried it back into the forest. He had paid us no attention at all. Alaska would carry on without us when we were gone.

As I sipped my drink, something looking like the Manhattan night skyline hurried past in the dark. It was the *Norwegian Wind* heading for its next port. I thought of the passengers and reflected on how different their Alaskan experience was from ours. As the cruise ship disappeared, a small pod of orcas glided past the cove. I sucked at the ice in my drink, knowing Alaska had changed me forever. ❧

Information: *Ursa Major* can be chartered for 4–6 guests at a rate of \$16–18,000 per week. It is occasionally booked on a per cabin basis. Contact: *Ursa Major Charters*, 206-310-2309 info@myursamajor.com www.myursamajor.com

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Jamal

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No matter where you choose to drop anchor you will enjoy your favorite water sports. You can choose from kayaking, skiing, snorkeling, bicycling, hiking and fishing. Drop the crab and shrimp traps, go ashore and pick oysters or dig a few clams and get ready for the freshest seafood ever. As your day comes to a close, sit back and reminisce about the day's activities while an outstanding, versatile chef prepares a gourmet feast created especially for you.

The *Jamal's* luxurious accommodations include a large salon and a spacious sky lounge with wet bar. For your comfort and privacy choose among two king-size staterooms and two large double staterooms, each with en suite baths.

Cruises can be tailored to your specific needs by the day, overnight, or for extended vacations.

– SPECIFICATIONS –

Builder.....Hatteras
Length.....75'
Beam.....22'
Draft.....10'
Cruising Speed.....8.5 knots
Number of Guests.....6-9
Number of Crew.....3-4
Charter Rate.....from \$21,000/wk
Cruising Destinations.....
Pacific Northwest (winter)
Pacific Northwest/Alaska (summer)

– AMENITIES –

Satcom • Satellite T.V. • CD Player
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Escape from Cancún

Seaside Walking Path
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Cancún in the distance

PHOTOS: JAY MATUSOW

Just seven miles NE of Cancún, the tiny island of Isla Mujeres is a world away



WRITTEN BY
JAMIE MATUSOW

Isla Mujeres is a perfect Caribbean stopover when exploring the Yucatán and Central American coast, but the real draw is its laid-back attitude.

On a recent trip to Isla Mujeres, I wasn't sure what to expect other than a very small island (only 5 miles long by about 1 mile wide) off the coast of Mexico, known for its sparsely populated palm-fringed beaches and crystal-clear aquamarine waters. What I found was a favorite destination for a small group of yachtsmen who intend to keep it quiet as long as possible. What's more, Isla (as it is fondly referred to) boasts a world-class marina and shipyard.

What's the Attraction?

One evening we viewed a spectacular sunset on a pier overlooking Bahía de Mujeres surrounded by small colorful rowboats, larger weathered

fishing boats, a few high-end cruisers, and a 100ft motoryacht. I asked the yacht crew why they had come to the island.

"Don't tell anyone," one crew member giped. "We want to keep it a secret."

When pressed, he admitted, "The owner loves to bring guests down here. He has a fishing boat here too. And no exaggeration – you can catch sailfish all day long!"

Sportfishing makes Isla a popular destination, but unlike other Mexican resorts that were formerly fishing villages, there are no high-rise hotels, glitzy clubs, fashionable boutiques, cruise ships, or five-star formal restaurants – and that's the true beauty of it. Across the bay in Cancún you'll find McDonald's, Friday's and Chili's, but the

closest you'll come to a fast food joint on Isla is a tacqueria or tortilleria. In fact, except for the downtown area, which is just four blocks wide, Isla retains the charm of a small fishing village.

That's why once you settle in to the easy unassuming lifestyle, you may not want to leave. According to Pierre Sanchez, dockmaster and director of operations of the marina and shipyard at Villa Vera Puerto Isla Mujeres Resort & Yacht Club, one of the few high-end properties on the island, many yachts stay in Isla for several months. "Isla's been a sportfishing destination since about 1974," he says. "The fishing is great year-round, especially for sailfish and white marlin."

Sanchez says the area started attracting more large boat owners around '93. Touring, diving, and snorkeling trips increased due to several large coral reefs and the island's proximity to Mayan ruins and the Yucatán. "But," he says, "Isla's potential as a charter destination has not yet been realized."

Many boaters use it as a home port, says Sanchez. For others, it's the perfect stopover on the way from Ft. Lauderdale or the Bahamas to Belize. The full-service marina, in a naturally protected harbor, accommodates boats from 30–180ft, and there are plans to expand. The adjacent shipyard even offers a 150-ton Travellift if your boat needs to come out of the water for painting or refit. If you want to get your "land legs" back, there's a luxury hotel on the same hidden saltwater lagoon property as the marina. It features villas, suites, three swimming pools, a gourmet restaurant, and a pool bar.

The resort's shuttle service will whisk you to their private beach club or across the bay to Cancún in just 15 minutes if you feel the need for shopping, dining, or nightlife on a grander scale. Or, hop on a moped and see what Isla's all about.

Exploring the Island

Bright-red taxis, golf carts, and mopeds are the three transportation choices on the island. We chose a moped and felt a little like we were taking our lives in our hands as no one on the island wears a helmet and you don't even need a license to rent one of the scooters! But the risk seemed worth it as we took in the breathtaking scenery along the coastal road (basically one road runs around the island so you can't get lost). We also marveled at the local Mexican families we passed. Often we would see a husband and wife and one or two babies all squeezed on one moped along with a bag of groceries or laundry – which made the lack of a helmet seem minor! We just prayed that no one hit a bump in the road (of which there are many).

Although you can walk to many places on Isla, once the sun is up it gets quite hot, and a moped provides cool relief. Either way, start the morning by heading to Playa Norte, a fine white sand beach where you can relax under the coconut palms and swim in water that's clear as far as you can see. The water is so calm and shallow, it seems as if it would be possible to walk to Cancún, which looms in the distance across the Bahía de Mujeres (Bay of Women). It's easy to while away the hours on Playa Norte, gazing out at the beautiful spectrum of blue water, occasionally interrupted by vendors tempting you with fresh fruit, pepitas, pareos, or a snorkeling excursion.

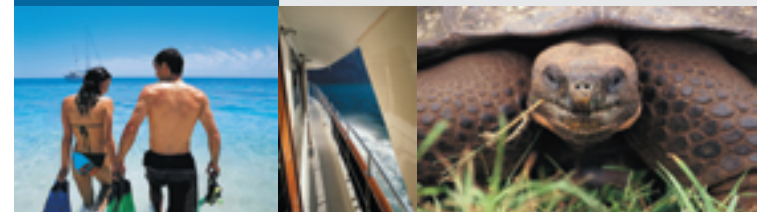
When you need a break from the midday sun, walk a few steps to one of the beachside restaurants to enjoy seafood nachos or grilled snapper under a shady palapa. Margaritas are especially good when sipped at the sandy-floored beach bars while perched on wooden swings.

Noon is also a good time to hop on your moped and take a short ride into the island's only real town, El Pueblo. This is where the ferry terminal is located and where all the action (if you can call it that) lies. The streets are lined with Caribbean-colored clapboard and stucco houses, the usual Mexican souvenir shops, and a variety of open-air restaurants. And of course there are the ubiquitous kiosks manned by locals hawking fishing, snorkeling, and scuba outings; golf cart and moped rentals; and trips to El Garrafón National Park (El Garrafón, an underwater coral reef is highly overrated by the way, and was not worth the trip!).

However, you need not enter the park, itself, to enjoy all that Punta Sur (the southeastern part of the island) offers. A magnificent seaside path,

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Caminos en la Orilla del Mar, winds around the rocky cliffs that form the eastern tip of the island, past caves and dugouts furnished in some cases with chairs and palapas. Cancún is once again visible across the way, and at the very tip of the land lies Santuario Maya a la Dosa Ixchel (Sanctuary of the Goddess Ixchel), a Mayan ruin and the clue to where the island may have gotten its name.

Isla Mujeres means Island of Women and one possible explanation is that the ancient Maya came here to worship Ixchel, known as Lady Rainbow; God Mother; wife of Itzamna the Creator; Madam of the Sea; Goddess of the Moon, Patroness of Weaving, Childbirth, and the Art of Medicine. Quite a woman! Another theory is that when Hernández de Córdoba landed on the island in 1517, he spotted stone idols of women along the coast. Most likely Isla was a mecca for women praying for fertility.

Although Hurricane Gilbert destroyed much of Ixchel’s site in 1988, it has been partially restored and is a beautiful vantage point with an incredible panoramic view. Arrive early in the morning and you’ll be the first person in Mexico to see the sunrise, as it is the easternmost tip of the country. The upper part of the trail passes through an outdoor sculpture garden filled with the works of many Spanish artists set amid scrub and cactus and kept company by iguanas and lizards of all sizes.

You can then head back toward town or North Beach via the wilder, northeastern side of the island, passing many beaches with water too rough for swimming, but perfect for shelling. There’s even a house shaped like a giant conch shell! Or as the day cools off, you may want to



Hidalgo Street ▲

Shops and eateries abound in Isla’s only town



Bahía de Mujeres ▲

Colorful fishing boats share the dock with megayachts

head for the malecón, a type of paved boardwalk popular in many Mexican coastal towns. On Isla, the malecón runs along the windward side, providing little in the way of swimming, but offering magnificent vistas. Here you’ll see dozens of fishermen’s shacks next to new construction creeping in. It’s hard to imagine that some of the sites that have turned to rubble are now valuable real estate – but all you need to remind you is the spectacular view! The malecón is also very popular at about 6am for an early-morning run or walk before the day gets too hot.

Another malecón runs along Isla’s western side, along Avenida Rueda Medina, where the ferry terminal is located and where there’s more activity all day. Daytrippers arrive from Cancún for lunch and shopping in the small downtown, and often frequent the several outdoor sandy-floored restaurants that feature the many catches of the day.

Dining Out and Shopping

The town offers many dining choices from Mexican (of course!) to French, Asian, and Italian. In the evening, when the daytrippers from Cancún have departed and Isla’s tranquility settles in, tourists staying in the few family-owned hotels on the island stroll around the small downtown browsing at menus, mingling with local families out for a walk in the cool evening breeze. There’s no need for dinner reservations or thoughts about dress code. When something strikes you, grab a table, and enjoy the people-watching as you dine.

Try Rolandi’s Pizzeria, one of the island’s most popular hangouts, known for their lobster calzones and brick-oven pizzas with exotic island toppings, and don’t fail to order the homemade coconut ice cream with mango and nuts – I want to go back just for that! Take another evening to head over to Palateria Y Neveria La Michoacana for a local woman’s dazzling display of fresh fruit ice creams that include strawberry, mango, banana, and papaya. Rolandi’s sister restaurant, Casa Rolandi, is a cab ride away, but offers fine dining and a view of the Caribbean. Fresh fish tacos are a real treat at El Sombrero de Gomar, and it’s evident that the broiled lobster at Bistro Francais was caught the same day. Mañana Bagueteria has great hummous, salads, and sandwiches, not to mention iced cappuccinos! And if you’re having Starbucks’s withdrawal, there’s also Aluxes Coffee house right down the street.

Before or after dinner, you can explore the many souvenir shops and bargain with the vendors who work hard to lure you in to see their goods. Most sell the typical Mexican blankets, T-shirts, cotton clothing, hammocks, masks, pottery, and silver, insistently offering you “the best price, amigo” which is always at least 20% higher than they’ll settle on. A few shops offer higher quality merchandise. Galeria de Arte Mexicano has a fine display of better crafted, painted pottery from artisans known throughout Mexico. They also have an array of alloy (40% silver and nickel) serving pieces and picture frames, and an extensive selection of Mexican handcrafted silver jewelry. Plateria Artesamias Lety offers more silver jewelry than you can imagine. The finest jewelry on the island can be found at Rachat & Romero, Isla’s largest store by far which, as the saleswomen revealed, is part of Van Cleef & Arpels. There are actually two large stores across the street from each other; one carries sterling, the other gold and quality gemstones.

Should you need provisions, there’s a well-stocked supermercado and a hardware store in town. There’s even a small airstrip.

For a tiny island, Isla Mujeres has a lot to offer, but most of all, it provides a perfect blend of water sports, local color, natural beauty, and a casual attitude.

Sorry, but I just couldn’t keep it a secret... and I can’t wait to return! 

To charter a yacht in Mexico and any yacht you see in this issue of YV&C, please contact any of the recommended charter brokers listed on page 8.


About the Writer

Jamie Matusow is the executive editor of *International Yacht Vacations & Charters Magazine*.

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Dutch Treat

From day trips on a river in the Netherlands to luxury crewed charters in the Mediterranean, *Jaguar's* creative owner/operators have built their business by doing everything from designing the boat to hand-picking the crew. Their grandest project yet is scheduled to launch by next spring.

Personal touches by this husband and wife team from the Netherlands contribute to *Jaguar's* cozy appeal



PHOTOS: TED FITZGERALD

Owner/Operator Couple ▶
Jan Verkerk and Claudia Rijntjes aboard their yacht *Jaguar*



WRITTEN BY
JAMIE MATUSOW

When Claudia Rijntjes left her job as manager of a well-known restaurant in the Netherlands, the owner remarked, "Oh, she wasn't cut out for this business anyway; she isn't dedicated." As it turned out, she couldn't have been more wrong. Twelve years later, Claudia, a striking, genteel woman in her early thirties, and her husband Jan now run a highly successful charter business aboard *Jaguar*, a 125ft Zaandam "gentlemen's yacht." Claudia is the general manager and Jan is the captain. In fact Claudia left the restaurant job to join Jan in his charter business, and says laughingly that her for-

mer boss's comments were made because she was sorry to lose her – and they still keep in touch.

At the time, Jan had two small boats and was doing day charters on a river in the Netherlands. Every year he bought another boat, and eventually he began to specialize in luxury parties for the banking crowd. In 1989 he came across *Jaguar*, which had sat in a shipyard as a hull for 10 years. He painstakingly finished her and in 1998, launched her into his day charter business. In 2000, Claudia and Jan took the plunge and brought her to the Mediterranean, determined to start a more ambitious charter business.

Their efforts paid off. Jan's sumptuous redesign of the classic-looking boat and Claudia's painstaking eye for detail were well received, and their business grew quickly. Although Jan does not sail on every charter, Claudia does. As we sat talking amidst the vibrant arrangements of fragrant lilies, ranunculuses, and orchids, sipping green tea and eating homemade chocolate truffles served in tiny delft dishes, it was evident just how much Claudia cares about her boat and her crew.

She feels that the crew are the most important part of *Jaguar*, and says that if they feel as if it's their own ship, they'll work well together. "I teach the crew to always be one step ahead of the guests," she says. "For instance, if we notice that one of the guests favors roses, maybe on her bag

or on her clothes, we'll place roses in her cabin, or set the table with china decorated with roses."

In fact, Claudia and the crew take pride in always surprising the guests. Different table settings for lunch and dinner each day on the aft deck are one of *Jaguar's* specialties. "Often guests will ask me to repeat a favorite decorative theme," says Claudia, who executes all of the designs herself. Today's arrangement is a country theme complete with a mini wheelbarrow, potted plants, grass, cow plates, and chicken-decorated egg cups, sure to bring a smile to those on board.

This is just one of many gifts Claudia offers her guests. Every night she and her crew place traditional Dutch items on the guests' pillows – sometimes little candies, sometimes miniature hand-painted wooden shoes. "On one recent charter," says Claudia, "we distributed 134 presents!" On the last night, guests are presented with a special gift: often a sextant for the man and a beautiful piece of jewelry for the woman.

Claudia enjoys seeing everyone have fun and unlike some other charter boat owners, she welcomes children. "About two years ago", she says, "we had a group with four or five children who were rather quiet. The crew wanted to see some action so we arranged treasure hunts and got them involved in water sports. They let loose and had a great time!" she says satisfactorily. She has even created a fantasy cabin for children, complete with their own monogrammed plush terry robes and loads of stuffed animals.

Always looking for a way to bring an added element of lightheartedness, Claudia describes a scene in which she suddenly noticed that the windows in the saloon looked a little streaky. As the guests were relaxing after dinner at the time, she decided to be creative. She put on some music and she and the crew, cloths in hand, sang and entertained the guests in a routine that just happened to result in clean windows!

This is typical of Claudia's philosophy of providing five-star exemplary service in a relaxed way. "You have to do it with your heart!" she exclaims. "I like my crew to express themselves, be comfortable, and do things with a smile." As a result, she says the team on *Jaguar* has a lot of fun and the guests keep coming back. One customer has returned for the sixth time! "On their first trip," says Claudia, "they planned the itinerary; now they don't care where we're going – they're just happy to fit into *Jaguar's* schedule!"

The crew, too, seems to feel lucky to be on board *Jaguar*. Rasa Mockute, the chief stewardess, proclaims, "I feel like I'm living in a postcard – all happy colors. We're like one big family." In fact, she reveals that when she's on leave, visiting her real family in Lithuania, she calls Claudia almost every day! Even Rasa's mother now loves Claudia and Jan and approves of her daughter's job after a difficult start.

Here's the story. As Claudia and Jan aim to build a crew that operates more like a tight-knit family, they handpick the members rather than use a crew placement service. When Jan first met Rasa, he was sure she would be a perfect addition, but it took some convincing – and her mother was very skeptical of his intentions. When Rasa finally acquiesced and took Jan up on his offer, she asked him what she needed to bring. "Just your underwear," he replied, much to her and her mother's astonishment! The deal was almost off until he could explain that he and Claudia provide *Jaguar's* crew with full wardrobes instead of standard crew uniforms!

Esmeralda Schrijver, *Jaguar's* chef, owned her own restaurant in the Netherlands before coming to work on *Jaguar*. She says Claudia and Jan give her the freedom to do what she wants, and that she still feels like she's running her own business. Her specialty is pastries, and she often leaves little midnight snacks for guests. She had planned to return to the Netherlands to reunite with her husband after this, her fourth season on board, but now she is changing her mind thanks to Claudia and Jan's new project.

The new project is *Sherakhan*, a post-modern 70m motoryacht now under construction in the Netherlands and scheduled to launch by spring of 2005. She will have a crew of 19, and Claudia hopes that all of the *Jaguar* crew will be among them. As Jan does with all his boats, he has designed the vessel and is coordinating the whole project with the architects. Claudia is doing all the interior decoration and at the moment is very excited about a white baby grand piano she has finally located and an enormous Italian chandelier she has just purchased at a design show in Frankfurt. "It looks like a giant bowl of spaghetti!" she exclaims.

Sherakhan will sleep 22 guests (not to mention relax them all at once in one giant jacuzzi or seat them at one awesome dining table), and will hold 140 day passengers, making her the ultimate venue for parties, weddings, corporate events, and festivals. She will be based in Monaco, but is capable of traveling to the Caribbean, and will charter for \$50,000US per day.

As we say goodbye, Claudia rushes off to buy yet more presents – this time for Bas, the first mate who has always dreamed of becoming a captain. It's his birthday and the *Jaguar* family is going to celebrate. 🍷

Information: *Jaguar* cruises in the east and west Mediterranean for 64,000–68,000 euros per week.

To charter this and any yacht you see in this issue of *YV&C*, please contact any of the recommended charter brokers listed on page 8

About the Writer

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"EVERY NIGHT [THE] CREW PLACE TRADITIONAL DUTCH ITEMS ON THE GUESTS' PILLOWS"



The Crew ▲

The most important part of *Jaguar*, the crew, feel as if *Jaguar* is their own ship, and are always one step ahead of the guests.

A New Approach to Luxury Yacht Ownership

Own a yacht at 10% of the cost

Here's a novel approach to the concept of yacht ownership, based on a model of fractional ownership methods currently applied to luxury resort homes and private jets.

Robert Chatmas is a real estate developer of high-end resort properties in the Aspen, Colorado area, as well as a licensed pilot and a U.S. Coast Guard 100-ton captain. He feels the time is right to apply the fractional ownership principles that have been successfully employed with resort properties and jets, to luxury yachts.

His passion for boating led him to found YachtWise, a yacht management company located in South Florida with offices in Colorado.

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Fractional ownership means that a buyer pays a percentage of the price of the property as well as a percentage of an annual management and maintenance fee; the buyer then owns a percentage of the property and uses it for a certain amount of time each year.

Over the past decade, the fractional ownership concept has been successfully implemented in real estate and aircraft. Chatmas feels that it is even more advantageous for yacht ownership due to the high maintenance expense and management commitment of owning an expensive asset that is often used only one month per year by its owners.

The yacht owner can have the pride of ownership as well as use of the yacht for four weeks per year, at only 10% of the expense of full ownership, and none of the management hassles, according to Chatmas.

YachtWise's program offers fractional ownership of a \$3-million luxury motoryacht. An owner contributes 10% of the initial capital input of the price of the boat and then an additional 10% of the annual management and maintenance expenses. In return, the owner has the yacht for personal use (or for guests' and/or clients' use) four weeks per year in various ports as the yacht travels from the northeastern United States to the Caribbean. The owners, through YachtWise's management group, set the itinerary of the yacht each year and can arrange their personal scheduling needs through the company's concierge services.

Chatmas says that there are typically three reasons people who desire to own a yacht hesitate: (1) they have limited time available to use the yacht; (2) the expenses associated with full-time ownership and part-time use are not justifiable; and (3) most important, they do not want the burden of managing the vessel.

"We believe that fractional ownership provides all of the benefits and luxuries of owning a yacht while addressing the barriers to sole ownership" he says. "In addition, fractional ownership is less than 50% of the expense of chartering and you own the yacht."

YachtWise has begun to initiate fractional sales, and is currently accepting applications for an 80ft luxury motoryacht with a full-time captain and steward. Additional staff such as a chef are available on request.

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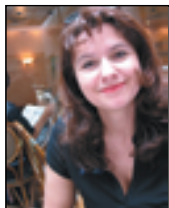
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Arabian Knights and Their Floating Palaces



WRITTEN BY
LELA MRAKOVIC



WRITTEN BY
JAMES ROUMELIOTIS

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Some of the largest, most opulent yachts in the world belong to Arab royalty and businessmen. Only one, *Phoea*, the largest privately owned sailing yacht in the world, owned by a woman, is available for charter.

Arab royalty and oil sheiks, like most Western elite with a taste for a lavish lifestyle, are fond of adding a megayacht or two as part of their big ticket possessions since they constitute the ultimate status symbol.

A *mega* or *super* yacht is defined as a private luxury cruising vessel that is at least 85 feet in length. Some currently being built are surpassing 450ft! At one time a 75ft boat was considered large. Now even 150ft is seen as modest. The cost can run in the tens of millions of dollars, and annual running expenses can add an average of 10–12% of the yacht's value.

In the megayacht segment, in which quality, reliability, and above all discretion are called for, German and Dutch boatyards and suppliers are usually the most sought after by the most discerning customers. Prominent names in this sector are Feadship, Oceanco, Lurssen, Abeking & Rasmussen, and Blohm & Voss.

Arab clients normally require speed and luxury at the lowest possible price, since they are known to be tough hagglers despite their wealth. They also seek the facilities equivalent to those of a five-star hotel in a

A look at the private world of Arab-owned megayachts

PHOECA ▲

At 75m *Phoea* is one of the largest privately owned sailing yachts in the world, and with top recorded speeds of over 30 knots as well as a Trans-Atlantic crossing in just over eight days, she is also one of the fastest.

vessel that can move from place to place at very high speeds. For them the yacht serves various functions including prestige, family/personal use, and corporate use.

It would probably not be much of a surprise if we told you that along with the Greeks, Arab rulers and princes own a significant number of the top 100 largest and most luxurious of today's yachts. These include a 223 footer for the ruler of Bahrain, built in Italy; a 462ft German model built for a senior Saudi royal; and the modest 150ft *Sea Jewel* built in Holland for Prince Talal's brother, Prince Nawaf. These floating villas are styled by renowned naval architects and yacht designers – the best money can hire. On average, it takes at least 23 months or so from design concept to launching.

Since Arabs prefer privacy and confidentiality and do not care much for sunbathing, their custom-built yachts lack much open deck space; instead, they spend most of their time inside their larger interiors. Except for the largest motor sailing vessel in the world, *Phoea* (see sidebar), don't expect these owners to place their yachts on the charter market any time soon as they keep their yachts strictly for private use.

Their desired cruising grounds are the French Riviera and Balearics in the Spanish region where many of them also own homes. This is where you will usually spot their yachts, especially during the summer months.

On the following pages is a list of some of the largest yachts owned by Arabs, placed in descending order of length.

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A Taste of Arab Luxe: Chartering *PHOCEA*

Itinerary suggestion: Monaco – Portofino – Corsica – Sardinia

Monaco is the ideal place to start a cruise on board a vessel as striking as *Phoea*. A real “head-turner,” the spectacle of *Phoea* moored in the harbor among the famous sights of Monaco perfectly complements the glamour of the principality. On the first day, a short hop over to Villefranche for the night, taking dinner on the aft deck, is a great way to begin. The combination of superb wines and the chef’s finest cuisine on a tranquil evening will provide the perfect way to celebrate this unforgettable experience.

An early start the next day heading east towards Italy provides the ideal opportunity to enjoy the exhilaration of one of the world’s best sailing yachts in ultimate comfort. Settle onto *Phoea*’s vast deck spaces to be waited on by her attentive and professional crew as the sails are raised and trimmed by the hydraulic rigging system operated from the bridge. With the chance to stop off at Allassio for lunch and a swim, you will arrive in Portofino just in time to indulge in a sundowner after a thrilling day of sailing. After this, make the most of the evening by kicking back and relaxing in one of the great restaurants in this charming town, or try Santa Margherita, located around the bay from Portofino. Before leaving, it is well worth taking a short trip ‘round the headland to visit the small monastery at San Fruttuoso. This stretch of the Tuscan coast is littered with secluded inlets and picturesque ports, such as those of the beautiful Cinque Terre (see article on this region in this issue), which are worth a look.

From here you can cruise down to the historic island of Elba, where Napoleon was exiled following his defeat. The walled Porto Ferrario is the largest port on the island but for those who seek a more tranquil evening, the island abounds in sheltered bays in which *Phoea* could stop for a quiet evening offshore. After the long cruise of the previous day, you may wish to spend an extra day in the area, exploring the scenery ashore or taking advantage of *Phoea*’s WaveRunners and water-ski gear. The yacht has an hydraulically operated stern platform allowing for easy access to and from the water after a long snorkel or swim.

From Elba, an overnight cruise around Cap Corse will bring you into the bay of St Florent in time for breakfast while the onward cruise to Calvi passes by a number of small coves that are ideal for *Phoea* to anchor off while you enjoy a lazy lunch on the upper deck and a dip in the clear Mediterranean waters.

The cruise down from Calvi to Girolata features more excellent bays and beaches, especially those of Nichiareto and Galeria, which are ideal for diving (for certified divers) or snorkeling and exploring the local caves by tender.

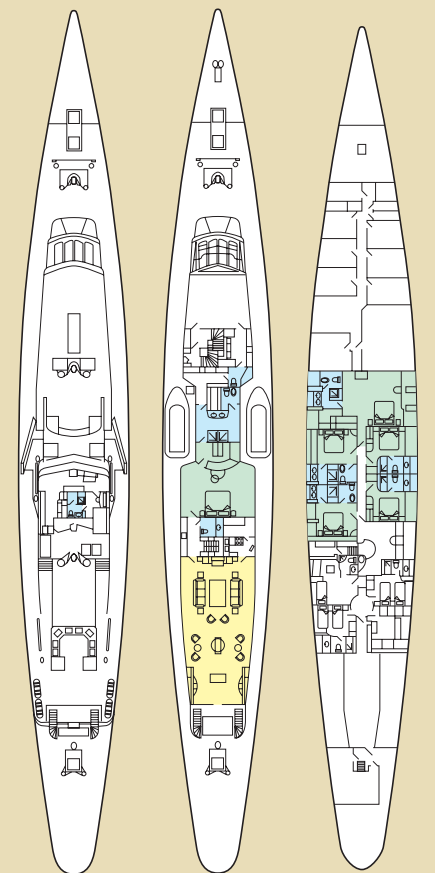
Heading south from here you arrive at the port of Ajaccio but you may prefer the more inviting Cacao, a superb little bay on the south side of the gulf, which is frequented by local fishermen who are always game to barter the day’s catch with the chef.

The town of Propriano in the Gulf of Valinco may be of interest to those wishing to soak up some local culture while the bay of Compo Moro on the southwestern side is a great location to use *Phoea*’s watersports equipment.

After Propriano, head on to the dramatic natural rock entrance to the port of Bonifacio, overlooked by a hilltop castle, an ever-popular destination on the island of Corsica. Across the strait to Sardinia lie the Isole Maddalena, some of the most beautiful islands in the Western Mediterranean and one of Italy’s best-kept secrets.

Leaving the Maddalena and sailing south-bound down the stunning coastline, you enter the enchanting splendor of the Costa Smeralda and the world-renowned Porto Cervo, where *Phoea* will stand out as one of the finest of yachts in this playground of the international jet set. The final choice is yours: to go ashore to soak up the cosmopolitan scene along the port-side and in the chic boutiques, or to indulge in a final evening on board, watching the glamorous world go by from the privileged comfort of your own private superyacht.

Information: Popular for hosting corporate and private events, *Phoea* commands 192,500 euros (\$230,000) a week. Contact: Nigel Burgess at london@nigelburgess.com www.nigelburgess.com



Lady Moura

PHOTO: HORVAT/APPI/GETTY IMAGES

Cannes, France ▲

Helicopter lands on *Lady Moura*, which belongs to Saudi Arabian businessman Mohammed al-Rashid May 17, 2004, off the shore of Cannes during the 57th Cannes Film Festival. Al-Rashid’s ex-wife is the owner of *Phoea*.

Platinum, 525ft

Scheduled for launch early next year, this behemoth whose size and facilities more resemble a private mini cruise ship than a luxury yacht had its hull and superstructure built jointly by two of the most prominent German boatyards. She was then brought to the United Arab Emirates for completion, including outfitting of the interior. The vessel was originally ordered and intended for Prince Jafri of Brunei, but was eventually bought out by a Dubai businessman. When launched, she will become the Royal yacht, with accommodation for 24 guests in sumptuous staterooms, each with its own balcony. Facilities will include a barbecue area, a cinema, a disco, a squash court, a gymnasium, a helicopter pad, and a storage area for a submarine.

Prince Abdul Aziz, 482ft

This gigantic yacht is owned by King Fahd of Saudi Arabia who is very ill these days. He named his yacht after his favorite son. It is by far the largest yacht in the world, but rumor has it that an American industrialist may soon be earning the new record with a length of 525ft. *Prince Abdul Aziz* is equipped with self-contained facilities, a large garage for numerous vehicles, and highly sophisticated security equipment including an underwater surveillance system. She spends most of her time in the port of Jeddah.

Al Salamah, 460ft

Presently the seventh largest in the world and more a cruise liner than a yacht, she was built for Prince Sultan bin Abdul Aziz of Saudi Arabia by Lürssen and HDW in Germany – two of the finest boatyards in the world.

Lady Moura, 344ft

A renowned superyacht in Arab hands and often seen moored in Monte-Carlo, she is owned by multi-millionaire Saudi Arabian businessman Mohammed al-Rashid. *Lady Moura* is so large she cannot enter the town harbor and must moor alongside the port wall. *Lady Moura* is reputed to have cost in excess of \$100 million, carries a crew of 60, and incorporates features such as a beach resort complete with sand, a large pool with a retractable roof, and a 75ft dining table custom-made by Viscount Linley.

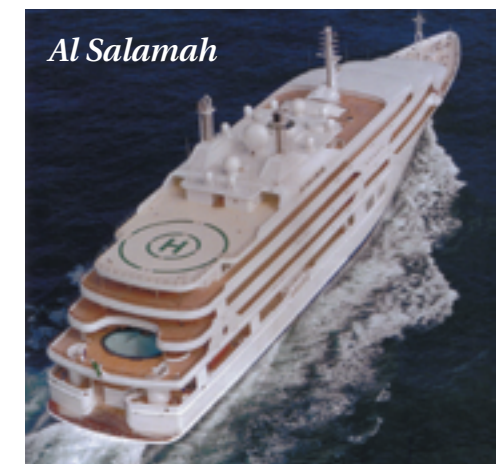
Al Said, 340ft

This is the yacht the Sultan of Oman proudly cruises on board. She is alleged to be the largest yacht built in Italy thus far, and includes a helicopter platform for quick escapes by air.

Al Mirqab, 311ft

Don’t expect to find this yacht anywhere near Qatar where its royal owner reigns. Her playground is the Spanish vicinity of Mallorca where she usually cruises during the summer months. She is considered to be the largest yacht built in Holland – for now at least.

“EXCEPT FOR THE LARGEST MOTOR SAILING VESSEL IN THE WORLD, *PHOCEA*, DON’T EXPECT THESE OWNERS TO PLACE THEIR YACHTS ON THE CHARTER MARKET ANY TIME SOON”



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Golden Odyssey



Phoece

Kingdom 5KR, 281ft

Prince Al-Walid bin Talal, considered the “Warren Buffet of the Arab world,” had bought the yacht from real-estate mogul Donald Trump, but this Italian-built yacht was originally built for Adnan Khashoggi. The prince renamed the vessel *Kingdom 5KR*, after his company, lucky number, and the initials of his daughter and wife. He also had his yacht painted a shade of beige reportedly to mimic the color of sand. He’s known for taking his yacht to Cannes every summer

Golden Odyssey, 265ft

This yacht, owned by a prominent Saudi elite, usually cruises together with *Golden Shadow*, a 219ft support yacht. *Golden Odyssey*, however, has something unique – a coral aquarium that extends through two decks prominently displaying her owner’s fascination with the underwater world.

Montkaj, 256ft

Owned by Prince Mohamad, son of Saudi Arabia’s King Fahd and a former minister of communications for the country, she is kept at the king’s private berth in Cannes. His suite spreads over two decks and the yacht’s size and lines are made even more striking at night by an elaborate lighting system. It includes fiber optics and accent lights installed in her mast and along the rest of her superstructure.

Lady Sarya, 250ft

She is owned by a former head of OPEC and spends most of her time in the Eastern Mediterranean region. She is known to not cruise frequently. *Lady Sarya* can be recognized by her side-by-side narrow funnels. She was once filmed (then named *La Belle Simone*) while hosting a fabulous party and cruising around in the 1970’s movie “The Greek Tycoon.”

Phoece, 246ft

Owned by a Lebanese woman, the former wife of the owner of *Lady Moura*, *Phoece* is considered one of the largest sailing vessels in the world and is available for charter – a rarity with Arab owned yachts (see sidebar). Since she was originally built in France as a large ocean racing yacht more than 25 years ago, *Phoece* has undergone two costly refurbishments and has an opulent interior.

Tueq, 236ft

The owner is reportedly the brother of Saudi Arabia’s King Fahd, Prince Salman. For its size, this four-deck yacht was impressively well built not long ago, in Holland, in a record 23 months and kept well under wraps from the media.


Alwaeli, 223ft

This Italian custom-built yacht is owned by the ruler of Bahrain and is based in Manama in the Arabian Gulf.

Al Menwar, 209ft

This yacht was built for the former ruler of Qatar, Sheikh Khalifa, and is presently owned by a Saudi Arabian. The master suite features both a saloon and a bedroom and measures 44ft long.

Sokar, 208ft

Owned by Mohammed Al Fayed, the Egyptian-born owner of London’s famed Harrod’s department store, this yacht, then named *Jonikal*, was the focus of the paparazzi’s attention when the late Princess Diana was vacationing on board. 

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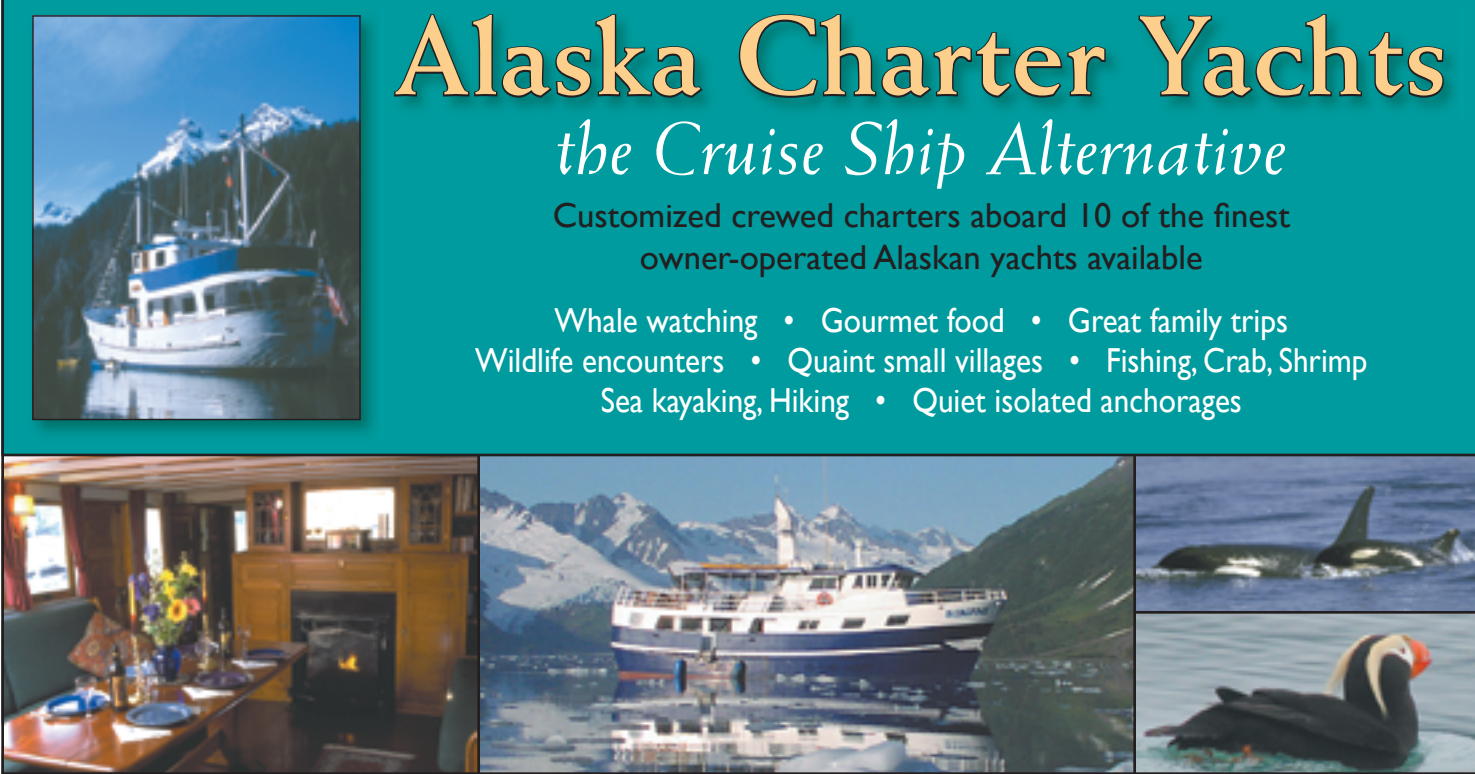


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PDQ 34 Bareboat at Anchor ▲

Note the optional kayak cradled atop the davits for the standard outboard-powered inflatable dinghy.



WRITTEN BY
DAN ARMITAGE

A Power Cat in SW Florida provides the perfect introduction to bareboat chartering

A low-key, low-cost chartering option for a family who wanted to check out how they would fare spending time on the water together proves positive and leaves them planning an upgrade.



PHOTO: LEE COUNTY VISITOR & CONVENTION BUREAU

People stopped what they were doing and stared. I'm certain some thought we were aground – or about to be – while others looked on with open envy as the catamaran skated across the sandy shallows like a water strider, scant yards from the beach.

When we located a deserted stretch of sand that suited us, I gave my wife a nod and Maria grinned from the foredeck as she pushed the bright yellow “down” button on the corded box that controlled the power windlass. The plow anchor splashed into two feet of water as clear as that in the Aquafina bottle she clutched in her free hand.

Once the bane of boating for my better half, Maria positively reveled in the process when she discovered that our bareboat's anchor system was automated, meaning she could avoid the messy hands-on, hand-over-hand task she had come to dread during previous boating vacations.

“I think I'm going to like this boat!” she exclaimed as a faint offshore breeze helped dig the anchor into the fine, cream-colored sand and secure the boat within wading distance of the palm-fringed beach.

Seven days of carefree Gulf Coast cruising through Southwest Florida's scenic Charlotte Harbor, Fort Myers, and Sanibel Island area gave Maria ample opportunity to enjoy the roomy power catamaran and its handy electronic windlass. There, the shallow draft craft allowed us access to bays, beachfront, and overnight anchorages that occupants of single-hull boats our size could only eye from the depths of a channel or the deep blue sea.

Family Shakedown

We had chartered the Sunsail 34ft PDQ Power Cat for a week as a sort of “shakedown” cruise – but not for the boat, which is a popular, proven craft. Rather than shaking down the boat for flaws, it was our family that we were checking out to see if my wife Maria, four-year-old son Ethan, and I could endure – and hopefully enjoy – spending a week together aboard a boat. It was a test to see if we are candidates for the chartering lifestyle, vacationing aboard bareboats that offer the freedom – as well as the responsibility – that comes with serving as captain and crew of a chartered vacation vessel.

Frankly, I didn't know what to expect. The only other time the three of us had spent multiple nights aboard a boat was during the previous Christmas break, when we cruised the Bahamas aboard a ship named *Wonder* whose popular theme characters, theme dining rooms, and calendar of choreographed events often conspired to make us forget we were actually afloat. A Disney cruise was hardly a valid sea trial for a family considering future vacations aboard chartered bareboats.

What we did know from experience with day cruising aboard our own and friends' power craft is that all three of us enjoy boats, boating, and being on the water, and that we value our privacy when spending leisure time together. Both my wife and I have experience sailing small craft and have talked about vacationing aboard a chartered sailboat, but have shied away from crewed charters because we wanted the privacy of captaining our own vessel.

Adding a preschooler to the crew list meant that whatever type of boat we used to test the bareboat chartering waters had to be safe and convenient to operate. And speaking of waters, they needed to fit those same requirements: we wanted to take our test trip in an area where the cruising was equally safe and easy and the weather comfortable. After all, we were testing our own interpersonal skills as much as we were out to prove our boating aptitude.

Falling into Place

Maria's eye caught the small article in the travel section of the local newspaper, mentioning the new opportunity to charter inboard-powered catamarans for up to a week at a time in a coastal area of Florida that we had wanted to visit. The Sunsail boats were offered out of Burnt Store Marina in Punta Gorda, north of Ft. Myers right on Charlotte Harbor. That meant an easy cruise to Boca Grande, Sanibel and Captiva islands, and La Costa, an uninhabited island famous for its shell-ing and deserted beaches. Being powered by twin diesels meant we wouldn't have to hassle with sails or worry about the wind; and with two engines – one in each hull of the beamy PDQ – it meant we had a back-up in the event of engine failure and that stability and maneuverability would be excellent. The fact that the boats were true multi-hulls offering a two-foot-plus draft meant that



Private Beaches ▲

The author's son Ethan and wife Maria relax on the sun-warmed sand within wading distance of the PDQ Power Cat, anchored for the night in Pelican Bay off Southwest Florida's La Costa Island. The catamaran's draft allows access to shallow coves, bays, and beaches that are off limits to deeper draft, mono-hulled vessels.

“IT WAS A TEST TO SEE IF WE ARE CANDIDATES FOR THE CHARTERING

LIFESTYLE, VACATIONING ABOARD BAREBOATS THAT OFFER THE FREEDOM – AS WELL AS THE RESPONSIBILITY – THAT COMES WITH SERVING AS CAPTAIN AND CREW OF A CHARTERED VACATION VESSEL”





Appreciated Amenities

The PDQ came equipped with laminated charts and handy boaters’ guides to the local cruising grounds that we referenced far more often than we did the full-size charts we had brought along. The boat was equipped with a GPS map plotter, but we didn’t feel the need to use it. The PDQ also came complete with high-quality snorkeling gear in various sizes, a Force 10 propane-powered grill with extra fuel, microwave oven, blender, coffee maker, blow dryer (!), binoculars, several flashlights and a portable spotlight, and an optional sit-on-top kayak.

PDQ 34 Specifications

Length	34’6”	Galley Equipment ...	Refrigerator, microwave, stove, blender, coffee maker, dishes, utensils, pots and pans, dish soap and towels.
Beam	16’ 10”	Entertainment	Radio/CD player, TV w/VCR&DVD
Draft	2’ 4”	Optional Equipment.....	Kayaks
Weight	8,500 lbs dry; 10,000 with fuel, water and stores	Interior Features	Two double cabins with queen-sized beds, spacious salon with seating for eight around a large dining table that converts into a queen-sized bed, head with separate hot-water shower, and air conditioning.
Builder	PDQ Yachts, Inc.		
Speed	15 knots WOT; 12 knots cruising		
Fuel Capacity	184 gals		
Power	Twain Yanmar Turbo Diesels		
Horsepower	75		
Freshwater Capacity	80 gallons		

we could cruise and gunk-hole throughout the shallow island region, pulling right up to within wading depth of the beaches and skimming over grass flats and sandy shallows as we explored a fascinating corner of Florida.

The boat itself would come fully equipped with everything but food and fishing tackle. Even snorkeling gear – including sizes for Ethan – was aboard when we arrived at Burnt Store Marina. What’s more, Sunsail’s company rep was at the dock to greet us the evening we arrived. He helped us unpack, gave us a tour of the PDQ, and let us pick the time for our orientation and test drive the next morning.

Seeing the galley and related amenities like coffee maker, blender, and four-burner stove helped us determine what meals to prepare and groceries to buy, a task we undertook that night on the way back from dinner at nearby Fishermen’s Village in Punta Gorda. After spending our first night aboard the PDQ at the dock we went over all the boat’s functions with the rep, including operation of the boat’s generator and electrical system, water system, marine radio, GPS and sonar, and the location of all the safety equipment. Only after we were comfortable with our knowledge of each did we head up top to take a turn at the upper helm station on the PDQ’s roomy flybridge.

It was there we learned just how nimble – and simple to operate – the Power Cat was. Because the engines are on the transoms of twin hulls that are a full 14 feet apart, the boat can spin within its 34 foot length, simply by putting one engine in reverse and the other in forward. In fact, turning the boat in tight quarters is accomplished by manipulating the throttles alone, and we were instructed not to touch the wheel until we were underway out in open water. After practicing dock approaches and pulling alongside the piers at Burnt Store Marina, we were sent off on our own.

Contented Cat

While not what you would call “fleet” the boat’s top speed maxed out at about 15 knots, which turned out to be slightly faster than the pace the two-foot chop we faced on our initial crossing of Charlotte Harbor would comfortably allow. Throttling back to 12 knots the twin diesels purred as they pushed the five-ton cat toward the lush barrier islands that would be our host for the next six days and nights.

Those days passed in a blur of beachcombing, basking in the sun, picnics in the sand, sightseeing, and swaying at anchor in coves where we were often the only craft in sight. We cruised the Intracoastal Waterway (ICW) by day and made a game out of picking an anchorage for the night. Some days we visited three or four beaches or deserted lagoons between sunrise and sunset, looking for shells and sharks’ teeth, tossing the Frisbee, or seeking out the best sand for castle building.

Our home base turned out to be Pelican Bay, a popular, protected anchorage off Cayo Costa State Park on 2,000-acre La Costa Island. The barrier island is a straight shot eight miles nearly due west of the Burnt Store Marina, and flanks the south side of famous Boca Grande Pass. La Costa’s isolated, boat-accessible-only state park offers a dozen rustic cabins and 27 primitive camping sites for overnight visitors, and a landing for dinghies from boats anchored in the bay. The flip side of La Costa Island is a stunning, seven-mile stretch of sand facing the Gulf of Mexico that has been called one of the best beaches in America, where visitors can arrive only by boat and even on busy spring weekends there is never what you would call a crowd ashore.

From Pelican Bay, where we spent our first and last nights on the hook, we cruised north past Boca Grande and Gasparilla Island to Stump Pass, at the northern tip of Palm Island. On the way, we picked up a scrumptious seafood-picnic-to-go at the Fishery Restaurant and bought fresh-off-the-boat shellfish next door at the dockside Placida Fish Market at the tiny waterfront village of Placida, located at the mainland-side base of the Boca Grande causeway.

Motoring south from Pelican Bay we caught redfish and trout around Pine Island, splurged on an excellent dinner at the Collier Inn restaurant on Useppa Island, and enjoyed a famous cheeseburger-and-fries lunch at funky Cabbage Key. We gunk-holed our way down to Captiva Island, where the three of us tarried over a lazy peel-and-eat lunch at the beachfront Mucky Duck restaurant, then on to Sanibel Island, where we anchored, paddled ashore, and rented bikes at the concession area and toured the famous “Ding” Darling National Wildlife Refuge.

It quickly became obvious that we were able to take easy advantage of all these waterfront amenities and adventures because of the Power Cat’s shallow draft. We could pull up to many beaches, negotiate smaller channels, turn in tight quarters, and go across a myriad of shallow areas that single-hulled boats and their minimum-depth requirements simply could not access. When we anchored close off a beach, people would walk over and ask about the boat and how we were able to get to such places in such a large craft. Ashore at restaurants, fellow boaters would make similar inquiries and do everything but invite themselves aboard the boat for a first-hand look at the vessel that appeared to be able to go anywhere – and looked good doing so.

Of course, people traveling in mono-hulled boats that are forced to anchor farther away from some of the sights could use their dinghies to get around, but often only after long runs across busy, open water. The PDQ turned out to be not only the perfect boat for exploring Southwest Florida’s famous cruising grounds, but the ideal craft for finding out if my family was fit for cruising together.

Testing Positive

Proof positive of the latter came when we realized that the bareboat “trial” topic hadn’t come up once while we were aboard the PDQ. We were content – sometimes deliriously so – for a solid week. It wasn’t until we were ashore, checked into a waterfront resort, that we recalled that we had actually been worried about how the three of us would fare during a week afloat. That’s when we knew we were prime charter candidates, a family already weighing its options for more advanced bareboat opportunities in the future. ☺

Information: Prices for chartering Sunsail power catamarans range between \$1,600 for a weekend charter to \$3,600 for a week-long charter, depending on locations and seasons.

To charter this boat or any yacht you see in this issue of YV&C, please contact any of the recommended charter brokers listed on page 8.

About the Writer

Dan Armitage is a full-time freelance boating and travel writer based in Columbus, Ohio. A licensed captain, he hosts a weekly radio show syndicated in 17 midwest markets, contributes columns for several national boating and outdoor publications, and is a popular speaker at boat shows nationwide.
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Sunken wrecks and an old fort provide history galore



Dry Tortugas ▲

The land stretches out into the sea, as seen from atop Fort Jefferson in the Dry Tortugas



Melimar

One of the relatively few luxury charter yachts that offer scuba diving



STORY & PHOTOS
BY KIM KAVIN

In the Florida Keys, divers scavenge the reefs for lost galleon gold. You can join the hunt through centuries past aboard the 100ft *Melimar*.

On Memorial Day weekend in 1985, Mel Fisher and his crew of treasure hunters dove off the Florida Keys and found 13 gold bars, four pieces of gold-and-emerald jewelry, a gold chain, and a slew of silver coins. A few months later, the trail led them to the mother lode from which the loot had drifted: the sunken *Atocha*, a 17th-century Spanish ship. Fisher and his team recovered a treasure worth as much as \$400 million today.

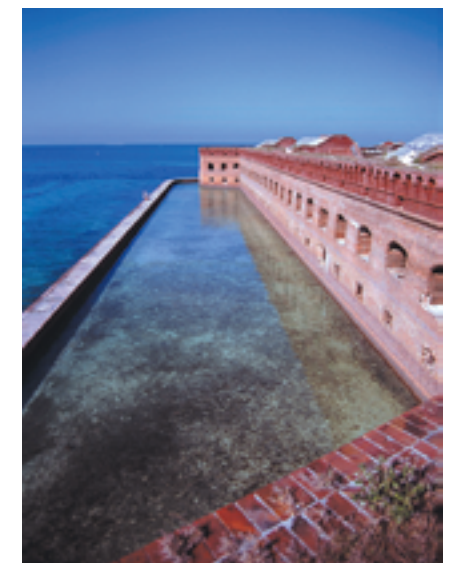
I learned about this, one of the most exciting salvage efforts in history, at the Mel Fisher Museum in Key West. For ten bucks, I was admitted into a world of galleons, wrecks, and riches that the people of Key West know all too well. What today are the well-marked reefs that line the island's archipelago were, hundreds of years ago, a graveyard for unsuspecting sailors. Legend has it more treasure is still down there, and plenty of divers arrive hoping to claim their share while cruising aboard day boats or old tugs.

A certified diver myself, I was happily among them, but I had a much better ride: the 100-foot Azimut Jumbo *Melimar*. She's one of the relatively few luxury charter yachts that offer scuba diving, and she happens to call Key West home.

"There are so many boats that don't offer this, we're unique," says Capt. Jon Christiansen of the boat's scuba program in the Keys. "The visibility is so clear, whether it's a modern-day or old wreck, they just jump out at you. You can do different dives every day."

That's not to say a charter aboard *Melimar* will appeal just to scuba lovers. In fact, the boat allows only experienced divers to use its compressor and equipment (or, of course, their own gear). *Melimar* has no dive master or instructor aboard, so all scuba is done as buddy dives by guests with certification cards. The rest of the yacht is outfitted for pretty much anybody who loves sun, water sports, and gourmet food.

She was built in 1999 by an owner who used a wheelchair and wanted a main-deck master stateroom he could access. He sold *Melimar* to her current owner less than a year after delivery, but his wishes created a yacht with a unique stateroom configuration. In addition to that on-deck master, there are two nearly identical large staterooms below. Though the boat could sleep 10 guests, she only charts for 6 or 8 people at a time, making her ideal for a few couples who want to split the week's bill.



Fort Jefferson ▲

(Top) Interesting angles where sunlight and brick collide inside Fort Jefferson
(Middle) An old cannon atop the fort's highest level
(Bottom) The water within and outside of Fort Jefferson's moat is sparkling clear in the Dry Tortugas

EXPLORATION CHARTER

The fluid lines of *Melimar's* interior design are a perfect complement to her sleek exterior profile. Hand rubbed cherry wood, gracious seating with inlaid dining table, and silver leaf chairs combine with the comfort of Italian leather couches and soft fabrics to give you the option to be as formal or relaxed as you desire.



Vegetarian chili with a side dish of black bean, mango and ginger salsa



Old Key West



Sunset performer at Mallory Square

Key Lime Cravings

Sure, I'm a lover of key lime pie. Who isn't? But until I visited Key West, Florida, I had no idea I could enjoy a slice of the stuff frozen on a stick and dipped in chocolate!

The bars are just one of the many temptations at Kermit's Key West Key Lime Shoppe, which stocks more key lime goodies than the rest of America put together. Ever wanted to have a key lime dinner and a key lime dessert followed by a key lime shower? It's possible with this store's concoctions.

To wit:

- Key lime pie cheese ball mix
- Key lime mango poppy dressing
- Key lime cilantro salsa
- Key lime red pepper relish
- Key lime ginger wasabi mustard
- Papaya key lime grilling sauce
- White chocolate-chip key lime cookies
- Key lime fudge
- Key lime pecan chocolate truffles
- Key lime chocolate and coconut patties
- Key lime jelly beans
- Key lime taffy
- Key lime margarita mix
- Key lime shampoo
- Key lime moisturizer
- Key lime bath gel
- Key lime decorative glycerin soap

Of course, Kermit's also makes key lime pie. The store will even ship it to you complete with whipped cream, which any indulgent eater knows is necessary. For more information, check out www.keylimeshop.com.

—K.K.



"It's hard to find a yacht this size with three equally big staterooms," according to Tim Nelson, a broker with Seven Seas Yacht Charters who joined us on our cruise. "And they're only taking the number of guests they can actually deal with, so that's good."

Melimar uses Key West's Conch Harbor Marina as her base, within easy walking distance of Mallory Square and Duval Street. The square is the center of the sunset universe, a virtual carnival of fire-twirling unicycle riders, sword swallows, and palm readers. As the twilight slips into darkness, the crowd meanders to Duval, which offers block after block of T-shirt shops, watering holes, and restaurants. At night, long after the cruise ships pull away, the street awakens like a tired woman who went home, showered, and caked on her makeup and rhinestones. There's live music in open-air bars, hot rods cruising the drag, and a handful of people cruising *in* drag.

Of course, there's much more to Key West than booze and babes, including The Little White House that President Truman frequented and the home where Ernest Hemingway finished *A Farewell to Arms*. The grounds in this part of town are manicured, so much so that it's easy to envision today's diplomats and dignitaries strolling the same paths. Secretary of State Colin Powell has held talks here, and the Bushes and Gores apparently visit as well (presumably on separate itineraries).

Our itinerary included two days of touring Key West – which I found a good amount of time – then a cruise to the Dry Tortugas, which lie 70 miles west. The seas were extremely calm as we snaked through the channel and between the many reefs that bedeviled sailors for so many centuries.

About halfway along our course, Capt. Christiansen popped his head out of the pilothouse and came up to the flying bridge, where I was reading in the warm breeze about Mel Fisher's found treasure. Christiansen pointed off *Melimar's* starboard bow and said, "That's where they found the *Atocha*." It looked like a whole lot of nothing, just azure water against a clear blue sky. I looked along the horizon at the countless square miles of water with reef underneath. It was hard to imagine all of the history buried there.

Less difficult to envision was the history that took place at Fort Jefferson, which we toured after dropping *Melimar's* anchor in the Dry Tortugas. The day-trippers on fast ferries were heading back to Key West as we dinghied ashore to walk through America's largest 19th-century coastal fort, built with more than 16 million bricks. For a time, it served as a prison whose inmates included Dr. Samuel Mudd, convicted of complicity in the assassination of President Lincoln. Mudd's cell was a virtual dungeon, save for the fresh sea breeze that still blows in from a few small, brick-rimmed windows.

If he had tried to escape, Dr. Mudd would have faced endless blue water and no sight of land. An uncomfortable predicament for him, to say the least, but a delightful visage for us. We spent the better part of the next day diving, snorkeling, swimming, and sailing in *Melimar's* Laser. First mate Richard Hasselhurst – the most charming engineer-type I have ever met – and deck-hand Antonio Coma served as our water-sports guides while Hollie Fuller – one of the hardest-working stewardesses I know – organized our state-rooms and set the aft-deck table for our well-earned lunch.

That afternoon, chef Felipe Cuellar had prepared wasabi-seared tuna in a honey-soy reduction served atop sprouts, endive, and braised radicchio with herbed goat cheese on the side. It was followed by a dessert of espresso-coffee mousse with vanilla ice cream layers (we insisted on seconds!). The lunch was representative of all the meals Cuellar prepared. A Fort Lauderdale native of Colombian descent, he excels in gourmet preparations and eye-catching presentations. There was no key lime pie, conch, or other local fare during our trip; instead, we were treated to fineries.

Cuellar says cooking is like dancing. He would much rather do it with a partner. "I prefer to sit down and talk with people," he says. "I can see the expression on their face, see what kind of a person they are, see how far I can push or if I have to stay within boundaries."

Indeed, he had such a conversation with *International Yacht Vacations & Charters* executive editor Jamie Matusow, a vegetarian who occasionally eats fish. She had assumed that he would serve her fish at every meal, but after their talk, he indulged her with everything from cous-cous with tofu, shitake mushrooms, and asparagus, to pasta in grilled ratatouille sauce. The rest of us were just as pleased with Cuellar's perfectly cooked chateaubriand in a morel-white truffle infusion sauce; oven-roasted quail with black bean, mango and ginger salsa; and rack of lamb with sweet potato and asparagus in a red wine reduction.

As we cruised back to Key West on full stomachs, I hungered for additional insight into the treasures that lay in the waters all around us, and I asked Capt. Christiansen for more details about the silver piece of eight he wears on a gold chain around his neck. He told me he found it while diving on the wreck of the *Pinta* – yes, the one that sailed with the *Nina* and the *Santa Maria*.

I could let you in on the details of that tale, too, but then I'd spoil your fun. You'll just have to charter *Melimar* and quiz Christiansen yourself. ☞

Information: *Melimar* charters for \$33,500 per week, plus expenses, for up to eight guests. Contact *International Yacht Collection*, (888) 213-7577 www.yachtcollection.com.

About the Writer

Kim Kavin is an award-winning writer, editor, and photographer whose work has appeared in newspapers and magazines worldwide. Her more than ten years as a professional journalist include three as the executive editor of *Yachting*. She is currently the charter and cruising editor for *Power and Motoryacht*. kimkavin@yachtchartersmagazine.com

Wrecks of the Keys

Shipwrecks are like time capsules. Since most ships throughout history have been built using civilization's best technology, wrecks of 18th- and 19th-century ships offer a window into each generation's greatest achievements. Also aboard most ships are samplings from all walks of life, from the china housed in the officers' quarters to the cups used by slaves in the hold. Excavating just one wreck can yield infinite knowledge about mankind during the time the ship went down.

The Florida Keys abound with such wrecks from Europe and The New World alike, and divers thrill in following the trail that litters the



Capt. Christiansen is an experienced shipwreck diver who has explored the *Pinta*.

region's reefs. There's the *Amesbury*, built as a U.S. Naval Destroyer Escort in 1943 and now lying about five miles west of Key West; the *Bentwood*, a 1910 British ship that sank between French Reef and Dixie Shoals while trying to evade German U-boats in 1942; and the *Duane*, a 327ft U.S. Coast Guard Cutter that was intentionally sunk as an artificial reef off Molasses Reef in 1987.

A week, a month, even a year of diving the Keys isn't enough to see all the history hidden below the surface. But knowing what's down there sure makes for interesting daydreams during a weeklong charter in these waters.

—K.K.

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Genoa Charter Meeting

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An Italian Carabinieri in front of *Giant*



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Diane Fraser (L) and Jan Henry of Fraser Yachts

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Antigua Charter Yacht Meeting

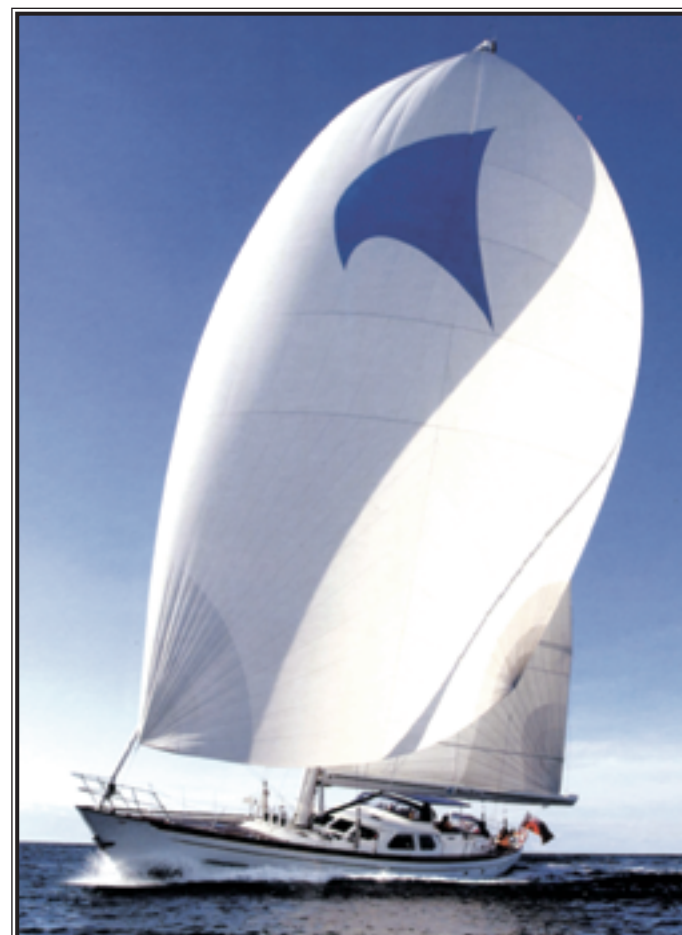
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Carmen Gonzalez, senior vice president of advertising sales (L), and Carrie Gebert (R) with Alev Karagulle of Nigel Burgess (C)



The largest charter meeting of the year coming up December 2-7, 2004



(June 9, 2004) - Diane Fraser and Jan Henry of Fraser Yachts inspecting yachts during 2004 Newport Charter Yacht Show opening day.

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Wrapper leaves from various geographic areas contribute distinctive flavors. Here's how to differentiate.

Premium Cigar Wrappers

Which do you prefer?

Common Wrappers ▶

(from left to right)
Cameroon, Connecticut Shade Natural, Dark Sumatra, Oscuro, and Broadleaf Maduro. The Claro, not as popular these days, is not pictured.



WRITTEN BY
R.L. LESNICK

About the Writer

Robert L. Lesnick, a cigar aficionado, is *YV&C's* Cruising Cigar Man. lesnick@yachtchartersmagazine.com

I was speaking with Gary Korb of Famous Cigar the other day about cigar wrappers and thought a little primer on the subject would be interesting. Wrapper leaf is one of the most crucial elements in cigar making, accounting not only for the cigar's appearance, but contributing about 20% of its taste. It's also the most expensive leaf to grow and cure.

The plants, called "corojos," are grown specifically for premium cigar wrappers under huge sheets of gauze called a "tapado" (Spanish for tent), hence the term, "shade grown." The idea behind shade growing is to prevent the leaves from becoming too thick and veiny, which is Mother Nature's way of protecting the leaf from the sun's rays. This is one of the reasons a Maduro or Sun Grown leaf is thicker, darker, and often "sweeter" in flavor.

Shade-grown wrappers are classified by color as "ligero" (light), "seco" (dry), "visio" (glossy), "amarillo" (yellow), "medio tiempo" (half texture), and "quebrado" (broken). Note that some of these terms were also used for classifying the strength of the filler leaves. The term "medio tiempo" is also used to refer to wrapper leaves that are allowed to age on the plant "50% longer," like the Medio Tiempo wrappers used on the Partagas Black Label cigars.

The key to a good wrapper leaf, or "capa," is its elasticity and absence of veins. Wrapper leaves are usually matured from one year to 18 months, but the longer they're aged the smoother they smoke. Some wrapper leaf is aged for as long as three years, like the wrappers used on Bahia Gold cigars, which are designed to mellow out the hearty ligero filler used in that blend. Wrappers come in a variety of "shades" from practically every corner of the world. The country of origin and the seed from which the wrapper leaf is grown play a key role in the flavor, aroma, and strength of the cigar.

Many premium cigars today use wrappers grown in Ecuador, where the volcanic soil is especially fertile and ideal for growing consistently good wrapper leaf. That's why you'll often see the wrapper type listed as "Ecuadorian Connecticut" or "Ecuadorian Sumatra." This means they've used a Connecticut, Sumatra, or Cuban seed, depending on the blend, and grown it in Ecuador instead of in its "native" soil. The results, as many of you may already know, have been excellent.

Take, for example, the Punch Rare Corojo or Hoyo Dark Sumatra cigars. They both use

wrapper leaves grown in Ecuador from Sumatra seeds, yet they're selected and cured differently to achieve their unique, respective flavors. The "Talanga Cubano" leaf found on Astral Talanga Valley and Don Tomás Dominican Selection is grown in Honduras with a Cuban seed... and so it goes.

Following are the characteristics of some of the most commonly used wrappers found in premium cigars:

- **Connecticut Shade Natural:** Light, golden brown, mild flavor, very silky in feel with a sweet aroma, and the best have very few veins. It is grown primarily in the Windsor Valley of Connecticut, in the U.S., and used exclusively on Macanudo and most cigars made by Davidoff of Geneva, among other makers. This leaf is also grown in Ecuador and Honduras, often resulting in a more flavorful wrapper.
- **Broadleaf Maduro:** Very dark brown or black, depending on how long it's matured, with a richer, semisweet flavor and aroma. It is usually much thicker and veinier with the higher grade leaves acquiring a velvety texture. Also grown primarily in Connecticut, it is grown in many other countries as well, such as Ecuador, Honduras, Costa Rica, Nicaragua, and Brazil. Maduro wrappers can also range from mild to very rich, especially the darkest of all Maduros, the black Oscuro wrapper.
- **Cameroon:** Dark brown, spicier in flavor, with an inviting, sweet aroma. It is grown primarily in Africa and was originally used on the first Dominican-made Partagas cigars for their similarity to Cuban-grown wrappers. Arturo Fuente uses Cameroon wrappers on many of their cigars as does La Aurora.
- **Claro:** The lightest in flavor and color, often cured to retain its natural green color, hence the term "jade wrapper." Not as popular as they were in the early-to-mid-20th century, some cigar makers like Arturo Fuente, Macanudo, and Don Tomás still produce several shapes in Claro or Jade wrappers.
- **Sumatra:** Dark brown, smooth, and mild with a spicy accent and a sweet, inviting aroma. The Indonesian-grown wrappers tend to be more neutral in flavor whereas the Ecuadorian-grown, Sumatra-seed wrappers are much richer in flavor. You'll find these on Hoyo De Monterrey, Punch, Avo Signature, Puros Indios, and many other heartier blends.

As you continue to smoke cigars, you may eventually find a preference for a particular wrapper. Once "hooked," some cigar smokers won't smoke anything else. They may try different brands, but the wrapper has to be the same. Go ahead and experiment by trying different wrappers; that's what makes cigar smoking such a great adventure. 🍷



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Alev Karagulle
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The Sky's the Limit

Charterers' expectations are on the rise

INTERVIEW BY
JAMIE MATUSOW

It takes a knowledgeable broker to make sure your charter experience is everything you want it to be.

Nigel Burgess, one of the largest yacht brokerages in the world, recently opened an office in Manhattan to better serve their clients in the States. I asked Alev Karagulle, director of marketing and communications for the firm, why now?

"While our activities in Europe are rock solid and we are also involved in various emerging markets, we predict that our activities in the U.S. will adopt an increasingly important role for us over the coming years," she said.

The company already maintains an office in Fort Lauderdale (and in Europe, in London and Monaco), but according to Karagulle, "a New York office has always been part of our long-term goal." She said that the growth in demand for larger and larger yachts over the last 25 years has been "unbelievable," and that in the U.S., there has been strong growth in the last decade.

Have Americans been slower to catch on?

"No, I don't think so," replied Karagulle. Chartering has always been big in the U.S., as leisure travel is such a huge growth area. We have seen our market share in the U.S. increase with the advent of yachts becoming larger." As Nigel Burgess bills themselves as "The Large Yacht Specialists," with a focus on yachts over 130ft, this may account for their popularity.

In fact, it seems that as yachts have become larger, demand has increased. According to Karagulle, the number of yachts 50m and over, available for charter, is growing all the time. Whereas just a few years ago, a 50m yacht was considered to be exceptionally large and there were few of them, now there are about 100 yachts of 50m+ on the charter market and about 30 of these are 60m+.

"This," she said, "is obviously a very exciting development and based on the order books of most shipyards for 50m–80m yachts being full, the trend looks set to continue for the foreseeable future. Charter rates on yachts of this size have moved into a different dimension – as have the expectations of charterers."

In addition to service levels, particularly interior service levels, which have to compete with those offered by five-star world-class hotels, charterers of large yachts expect up-to-the-minute communication facilities, fitness equipment, high-tech audio visual systems, extensive DVD and CD libraries, several outdoor dining areas, deck jacuzzis, and a wide range of watersports facilities.

"The housekeeping and cuisine are expected to be seamless and of the very highest caliber," said Karagulle. "With the galloping increase in size and price of yachts, they are drawing a clientele whose requirements are more sophisticated and, potentially, more demanding than ever before. The stakes are so high that there is little room for things being less than 110% perfect at this level."

This goal can be particularly challenging depending on clients' wishes. Some of Nigel Burgess's more unusual requests range from providing belly dancers for a birthday party to shipping crates of Dom Perignon out to the South Seas, and even sourcing Häagen-Dazs ice cream from the States for a yacht anchored off Cap-Ferrat (this was before Häagen-Dazs was available in Europe). They also once received a rather bizarre request for a yacht to act as a means of transporting polo ponies!

Of course the greatest challenge for a yacht broker is making a successful match between client, crew, yacht, and destination. Karagulle says it's up to the broker to ask the majority of the questions in order to meet the charterer's expectations. "Culture vultures will be disappointed in the Caribbean," she said, "while scuba divers will not be impressed in the Mediterranean, and watersports enthusiasts will not fare well in New England. A number of cruising regions offer 'something for everyone' and it is very much the

broker's role to find the right formula."

As each charter is so uniquely customized, different questions emerge depending on the situation. Even factors such as nationality can play a role.

"For most Americans," said Karagulle, "a charter tends to go hand-in-hand with a travel experience. They do not just aim for a 'sun and sea' vacation, but something a little more – a detour to the sites of Rome on the way down the Italian Coast or an exploration of the classical sites of Greece."

As a result, American charterers like to carefully plot out the cruising itinerary in advance. For Europeans, the cultural priority is usually much further down the list and they are happy to improvise with the cruising itinerary, if circumstances allow.

"American charterers are generally comfortable with a more ornate and elaborate interior décor than Europeans, who favor a more neutral scheme," said Karagulle, adding that "these are, of course, only broad generalizations, and there will often be crossovers with these trends which transcend nationality. On the other hand, the requirement for a top-notch crew with an excellent chef is absolutely universal."

Karagulle says first-time charterers generally choose to charter a yacht out of pure curiosity – almost by way of taking an adventure. However, a large proportion of clients who charter regularly do so because a first-class yacht with an excellent crew elevates a vacation to a level that far surpasses what any hotel, resort, or villa can offer.

The mobility aspect is key and a charter provides a constantly changing landscape always with a new discovery and experience, all within the context of high standards of comfort and luxury. In addition, the crew are trained to anticipate and deliver a service that is focused exclusively on accommodating the charterer's desires. According to Karagulle, this results in a pretty unique formula to which many people literally become addicted!

Addiction can come with a high price though, as evidenced by a Nigel Burgess charter that took place a few years ago over the course of a couple of months in the Caribbean, Central America, and South America: the basic charter fee was over US\$4 million. Another client chartered a 200ft yacht to act as a support vessel to carry his personal staff and to shadow his own 300ft yacht!

Extreme examples, perhaps, but arranging trips such as this are all in a day's work for a large yacht specialist. **VE**

Information: Nigel Burgess is a full service company offering sale and purchase, operational management, new construction, and technical services, in addition to charter. Alev Karagulle can be reached at akaragulle@nigelburgess.com. Nigel Burgess's New York office is located at: 3 East 63rd Street, New York, NY 10021; Tel: 212 223-0410 or e-mail: newyork@nigelburgess.com.

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Cannes International Boat Show: A Benchmark Event



■ **Focus on the three major features of the 27th Cannes International Boat Show (8 - 13 September), the showcase for a fabulous international fleet, gathering 350 exhibitors and 450 boats in water.**

■ **First feature:** The spectacular flat barge linked to the Jetée Albert Edouard in 2003 will be extended by 100 metres this year to accommodate 25 yachts, 24 to 45 metres long, and a number of new shipyards...*the luxury extension*. "Last year, Cannes gathered 90 yachts over 20 metres long. For 2004, that figure has been increased to 130."

Second feature: a majestic new entrance onto the Croisette for the Espace Riviera, the exhibition area for luxury yacht tenders, home automation systems, decor and furniture, tableware, audiovisual and sound systems...and major shipyards. Even richer in quality, the fully air-conditioned Espace Riviera is now home to the show office, the press room, the Trade and VIP reception desk, and a Business Center for exchanges and social interaction...when it comes to reception facilities

this is excellence itself. "Eventually," explains the show's manager, Eric de Saintdo, "the new entrance is supposed to become the show's main entrance. We've devised a reception area that measures up to the quality of our visitors: an immense 10 by 15 metre tent, entirely transparent and illuminated in the evening, will be lined at the back by a whole progression of small tents showing visitors the way to the Espace Riviera."

Third feature: a new exhibition area has been created on land between the Gare Maritime and the Esplanade de la Pantiero. It offers an additional 1,000 square metres to meet the growing needs of exhibitors who require a place to receive their visitors...it is the art of *stylish* entertaining. "The creation of a hub that makes this new reception area possible is going to generate for our exhibitors 400 square metres of additional stand space. We have to find solutions for being ever more accommodating, ever more effective: this expansion makes it possible today."

■ **Festive and spectacular,** the Cannes Boat Show has plenty more surprises in store for you. The show will be enhanced still further by the special tribute being paid this year to Martinique.

■ **"Yes, Cannes is a *business* show with the wind in its sails,"** boasts Eric de Saintdo, "Very international with 40% of its exhibitors and 30% of its visitors coming from countries round the world; the show's major asset is still the sea trials. It's the finest in-water show in Europe...perhaps even the world. We look forward to seeing you there!"

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- comprehensive rates and availability (bookings) information and Central Agent identity and contact details.

- electronic brochure listings and urls.

- review of charter show dates and monthly and 2 year calendars.

- Central Agency (booking contact) listings including address, telephone, fax and email information.

- domestic and international Charter Agency/Broker listings including names, addresses, telephone numbers, fax and email information

- thumbnail images for all yachts with electronic brochures and/or advertising.

- advertising for yachts that have chosen to obtain more exposure in the Index, be it a full page or a 1" strip.

- color maps for most operating areas, including the important charter ports and areas.

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Sample Pages



Sample Listings



Power	Cockpit	Motor
Guests	Cabins	Kg
12	5	4

1995 / Christensen / Dee Robinson
Rates: Based in Nassau, Bahamas
Nov/01 - Apr/04 \$85,000 Week 12
Bookings:
Opt Mar/03 - Mar/04 Nassau, Bahamas - Nassau, Bahamas
Opt Mar/03 - Apr/04 Nassau, Bahamas - Nassau, Bahamas
Con Apr/03 - Apr/04 Nassau, Bahamas - Nassau, Bahamas
Opt Apr/03 - Apr/04 Nassau, Bahamas - Nassau, Bahamas
Opt Apr/03 - May/04 Nassau, Bahamas - Nassau, Bahamas
See advert on the next page.



Guests	Cabins	Kg	On	Off	Ten	Seg	Pin	Heads	Baths	Showers
12	5				6			6		6

1998 / Prevost / Van Peteghem
Rates: Based in Antibes, France
Dec/15 - May/04 \$85,000 Week 12
Bookings:
Con Apr/03 - Apr/04 Guadeloupe, Windward - Roadtown, Tortola, BVI
Use Apr/03 - Apr/04 To Be Announced - Antibes, France
Use May/03 - May/04 To Be Announced - Antibes, France
Con May/03 - May/04 Palermo, Italy - Palermo, Italy
Con Jun/03 - Jun/04 Antibes, France - Antibes, France

CARIBBEAN (POWER)

237' Rm Elegant	(30)	Inquire	/rmelegant
228' Aussie Rules	(12)	\$300-315k	
194' Intuition	(12)	Inquire	/intuition
194' Pegasus	(12)	\$315K	
172' Big Eagle	(12)	\$100-125k	/bigeagle
157' Wheels	(10)	\$157-175k	
149' Lady Sheridan	(10)	\$125-140k	/ladysheridan
142' Big Play	(12)	\$85K	/bigplay
142' Indulgence	(12)	\$98-112k	
137' Lady Jenn	(10)	\$75K	
130' Sacajawea	(10)	\$70K	/sacajawea
126' Le Montrachet	(10)	\$57K	
122' Bon Bon	(8)	\$45K	/bonbon
118' Nirvana	(10)	\$47K	/nirvana
118' Shalimar	(10)	\$55-75k	/shalimar
115' Harmony	(8)	\$40-50k	/harmony
111' Exuma C	(10)	\$60K	/exumac
108' Celtic Pride	(8)	\$35K	/celticpride
108' Party Girl	(8)	Inquire	/partygirl
104' Lenora D	(10)	\$26-43k	/lenorad
94' Gloria's Sun	(8)	\$22-29k	/gloriassun
90' Tivoli	(6)	\$29-35k	
87' Pauly D	(8)	\$26-29k	
85' Panache	(8)	\$22-28k	/panache85
82' Dramaless	(7)	\$18K	/dramaless
80' La Buscadora	(8)	\$12-20k	/labuscadora
78' Lady Sharon Gale	(8)	Inquire	/ladyshangale
75' Stardust	(6)	\$14-17k	
72' Lysandra	(8)	\$19-21k	
65' Flame	(6)	\$10-13k	
64' Essence	(4)	\$11K	
64' Virgin Venture Two	(6)	\$17-19k	
61' Fine Romance	(2)	\$8K	
61' Lady Kelzie	(2)	Inquire	/ladykelzie
58' Mc Gregor II	(6)	\$9-13k	
55' Life Of Riley	(6)	\$9-11k	

CARIBBEAN (SAIL)

250' Stad Amsterdam	(28)	Inquire	/stadamsterdam
164' Princess Zeynep	(24)	\$70-90k	/princesszeynep
144' Juliet	(8)	\$85-97k	
138' Douce France	(12)	\$85-96k	/doucefrance
136' Mirabella III	(10)	\$70-75k	/mirabellaIII
131' Mirabella	(10)	\$65K	/mirabella
130' Suheyla Sultan	(14)	\$49-65k	/suheyalsultan
126' Dione Star	(12)	\$53-65k	/dionestar
123' Galileo	(6)	\$47-55k	
120' Princess Esra	(12)	\$42-58k	/princessesra
116' Whisper	(8)	\$60-65k	/whisper
115' Titan Xiv	(10)	\$5-58k	
112' Zingaro	(6)	\$40-46k	
110' Bartabas	(8)	\$46K	/bartabas
105' Cuan Law	(20)	\$33-37k	/cuanlaw
104' Kalikobass II	(8)	\$36-40k	
101' Iemanja	(8)	\$17-23k	
100' Aile Blanche	(6)	\$22-28k	
98' Leopard Of London	(6)	\$40K	/leopardoflondon
93' Taza Mas	(8)	\$25-31k	/tazamas
90' Gitana	(6)	\$26-33k	
88' Sea Angel	(6)	\$22-27k	/seaangel
88' Southern Cross	(8)	\$23-25k	/southerncross
87' Aria	(6)	\$22-26k	
85' Lone Star	(12)	\$23-35k	/lonestar

85' Taboo	(10)	\$18-28k	/taboo
82' Catbird	(12)	\$18-24k	/catbird
82' Shaitan Of Tortola	(10)	\$13-22k	/shaitanoftortola
81' Ocean Leopard	(8)	\$18-25k	/oceanleopard
80' Eliza	(8)	\$18-25k	/eliza
80' Lelanta	(4)	\$10-14k	
80' Too Elusive	(7)	\$18-20k	/tooeclusive
80' Wild Salmon	(6)	Inquire	
80' Y Not	(6)	\$17-25k	
77' Chrysalis T	(8)	\$14-18k	
77' Kemmuna	(6)	\$14-21k	
76' Cap II	(8)	\$16-23k	/capii
76' Lilla	(6)	\$16-19k	/lilla
76' Wild Tigris	(8)	\$16-21k	
75' Cool Running	(8)	\$9-13k	/coolrunning
75' Drumbeat I	(8)	\$7-15k	/drumbeati
75' Irie	(8)	\$15-19k	
75' La Cardinala	(6)	\$12-16k	
75' Palawan	(6)	\$16-19k	/palawan
75' Prima Donna 2	(10)	\$8-14k	/primadonna2
75' Xtc	(8)	\$21K	
74' Lazy Bones	(6)	\$8-12k	
74' Le Cochon Noir V	(8)	\$18-20k	
73' Wonderful	(8)	\$32K	
72' Ancilla II	(6)	\$9-12k	
72' Arabesque	(6)	\$9-11k	
72' Ayacanora	(6)	\$6-10k	
72' Bonnie Lynn	(6)	\$9-12k	/bonnielynn
72' Campai	(6)	\$16-21k	/campai
72' Hanalei Bay	(6)	\$7-11k	/hanaleibay
72' Harlequin	(6)	\$6-11k	
72' Sandcastle	(4)	\$8-11k	
72' Three Moons	(8)	\$11-16k	
72' Wildflower	(2)	\$15K	/wildflower
70' Chippewa	(6)	Inquire	
68' Casador	(5)	\$9-10k	/casador
67' Lifesong II	(6)	\$13-17k	/lifesongii
66' Anna Cay	(6)	\$12-19k	/annacay
65' Angel Glow	(10)	\$23-32k	/angelglow
65' Bonaventura	(10)	\$15-22k	
65' Bonavista	(10)	\$15-22k	
65' Felicia	(10)	\$25-34k	/felicia
65' Freya	(10)	\$13-14k	
65' Lone Fox	(5)	\$6-8k	
65' Persuader	(6)	\$10-13k	
65' Promenade	(10)	\$8-15k	/promenade
65' Wanderlust	(12)	\$24-34k	/wanderlust
64' Metani	(4)	\$4-8k	/metani
63' Ciao Bella	(6)	\$13-18k	/ciabella
63' Dulcinea	(6)	\$15-19k	/dulcinea
63' Edruska	(6)	\$8-12k	
63' Marie Blue	(6)	\$13-15k	
63' Shiwara	(6)	\$5-9k	/shiwara
63' Stenella	(6)	\$9-12k	/stenella
63' Tobago	(6)	\$12-17k	/tobago
62' Amulet	(6)	\$8-14k	
62' Crystal Clear	(6)	\$5-7k	
62' Dreamwalker	(6)	\$4-7k	
62' Holga	(6)	\$6K	
62' Makayabella	(8)	\$7-13k	/makayabella
62' Prima Donna	(6)	\$5-8k	/yachtprimadonna
62' Safari	(6)	\$15-18k	/safari
62' Southern Comfort	(10)	\$8-12k	
62' Windwalker	(4)	\$5-7k	/windwalker
61' Northern Flight	(8)	\$8-13k	

61' Rapa Nui	(8)	\$10-11k	
60' Calliope Of Arne	(8)	\$5-9k	
60' Flamboyance	(8)	\$7-12k	
60' Grand Oasis	(10)	\$6-12k	
60' Ibis	(4)	\$5-7k	
60' Oasis 60	(4)	\$11-14k	/oasis60
59' Sudiki	(4)	\$4-5k	/sudiki
58' Best Revenge 5	(8)	\$19-28k	
58' Fantasy Island	(10)	\$16-19k	/fantasyisland
58' Farrfly	(6)	\$8-13k	/farrfly
58' Sabore	(8)	\$18-26k	
58' Tri-world	(6)	\$5-8k	
58' Tzigane IX	(8)	\$5-12k	/tziganeix
57' Ad Astra	(8)	\$10-14k	/adastra
57' Aldebaran	(7)	\$13-15k	
57' Bandera	(5)	\$7-12k	
57' Cavale	(4)	\$5-6k	
57' Crazy Horse	(8)	\$15-18k	
57' Double Feature	(8)	\$17-22k	/doublefeature
57' Dream	(4)	\$5-6k	
57' Dream Catcher I	(8)	\$13-20k	
57' Fortuna Of Leith	(6)	\$4-7k	
57' Illusion II	(6)	\$4-8k	
57' Luskentyre	(4)	\$9K	
57' Mauna Loa	(6)	\$4-7k	
57' Mawali	(8)	\$11-16k	/mawali
57' Pearl Fisher	(4)	\$9-12k	
57' Quest	(8)	\$11-15k	/quest
56' Champagne 2	(8)	\$9-17k	
56' Clipper Nitehawk	(6)	Inquire	
56' Jacqueline	(6)	\$8-12k	
56' Maevie	(8)	\$16K	/maevie
56' Muscade	(8)	\$15-20k	
56' Southern Passage	(8)	\$11-18k	
56' Victoria	(9)	\$11-16k	
55' Breanker	(8)	\$11-15k	/breanker
55' Chinatown	(6)	\$4-6k	
55' Flying Ginny VII	(8)	\$9-14k	/flyingginnvii
55' Frangines	(6)	\$9-11k	/frangines
55' Millennium	(8)	\$10-14k	/millennium
55' Moorings 554 Crewed	(6)	Inquire	
55' Mystique	(2)	\$7-10k	
55' Reaction	(8)	\$9-13k	/reaction
55' Romany Life	(4)	\$5-7k	/romanylife
55' Shellette	(8)	\$10-15k	/shellette
55' Sunyata	(6)	\$5-8k	
55' Tomcat	(8)	\$10-13k	/tomcat
54' Alemar	(4)	\$8-10k	
54' Baer Necessity	(4)	\$5-7k	/baernecessity
54' Braveheart	(9)	\$9-14k	/braveheart
54' Dove, The	(6)	\$6-9k	
54' Serenity	(4)	\$5-9k	
53' La Creole	(6)	\$5-7k	
53' Mezza Luna	(4)	\$9-12k	
53' Sky	(4)	\$8-11k	
52' Blithe Spirit II	(6)	\$4-7k	
52' Jomani	(6)	\$8-12k	
51' Add To Life	(6)	\$5-7k	
51' Aurora	(4)	\$6-8k	
51' Blu Moon	(5)	\$6-7k	
51' Graunya	(6)	\$5-8k	
51' Jabberwocky	(7)	\$5-8k	
51' Phaedrus	(2)	\$4K	/phaedrus

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The listings which follow will give you an idea of the size and scope of the international charter fleet. Not all yachts list with Charter Index, but most do. There are 732 listings here, from small to (very!) large and from modest to sumptuous - certainly a selection broad enough to satisfy your every need.

Feel free to browse amongst the hundreds of 'electronic brochures' and - should you want to discuss the possibility of chartering any of these yachts - call your local yacht charter broker who will be only too happy to discuss the availability of whichever yacht has taken your fancy.

This is how the listings work - (please note that when accessing electronic brochures the "boatname" mentioned in the following listings should always be preceded by "www.charterbrochure.com". E.g. www.charterbrochure.com/salperton)

138' (=Yacht length) Douce France (=Yacht name) 12 (=Guest capacity) \$85 - 96k (= Weekly rate/range in thousands) /doucefrance (=electronic brochure url)

51' Purrfection	(8)	\$10-12k	/purrfection
51' Rumbow	(8)	\$1K	
51' Saga Boy	(6)	\$5-6k	/sagaboy
51' Shenemere	(6)	\$4-8k	
51' Silent Partner II	(4)	\$5-6k	/silentpartnerii
51' Sojourn	(6)	\$5-8k	/sojourn
50' Eroica	(4)	\$5-6k	
50' L Esprit Du Nord	(6)	\$5-10k	/lespritudunord
50' Lady Jane	(6)	\$5-7k	
50' Pirates Lady	(6)	\$4-6k	
50' Rendezvous Cay	(6)	\$9-12k	
50' Sea Chateau	(7)	\$9-12k	
50' Serendipity	(6)	\$4-7k	/serendipity
49' Qwest	(2)	\$4K	
48' Belline II	(8)	\$6-13k	/bellineii
48' Duduza	(6)	\$8-10k	/duduza
48' Libreterre	(6)	\$5-10k	
48' Lionheart	(10)	\$5-6k	/lionheart
48' Pentesilea II	(8)	\$7-11k	/pentesileaii
48' Storm Petrel	(5)	\$3-4k	
47' Buster	(4)	\$4-6k	/buster
47' Carpe Diem	(4)	\$4-5k	
47' Lagoons	(8)	\$7-12k	
47' Moorings 4700 Crewed	(6)	Inquire	
47' Shamu	(5)	\$5-7k	/shamu
47' Swish	(7)	\$10-14k	/swish
46' Gannet	(2)	\$4K	/gannet
46' Ursa Minor	(4)	\$4-5k	
46' White Sands	(2)	\$4K	/whitesands
45' Free Ingwe	(6)	\$8-9k	
45' Island Dreams	(4)	\$3-6k	/islanddreams
45' Madiba	(6)	\$6-10k	/madiba
45' Tiare Apetahi	(4)	\$4-5k	/tiareapetahi
44' Andiamo	(6)	\$9-10k	
43' Marolanga	(6)	\$6-9k	
42' Chateau	(6)	\$6-10k	/chateau
42' Sea Nymph	(4)	\$3-4k	/seanymph
41' Moonshine	(4)	\$5-8k	
41' Orion	(2)	\$3K	
39' Foxfire	(5)	\$5K	
37' Glory Of Christiansted	(2)	\$3K	
36' Arc Angel	(4)	\$2-4k	

FLORIDA AND THE BAHAMAS (POWER)			
237' Rm Elegant	(30)	Inquire	/rmelegant
172' Big Eagle	(12)	\$100-125k	/bigeagle
153' Daybreak	(12)	\$140K	/daybreak
149' Lady Sheridan	(10)	\$125-140k	/ladysheridan
142' Big Play	(12)	\$85K	/bigplay
137' Lady Jenn	(10)	\$75K	
132' Mirage	(10)	\$69K	/mirage
126' Le Montrachet	(10)	\$57K	
124' Lanida	(9)	\$55K	
123' Big City	(10)	\$60-84k	/bigcity
122' Bon Bon	(8)	\$45K	/bonbon
122' Mariner III	(10)	\$30K	/marineriii
118' Nirvana	(10)	\$47K	/nirvana
118' Shalimar	(10)	\$55-75k	/shalimar
118' True North	(8)	\$40K	/truenorth
115' Harmony	(8)	\$40-50k	/harmony
115' Leda	(8)	\$38K	
112' Savoir Faire	(8)	\$34K	
110' Cachee	(8)	\$36K	
110' Super Toy II	(8)	\$35K	

108' Lady Evangeline	(8)	\$39K	/ladyevangeline
108' No Name	(9)	\$39K	
108' On Seafari	(6)	\$27K	
108' Party Girl	(8)	Inquire	/partygirl
107' Conquest II	(6)	\$27K	/conquestii
106' Calex	(8)	\$24-32k	/calex
106' Primadonna	(8)	\$39K	/primadonna
105' Grand Diane	(8)	\$36K	/granddiane
105' Independence 2	(8)	\$26-36k	/independence2
105' Knot Tide	(8)	\$35K	/knottide
105' Passion	(7)	\$27K	/passion
103' Taipan	(6)	\$26K	/taipan
102' Solace IV	(10)	\$33-37k	
101' Alexis	(8)	\$23-25k	/alexis
100' Barbarina	(6)	\$30-36k	/barbarina
100' Carib Queen	(10)	\$40K	/caribqueen
100' Insatiable	(6)	\$29K	
100' Melimar	(8)	\$33K	
98' Destiny	(6)	\$27K	/destiny
95' Marlonna	(6)	\$19K	/marlonna
95' Virginia Mia	(6)	\$32-45k	/virginiamia
94' Gloria's Sun	(8)	\$22-29k	/gloriassun
93' Finatic	(10)	Inquire	/finatic
93' Man Of Steel	(8)	Inquire	
92' Pa-li-ne	(8)	\$34K	/paline
91' More Toys 4 Us	(8)	\$16-19k	
90' Dover 1	(6)	\$22K	/dover1
90' Trilogy	(8)	\$27K	/trilogy
88' Simon Sez	(6)	Inquire	
85' Eastern Star	(60)	\$19-31k	/easternstar
85' Impetuous	(6)	\$23K	/impetuous
85' Panache	(8)	\$22-28k	/panache85
83' Lion's Whelp	(31)	\$14K	/lionswhelp
82' Contingency	(6)	\$20-22k	
82' Lady Elizabeth	(6)	\$16K	/ladyelizabeth
82' White Eagle	(6)	\$17K	
81' Cong Quest	(6)	\$19K	
80' Kenkayla's Kastle	(6)	\$21K	
80' Sheer Luck	(6)	\$17K	/sheerluck
80' Silver Cloud	(7)	\$15-16k	/silvercloud
78' Byte Me	(8)	Inquire	
78' Right Of Passage	(12)	\$15K	
78' The Big Kat	(6)	\$15K	/thebigkat
77' Next Wave	(6)	\$15K	
77' Sacbe	(6)	\$23K	
75' Natasha II	(8)	\$23K	
75' Team 4 Play	(4)	Inquire	
74' Aquanovia	(8)	Inquire	/aquanovia74
74' Lady Marion	(8)	\$16K	
72' Amity	(6)	\$15-16k	/amity
71' Litchfield Lady	(4)	\$11K	/litchfieldlady
70' Captain Video	(6)	\$15K	
70' Ocean Drive	(6)	\$15K	
70' Vehia	(6)	\$14K	/vehiamaiora
69' Malena	(6)	\$16-20k	/malena
68' Blue Moon	(4)	\$10K	/bluemoon68
68' Connie Sue	(6)	\$12K	/conniesue
68' Glory	(6)	Inquire	
68' Victoria Del Mar	(6)	\$17K	
65' Essco	(6)	Inquire	/essco
65' Premium	(6)	\$17K	
62' One More Toy	(6)	\$11K	
61' Miss Quail	(6)	\$11K	
61' Sea Tabby	(5)	\$9K	/seatabby
61' Whales Way	(6)	\$11K	/whalesway

60' Wrens Wroost	(5)	\$8K	
59' Lady J	(6)	\$11K	
57' Lone Wolf	(12)	Inquire	
55' Excalibur	(6)	Inquire	
55' Martini On The Rocks	(6)	Inquire	
55' Mecca	(10)	Inquire	
54' Sea Ya	(2)	Inquire	/seaya
50' Kelli Maria	(6)	\$6K	
48' Never Say Never	(8)	Inquire	
47' Maranatha	(3)	\$5K	/maranatha
46' Bucanero	(7)	Inquire	
46' Optical Opportunity	(4)	Inquire	
46' Water Fantaseas	(6)	Inquire	/waterfantaseas
45' Makai	(4)	\$5K	
40' Morena II	(5)	\$3K	
38' Lady Jane	(4)	Inquire	

FLORIDA AND THE BAHAMAS (SAIL)

118' Gitana	(10)	\$47K	
85' Lone Star	(12)	\$23-35k	/lonestar
80' Y Not	(6)	\$17-25k	
73' Bahamian Rhapsody	(8)	Inquire	/bahamianrhapsody
65' Cat Ppalu	(12)	\$9-11k	/catppalu
60' Rhapsody	(6)	\$5-9k	/rhapsody
50' Alegria	(5)	\$3-4k	
50' Lauderdale Lady	(6)	\$10-15k	
48' Anticia	(8)	Inquire	/anticia
48' Blue Lagoon	(7)	\$6-8k	
47' Moorings 4700 Crewed	(6)	Inquire	
46' Home	(5)	\$4-5k	
45' Catalyst	(8)	\$4K	

EAST COAST OF NORTH AMERICA (POWER)

178' Revelation	(12)	\$90K	
164' Iroquois	(8)	Inquire	/iroquois
156' Inspiration	(10)	\$100K	/inspiration
142' Big Play	(12)	\$85K	/bigplay
132' Mirage	(10)	\$69K	/mirage
130' Corrie Lynn	(10)	\$75K	/corrielynn
130' Sacajawea	(10)	\$70K	/sacajawea
124' Lanida	(9)	\$55K	
122' Mariner III	(10)	\$30K	/marineriii
118' Aquasition	(8)	\$40K	
118' Nirvana	(10)	\$47K	/nirvana
118' Time For Us	(8)	\$55K	/timeforus
115' Leda	(8)	\$38K	
110' Cedar Island	(10)	\$32K	
110' Kaleen	(8)	\$35K	/kaleen
108' Celtic Pride	(8)	\$35K	/celticpride
106' Calex	(8)	\$24-32k	/calex
105' Fantasy	(10)	\$38-50k	
105' Grand Diane	(8)	\$36K	/granddiane
105' Independence 2	(8)	\$26-36k	/independence2
104' Lenora D	(10)	\$26-43k	/lenorad
103' Taipan	(6)	\$26K	/taipan
100' Barbarina	(6)	\$30-36k	/barbarina
100' Carib Queen	(10)	\$40K	/caribqueen
100' Miss Tricia	(6)	Inquire	/misstricia
92' Pa-li-ne	(8)	\$34K	/paline
87' Pauly D	(8)	\$26-29k	
85' Eastern Star	(60)	\$19-31k	/easternstar

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85' Princess Marcie	(10)	\$26K	
83' Lion's Whelp	(31)	\$14K	/lionswhelp
82' Lady Elizabeth	(6)	\$16K	/ladyelizabeth
80' Lori Sue	(6)	\$15K	
78' Lady Sharon Gale	(8)	Inquire	/ladysharangale
78' Right Of Passage	(12)	\$15K	
77' Belle	(8)	Inquire	
77' Next Wave	(6)	\$15K	
75' Lacey K	(8)	\$18K	
74' Aquanovia	(8)	Inquire	/aquanovia74
74' Lady Marion	(8)	\$16K	
72' Lysandra	(8)	\$19-21k	
71' Litchfield Lady	(4)	\$11K	/litchfieldlady
70' Captain Video	(6)	\$15K	
70' Coquina	(6)	\$13K	/coquina
70' Ocean Drive	(6)	\$15K	
68' Blue Moon	(4)	\$10K	/bluemoon68
68' Glory	(6)	Inquire	
67' Taipan I	(8)	\$13K	
65' Le Reve	(6)	\$13K	
64' Essence	(4)	\$11K	
61' Alexander	(6)	\$11K	
61' Fine Romance	(2)	\$8K	
61' Sea Tabby	(5)	\$9K	/seatabby
61' Whales Way	(6)	\$11K	/whalesway
57' Golden Dream	(8)	Inquire	/goldendream
53' Mohegan Star	(6)	Inquire	/moheganstar
46' Katra Blue	(6)	Inquire	/katrablue

EAST COAST OF NORTH AMERICA (SAIL)

245' Caledonia	(79)	\$123K	/caledonia
160' Arabella	(40)	Inquire	/arabella
118' Gitana	(10)	\$47K	
115' Titan Xiv	(10)	\$5-58k	
105' Whitehawk	(6)	\$24K	
101' Iemanja	(8)	\$17-23k	
97' Odysseus	(7)	\$25K	/odysseus
90' Gitana	(6)	\$26-33k	
87' Aria	(6)	\$22-26k	
82' Catbird	(12)	\$18-24k	/catbird
80' Eliza	(8)	\$18-25k	/eliza
80' Lelanta	(4)	\$10-14k	
80' Too Elusive	(7)	\$18-20k	/tooelusive
80' Y Not	(6)	\$17-25k	
78' Sweptaway	(6)	\$19K	
75' Palawan	(6)	\$16-19k	/palawan
74' Le Cochon Noir V	(8)	\$18-20k	
72' Ancilla II	(6)	\$9-12k	
72' Bonnie Lynn	(6)	\$9-12k	/bonnielynn
72' Madeleine	(49)	Inquire	
67' Lifesong II	(6)	\$13-17k	/lifesongii
65' Nittan II	(6)	\$10K	
63' Ciao Bella	(6)	\$13-18k	/ciaobella
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279' Annaliesse	(36)	Inquire	/annaliesse
237' Rm Elegant	(30)	Inquire	/rmelegant
189' Princess Tanya	(18)	Inquire	/princesstanya
172' Taipan III	(12)	\$135K	/taipaniii
171' Solemates	(10)	\$245-260k	/solemates
168' Jamaica Bay	(12)	\$175-185k	
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156' Aria	(10)	\$170-175k	/aria156
153' Daybreak	(12)	\$140K	/daybreak
152' White Knight	(12)	\$105-196k	
150' Magic	(10)	\$150-165k	/magic
150' Pegasus	(46)	Inquire	
141' O'pari	(12)	\$120-250k	
138' O'rea	(12)	\$59-147k	
138' Trinity II	(12)	\$95-105k	/trinityii
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131' Carmen Fontana	(10)	\$75-134k	
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126' Proton	(12)	Inquire	
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102' Harama II	(8)	\$45-175k	
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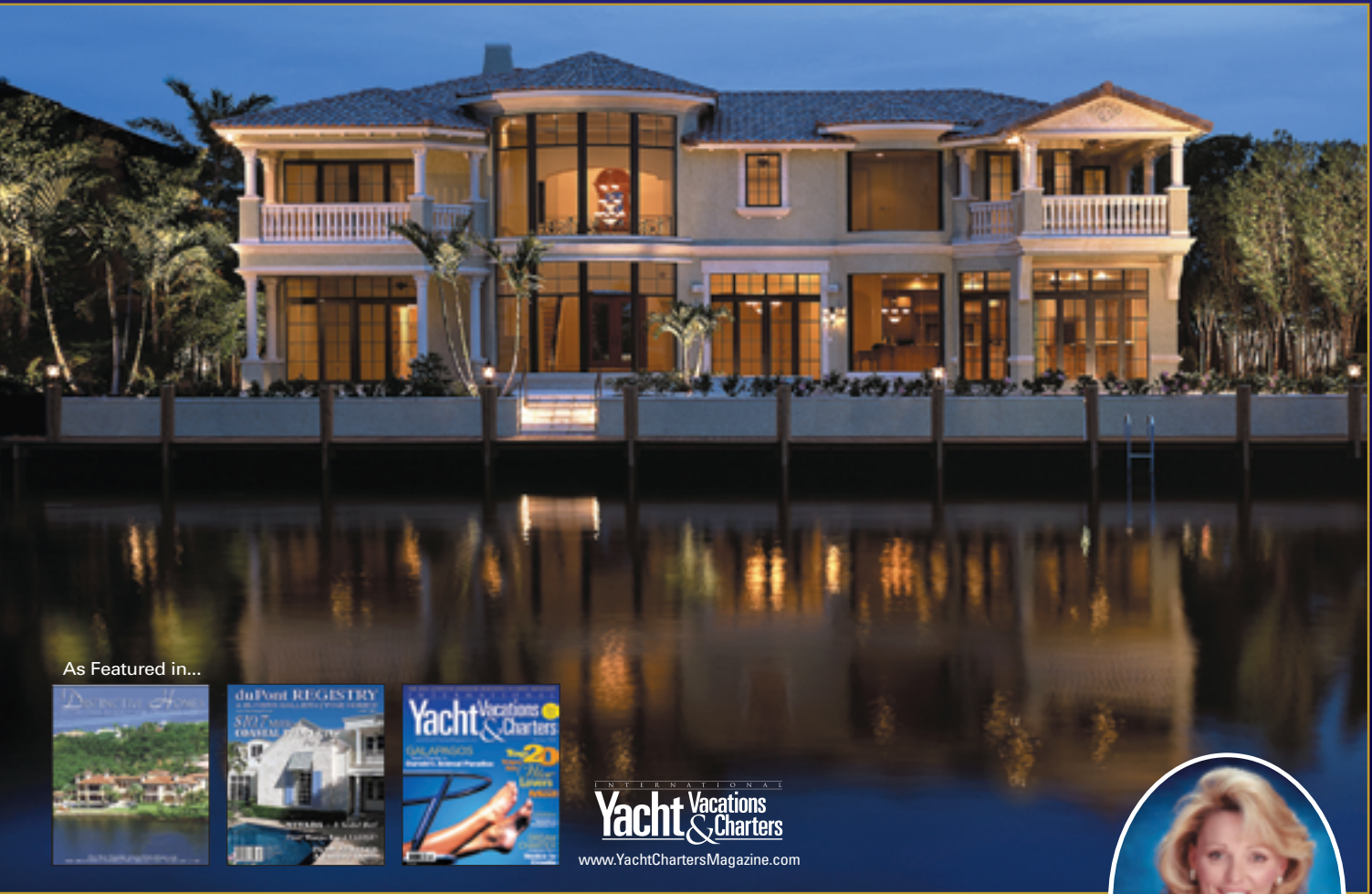
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PHOTOS BY LIZ ORDÓÑEZ

Unparalleled breathtaking views of the South Grand Canal and Intracoastal await! Take in the ocean breeze from the covered patio or the romantic second floor master suite balcony. This is the only gated estate on 36th Street off the South Grand Canal. Built by Lighthouse Point's most prestigious developer two years ago, the Old World Mediterranean property features two master suites, two guest rooms, 3-1/2 baths, and an office/media room. All rooms are beautifully furnished, and have a spectacular view of the South Grand Canal.

The luxurious decor offers an exquisite two-story foyer with fireplace, slab marble staircase with wrought iron railings, and faux painting inside and out.

Surrounded by manicured landscaping, a heated pool with raised spa is enhanced by a fiber optic light display at night.



A custom gourmet kitchen with top-of-the-line appliances includes a wine cave. An open bar adjoins a furnished sitting area where you can relax in front of your HDTV entertainment center.

Enjoy attention to detail throughout – from marble floors to custom moldings and surround sound sytem in every room. Stand in the formal dining room and look up at the hand-painted Italian-inspired fresco ceiling, just one of artist Iurie Luchian's original oil paintings that highlight the house.

Step off the 90' private dock, onto your own Wellcraft Martinique 3200 yacht, where you are within 400 feet of the Intracoastal and just 50 miles from the Bahamas. You are right around the corner, on the widest canal in Lighthouse Point, yet protected from the heavy traffic and the noise of the Intracoastal.

FIRST FIDELITY — FINANCIAL —	
No income verification Unlimited cash out	
Loan Amount	1.0% Payment
\$100,000	\$252.86
\$200,000	\$505.71
\$500,000	\$1,264.28
\$1,000,000	\$2,528.56
\$1,500,000	\$3,792.84
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*APR 4.05% programs subject to change. Certain restrictions apply. Low Doc. We reserve the right to request additional documentation. Reduced points/fees. 1-month 12-MTA Option ARM with a 40 year term. After the initial 1-month period, interest rate and APR may increase. Rate adjustment and payment caps may result in deferred interest. APR reflects 20% equity based on appraisal or sale price, whichever is lower. Interest rates APR may be higher than when these costs are paid by borrower. The expressed rate could change or not be available at commitment or closing. © 2004 First Fidelity Financial Corp.

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