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VOLUME 1 ISSUE 3 2004

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EDITORIAL

A Yacht for Every Budget



Jamie Matusow with Capt. Alex Greenson of *M/Y Starship*

WRITTEN BY JAMIE MATUSOW

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The more I attend yacht shows and travel aboard various vessels, the more it becomes apparent that there is, indeed, a yacht for every budget and for every need. From 45ft bareboat catamarans to luxury crewed charters, from family reunions to corporate events, the experience can be yours.

At this year's 45th annual Fort Lauderdale International Boat Show, one of the largest in the world, interest was strong in boats of all sizes, from canoes to megayachts. The *YV&C* staff spent most of our time at the Bahia Mar and Las Olas marinas, viewing the superyachts (see our show album in this issue). Three of our favorites were the 143ft Van Mill, *Starship*, which features an incredible formal dining room with a panoramic view and an elegant foyer enhanced with makore and mahogany woods. Should you need transport while on board, you can hop on *Starship's* very own helicopter. With accommodations for 10–12, *M/Y Starship* charters for \$100,000 per week, plus expenses.

M/Y Janie is a brand new 157ft Trinity tri-deck that premiered at the show. Beautifully detailed throughout, the main saloon features a 50in plasma TV and a player piano. You can amuse yourself in the sky lounge with an even larger plasma TV and two karaoke machines. In the mood for fishing? One of *Janie's* "toys" is a 34ft custom Intrepid. You can live the life of luxury for a week aboard *Janie* for \$157,000–175,000, plus expenses.

All the stops were pulled out in building Oceanco's sleek, 197ft *Alpha Four*. A 10sqm glass-fronted Jacuzzi swimming pool is the focal point of the sun deck, which also houses a gym and a beauty salon. The sun deck's open dining area can accommodate a party for a couple of hundred people, but can be cleared should a guest need to arrive or depart via helicopter. A charter aboard *Alpha Four* tips the scales at \$400,000 per week, plus expenses, but you'll definitely be the talk of the town.

Clearly, while these megayachts are ideal for corporate entertaining or super-deluxe private parties, they are not within everyone's budget. However, there are a multitude of vessels out there – and something to suit almost any pocketbook.

YV&C continues to give you a cross-section of options. From first-time charters to exploration done in grand style, you'll find the stories here. And what makes us different from marine magazines that focus only on vessels is that we go beyond the boats: we also provide real-life experiences and in-depth descriptions of the crews and destinations. We even cull secret recipes from the chefs when we can!

In this issue, we've chosen to highlight three Romantic Sailing Charters: one in the Grenadines, one in Australia, and one on the French Riviera. In each, a couple describes their experiences aboard, the food, and the crew. Affordable even for two, when several couples split the bill, the price for accommodations and food for a week becomes a great value.

Read why guests come back again and again – for the crew, as well as the boat and the destination – to *Jamal*, an 85ft Hatteras that motors through the Pacific Northwest. My family and I were treated to a week on *Jamal*, in Washington's San Juan Islands, and we too hope to return one day.

Then there's *Pangaea*, a 184ft Halter Marine/Trinity, expedition-style luxury yacht. Our writer was fortunate enough to win a bet and cruise through the Panama Canal, experiencing memorable trips ashore, fine dining, and great fishing. He covered over 500 nautical miles and had the adventure of a lifetime on one leg of *Pangaea's* around-the-world charter itinerary.

Of course there are many accoutrements to the yachting lifestyle. In this issue we look at high-end cellphones and need-to-be-seen-in sunglasses, along with our usual columns on wines and cigars. Mixed in are stories on 10 great restaurants to get to by boat, Dee Robinson's continuing insight on the evolution of yacht interior design, and more.

Here's hoping one of these articles will inspire you to charter a yacht. Once back home, you'll surely crave another. ☼

Marlborough's Maiden

Yacht charter in New Zealand's wine country

The crew of the lovely *Pacific Eagle*, the lone luxury charter yacht in the emerging South Island region, takes pride in introducing guests to local specialties.



PHOTOS: (TOP) TERRY FONG (RIGHT) KIM KAVIN

A cloudy mist envelops the hillsides not like a thick wrap, but like a sheer scarf. Sheep loll contentedly on the green hillsides, far outnumbering the people who live here. It is morning in Marlborough, on New Zealand's South Island, but even better, it is the dawn of a new way of life.

Dairy farms comprised nearly the entirety of the Marlborough region's economy until about three decades ago, when farmers first began to succumb to the much more profitable grape. Today, the 25-minute drive from Blenheim Airport to the waterfront town of Picton is a winding tour of bustling vineyards in what has become New Zealand's biggest wine-producing region. The avocado-colored vistas still serve as home to the grazing flocks, but the pastures now alternate with row upon row of chardonnay and sauvignon blanc vines. The land remains pristine, with rivers so clean they glisten Caribbean turquoise, but a few fine restaurants and inns have sprouted to cater to *Wine Spectator* devotees. Tourists with discriminating palates are beginning to make Marlborough a destination of choice.

Peter Stewart can't figure out what took everyone so long to get here. The longtime venison farmer understands the limitations imposed by geography (New Zealand is a 12-hour flight from Los Angeles), but travelers have forever endured whatever trip was required to reach a given paradise. Stewart has loved his native land since he grew up in Canterbury, just outside Christchurch, and he's thrilled the rest of the world is finally thinking "kiwi."

In fact, he's banking on Marlborough bringing in visitors who seek exclusive experiences. He'll need them to turn the region into as well known a destination for yacht charters as it has become for wine.

Stewart is the owner and captain of the 102ft Alloy *Pacific Eagle* – the only luxury yacht based in Picton, which connects Marlborough to the reaches of Queen Charlotte Sound. It's more a fledgling charter market than an emerging one; yachts have passed through over the years, but until now, none has made this a home port.

Pacific Eagle is embracing the virgin territory. Stewart hired two fellow South Islanders as first mate and chef, and he insists that food, drink, and everything else aboard introduce guests to New Zealand in general, and to the Marlborough region in particular.

"It's really important," Stewart says. "What's the point of drinking Australian wine?"

Boating has been Stewart's hobby since he was a boy. His career working with deer kept him on land that was stunning (parts of "The Lord of the Rings" were filmed near his farm), but never called to him like the sea. In 1999, when New Zealand was preparing to defend the America's



PHOTO: KIM KAVIN

Queen Charlotte Track ▲

The Queen Charlotte Track is growing in popularity among trampers who enjoy hiking without huge crowds. The vistas are stunning along some parts of the sometimes steep and winding trail.



PHOTO: KIM KAVIN

Rowboats ▲

Rowboats left to dry in the cool breeze ashore.



WRITTEN BY
KIM KAVIN

Pacific Eagle Specifications

Guests day trips	40
Guests overnight	6
Crew	3
Cabins	3 - 2 doubles, 1 twin, all with own ensembles
Length	31m/102ft
Beam	8.3m
Draught	2.3m
Designer	Don Brooke
Builder	Alloy Yachts
Engines	2 Gardner 6LY 245hp
Rig	Stowaway sails and winches hydraulically operated
Cruising Speed	Under power 10 knots
Equipment	BBQ, DVD, SAT T.V., CD, video, airconditioning
Communications	Radio, VHF, SSB, SAT, phone, email, internet



PHOTOS: TERRY FONG

The Marlborough Wine Trail

The dozens of wineries that have sprouted like weeds across Marlborough are perfectly situated for touring – they're within cycling distance, even walking distance in some cases. The cool-climate region is best known for its sauvignon blancs and chardonnays, but don't be surprised if you find a delightful pinot noir along the way.

We arrived unannounced at the Cloudy Bay facility on Jacksons Road (www.cloudybay.co.nz) and were treated to a free tasting from four bottles, along with views of the barrel cellar. Unfortunately, U.S. residents can't ship wine back home because of legal issues, but we gladly spent \$150 New Zealand (about \$100 U.S.) on six bottles or so to carry with us.

Also on Jacksons Road is the Allan Scott Wines & Estates Ltd., which offers lunches; and Cairnbrae Vineyard, which hosts indoor and outdoor dining.

For information about these and other nearby wineries, log on to www.winesofnz.com. —K.K.

Cup, Stewart knew he and his 65ft sailing yacht needed to be part of the action. "I said to myself, 'How can I be involved in all of this and afford to do it?'"

Charter was the answer. He got his captain's license and sailed his Don Brooks design into the heart of the scene. He'd had his beloved yacht for about 10 years, but the setting rekindled a lust he'd long harbored for a bigger sailboat by the same designer: the 102ft *Fantasea*, owned by a German man who wanted to sail around the world.

After the Cup, Stewart put charter on the back burner and set out on his 65-footer to see Tonga. He couldn't believe his luck when he landed in the same anchorage as *Fantasea*. He approached the owner, who rebuffed him right there in the crystal blue harbor.

"I was sort of relieved the problem had gone away," he recalls.

A week later, the German changed his mind, Stewart changed the boat's name, and the *Pacific Eagle* concept was born.

Stewart immediately set about renovating the yacht for charter. She already had good bones, with the three guest cabins aft – well separated from the forward crew areas and galley by a large, comfortable main saloon. She also had great headroom, which is important

for charter guests who tower in the companionways like the 6-foot-2 Stewart does.

What the boat most needed was an updated décor. Stewart turned to his wife, Pieter Stewart, who is well known for her work with L'Oréal New Zealand Fashion Week. She changed the boat's tired fabrics and abundance of mirrors into a more appropriate, casually elegant atmosphere. Navy blues, creamy whites, and teak woodwork now dominate, with lovely touches like newly monogrammed barware. Framed, rare original engravings by Captain Cook hang in the twin and queen staterooms, a nod to the time the explorer spent in these New Zealand waters.

While *Pacific Eagle's* interior is lovely, our party of five spent virtually every waking moment aboard on the boat's covered aft deck. Queen Charlotte Sound is reminiscent of the United States' Pacific Northwest, with sometimes chilly temperatures

and, at least during our stay, a healthy dose of fog and rain. Even so, we found the untouched scenery spectacular. Still, charter guests who visit, as we did, in the summertime month of January should be prepared to motor frequently (the sound is flat calm, not enough wind to sail) and forgo morning swims (the water is about 70 degrees at the surface).



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Good (Tips from) Fortune

About 10 years ago, New Zealanders were just beginning to learn which varieties of olives were best for growing in the region. By 2001, enough high-quality brands were being bottled that the New Zealand Olive Oil Awards were established to promote the industry. *Pacific Eagle's* chef, Chris Fortune, who works hard to introduce charter guests to local delicacies, treated us to a discussion about choosing among the offerings. He started by giving each of us two different olive oils, separated into plastic cups, and then proceeded as if hosting a wine tasting. He asked us to discuss bouquet and taste.

Our first swallow tasted normal, like olive oil from back home in the States. The second swallow was amazingly better, like no olive oil we'd ever tried.

Fortune explained that the first oil was what most people keep in their kitchens – a variety from a clear glass bottle that had sat on the shelf forever. Clear bottles, he continued, are inappropriate for olive oil because sunlight breaks it down and turns it rancid. Olive oil that comes in dark glass bottles will taste much better, especially if you use it before it tends to go bad, no more than two years after being bottled.

Be sure to buy extra virgin, he said, because it comes from the first cold press of the olives. A high-quality extra virgin will cost a pretty penny, but he offered this tip: use grape seed oil to cook, then finish off dishes with a drizzle of olive oil.

Your guests will never know the difference. –K.K.



New Zealand Cuisine ▲
(Top) Lunch of warm rolls and mesclun salad with silver almonds, red grapes, and roast chicken slices, served with Cloudy Bay pinot noir and Hunter's sauvignon blanc, both local wineries in the Marlborough region. (Middle) Sliced fruit, served breakfast-style. (Bottom) Appetizer of baby crayfish (called *kia koura* here).

Special thanks to Air New Zealand
800-369-6867 ; www.airnewzealand.com/usa

Anyone who enjoys hiking, though, will be in heaven. New Zealand is beloved for its well-maintained “tracks” that draw “trampers” from around the world. The Queen Charlotte Track, about 44 miles long, runs along the sound and is easily accessible by dinghy. Many hikers traverse the slopes beneath the dense canopy for a few hours a day, stopping to camp or sleep in small lodges along the route.

Pacific Eagle dropped us off at the tip of Ship's Cove, and we tramped all morning down to Resolution Bay. The scenery reminded one of our French guests of Switzerland; I thought I heard a bit of Costa Rica in the way the cicadas chirped in the trees. Still another in our party said she felt like she was trekking around a Caribbean island, thanks to the sea views and thick canopy. “It's the whole world in one country,” Fraser Yachts Worldwide broker Kirsten Ringsing offered. Indeed, we each saw pieces of other places we'd been as we navigated the slippery, muddy slopes and rocks.

After the hearty workout, we pushed our tired legs down the dock at Resolution Bay, where *Pacific Eagle's* dinghy was already in position, waiting to carry us back to the boat. By the time we all showered and returned to the aft deck, bellies rumbling, the talented crew had our next introduction to New Zealand's finest offerings in order.

First mate Sebastian Alexander has only been in the yachting business about a year, but at age 20 possesses a poise that is well beyond his years. He always smiles, he never says “no,” and he even irons the bedsheets so they feel crisp and clean at the end of the day. After our morning hike, he had the aft deck table set and was working with chef Chris Fortune to prepare lunch, including the wild mussels Fortune had collected bare-handed from the bay while awaiting our return.

The rest of our buffet included wild pork tatins, green and yellow heirloom tomatoes, delicious feta served with watermelon slices and fresh basil, wild watercress with red pepper and pumpkin seeds, and zesty homemade spreads made with sun-dried tomatoes, walnuts, and spinach.

“We use everything from New Zealand, and most of it from Marlborough,” Fortune says. “The potatoes we're having tonight, they're from my garden.”

The food, so fresh and soothing, went well with the Cloudy Bay pinot noir we had brought aboard from the local winery, and the label was appropriate for the scene just off our stern: a sleepy bay echoing with chirps and whistles from the trees, all beneath a fog that had settled like a security blanket.

Sheep may still dominate the countryside here on the South Island, but *Pacific Eagle* and Marlborough's fine new way of life are a big step toward an elegant future. ☼

Information

Pacific Eagle is expected to be available in Queen Charlotte Sound during New Zealand's summer, starting in November. Her rate for 6 guests is being determined. Contact: Fraser Yachts Worldwide (011) 64 9 302-0178; allanj@fraseryachts.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

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A dream weekend for two, snorkeling Australia's Great Barrier Reef

Cruising the Coral Sea

WRITTEN BY
CATHERINE LAWSON

PHOTOS BY
DAVID BRISTOW

Setting sail aboard the five-star luxury yacht *Marcrista* provided the perfect base from which to sunbathe on unpopulated beaches and snorkel the pristine coral gardens of remote Undine Cay.



SPECIAL SECTION

Romantic Sailing Charters

COUPLES CHARTER



Famous Four Mile Beach,
Port Douglas



Marcrista ▲
An exhilarating sail along the Cape
Tribulation coastline

Undine Cay shimmers like the ocean jewel it truly is: an unpretentious, utterly stunning sprinkling of sand, lapped by opal-blue waters that allow eyes to penetrate deep into the rich coral gardens below. A tiny, rarely visited cay, Undine lies just off the Cape Tribulation coastline and its world-famous Daintree National Park in tropical Far North Queensland. This low-lying speck of sand all but disappears at high tide and receives very few visitors.

With snorkels by our sides and clutching flutes of chilled champagne, we stretched out in the sunshine on our private atoll of isolation. Although we were a mere half-day sail from the popular holiday haven of Port Douglas, my partner and I were blissfully alone and attempting to disprove the theory that champagne and sunshine don't mix.

We had arrived at this remote haven in style, aboard the five-star, million-dollar charter yacht *Marcrista*. This decadently appointed, 52ft live-aboard offers exclusive sailing escapes anywhere in Queensland's Far North, and if freedom, seclusion, and adventure are at the top of your list, this is *the* way to explore the open seas.

Aboard *Marcrista* you can expect absolute indulgence: exceptional cuisine, comfortable sailing, and the ultimate luxury – your choice of destinations as you dive, snorkel, or simply cruise the reefs, cays, and beaches of the Coral Sea. In our case, this added up to a weekend of cozy coupledom, with carefree days spent sailing, snorkeling and sunbaking on deserted beaches from Port Douglas north to Mackay Reef.

The Great Barrier Reef is the only living organism visible from outer space, and also holds the record for the world's largest World Heritage Area. It encompasses the world's largest collection of coral reefs – an estimated 2,900 individual reefs. Add to that around 300 types of coral, 1,500 fish species, 600 continental islands, and over 350 coral cays, and you've got one fantastic dive site!

Estimated to be over 18 million years old, the Great Barrier Reef stretches for 2000km along Australia's far northern coastline. But it is only at Cape Tribulation, north of the holiday havens of Cairns and Port Douglas, that the reef extends right to the beach. Just offshore lies magical Undine Cay.

Despite being one of about 200 sand cays bereft of vegetation on the Great Barrier Reef, Undine is extremely special, and with so few visi-



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Cuisine ▲

After working up an appetite, the crew indulges our cravings



Snorkeling ▲

Exploring the big blue at Undine Cay

“if freedom, seclusion, and adventure are at the top of your list, **this is the way to explore the open seas**”

tors you are almost guaranteed of enjoying the experience alone. The quality of coral here is some of the best on the inner reef, undisturbed by years of marauding snorkelers who frequent other locations, and thereby attracting a distracting variety of colorful marine creatures.

You can spend your time here exploring the depths, or if you can bear to leave the water, *Marcrista's* crew will schedule a private helicopter to land on the cay and fly you over the reef and the nearby rainforested hills of Daintree National Park.

Our idyllic escape began in the sassy, tropical village of Port Douglas, located a short, scenic drive or helicopter flight from Cairns International Airport. With its upmarket eateries, truly exclusive resorts, and a broad expanse of palm-fringed beach to laze upon, Port Douglas grants visitors the royal reef experience. Its proximity to the Great Barrier Reef and Daintree National Park offers visitors a central base from which to explore some of Australia's wildest territory.

On boarding *Marcrista*, we politely declined a breakfast of coffee and croissants for the chance to take over the helm. As I turned the gleaming, giant sloop north, leaving civilization in our wake, a favorable 20-knot southeasterly hit the beam, heeling us slightly and pushing us along at an exhilarating nine knots. Off to port, the broad, muddy mouth of the Daintree River heralded the start of that pristine rainforest strip fiercely protected within the bosom of Daintree National Park.

Soon I could make out the bulbous headland of Cape Tribulation, named so by Captain James Cook during his exploratory 1770 voyage of Australia “....because here began all our troubles.”

As we sailed on, I refused to relinquish the helm, but *Marcrista's* skipper Mark Blunden was only too happy to oblige. While Mark's charter company advertises absolute indul-

gence, what he really sells is freedom, and aboard his yacht I was free to take the reins.

We arrived at Undine's paradise on day one of our all-too-brief adventure. Immobilized by the sun, we were content to merely laze beneath our umbrella, but eventually, the deep blue beckoned. Even the most ardent champagne devotees would find it hard not to dig their glasses into the sand and slip beyond the shore with snorkel and fins. Beneath the sea, a forest of gently swaying feather stars harbors a kaleidoscope of colorful wrasse and parrotfish that gnaw continuously at masses of lime and tangerine coral.

On a wall of multicolored Christmas tree worms, we spotted a pair of clownfish darting in and out of the protective tendrils of a sea anemone. And as we swam on, mesmerized by the underwater world, an old, barnacled sea turtle glided silently by, ignoring us with one large, wrinkled eye. Sea turtles may be on the endangered list around the globe, but those that call the Great Barrier Reef home live safely within the largest marine protected area in the world.

Our silent, watery escape lingered on into the hazy afternoon, until the sun began to dip and we realized the rising tide would all but swallow our secluded oasis. The champagne had warmed, but our day of decadence was not over. We signaled to *Marcrista* and a dinghy motored out to retrieve us.

On board, ice-cold beer awaited us on the bow deck – just as we had ordered – and we settled amongst the cushions as the immaculate monohull sailed silently north along the Cape Tribulation coastline.

At the end of the day, as the crew sailed on to our overnight anchorage at Mackay Reef, I dangled my legs over the bow, my body tranquilized by an abundance of exercise and sunshine. A warm orange sky melted into darkness and a dolphin danced beside the boat, leaving phosphorescence in its wake.



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FACT FILE

Trip

Marcrista Luxury Charters sail from Marina Mirage Port Douglas, berth C8, to any destination of your choice in Far North Queensland. There are daily flights from around the globe into Cairns International Airport.

Take a leisurely limousine ride from Cairns Airport north along the scenic coastal strip to Port Douglas, about one hour's drive. Alternatively, take to the air for a quick helicopter trip over the reef.

Facilities

Marcrista sleeps six in three comfortable, air-conditioned rooms (one en suite). The yacht makes its own fresh water for unlimited hot and cold showers, and guest facilities include CD players, TV, DVD, washing machine and dryer, CDMA phone, satellite e-mail, and full office facilities for those who need to keep in touch.

The yacht has its own dive compressor, tanks, weight belts, fins, masks, and snorkels; and for an additional fee, the skipper will organize personalized dive equipment and hire a local guide to lead you on your very own underwater adventure.

Cost

Exclusive yacht charters aboard Marcrista start from \$2,625 per day, for up to six people, including gourmet meals to suit your palette, non-alcoholic drinks, snorkeling equipment, reef taxes, and your choice of itinerary. Helicopter flights and guided dive trips are extra.



A sumptuous seafood smorgasbord under the stars was on offer aboard Marcrista, but across the water, a nearby yacht was celebrating someone's birthday. With yachties being such a friendly bunch, who could resist their invitation to party, so we promptly left luxury in our wake and motored across to join in the revelry.


Drinks gave way to dinner (which just happened to be cooked by one of Port Douglas's finest restaurateurs aboard his stunning yacht) and as the early hours approached, we reluctantly bid farewell to our new friends and headed back to a comfortable berth aboard Marcrista.

As day broke over Mackay Reef, we revived ourselves with strong coffee and prepared for another day of snorkeling before the inevitable and too-soon return to land.

Despite our desire for an eternity spent exploring these oceans, we did manage to delay our departure from Mackay Reef until after dark. As we sailed toward Port Douglas, we stood in silence on the bow with a cool glass of vino as a full magenta moon cast beams that bounced across the ocean and shimmered like jewels. Two days at sea had left us utterly enchanted with this idyllic tropical paradise and the crowd-free experience was simply bliss!

For those with a few more days available, Marcrista offers a host of extended northern jaunts where you can spend a few days in the quirky outpost town of Cooktown or head to luxurious Lizard Island.

Packages can include helicopter reef and rainforest flights, guided dives beneath Lizard's iridescent blue waters or the choice to head to the outback by helicopter for a day of cattle mustering and barramundi fishing.

There is no doubt that luxury and adventure come at a price, but if you crave freedom, demand comfort, and yearn to explore the open seas of the tropical far north in a way seldom experienced, a luxury yacht charter aboard Marcrista offers one of the most appealing sea adventures on the coast. 

Information

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 Writers

Catherine Lawson and David Bristow freelance for News Ltd Australia, covering luxury tourism and travel in Far North Queensland and the Great Barrier Reef.
geckopublications@yachtchartersmagazine.com



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To Catch a Dream



Exploring the lesser known Côte d'Azur

A 55ft yacht on the French Riviera enables guests to experience a first-class charter at an affordable rate.

Close your eyes and dream about this for a moment or two: you are considering chartering a luxury yacht, your chosen location is the Côte d'Azur and the millionaires' playground of Saint-Tropez, your uniformed crew are there to attend to your every need, sensational food is served at every meal, and your cabin has a king-size bed covered in designer linens topped with a fluffy toweling robe. You can feel the heat of the sun, smell the freshly baked croissants, sense the atmosphere of the South of France, and can almost feel the azure blue waters that lap at the side of your white hulled yacht. Your mind is made up; you reach for your checkbook, and that's when the dream begins to fade because not all of us can afford to string that many zeros on a sheet without reaching for the defibrillator.

Dreams are, however, made for catching. American Indians have long believed in this and frequently create intricate designs of complex leather circles and feathers to hang over their sleeping cots for this very purpose. So go on – close your eyes for a moment and rethink the image just a little. Instead of the yacht being 155ft with a crew of 20, look again and see your yacht, *DreamCatcher of London*. There she is docked in the canals of the picturesque Port Grimaud; 55ft with a crew of two. See what happens when you hang on to that dream and lose a few zeros?

DreamCatcher is a newly built luxury yacht with three double staterooms, each with en-suite facilities and separate crew accommodation. Sleek and elegant, she is equipped with everything you would expect aboard larger more expensive vessels: double beds, Ralph Lauren linens, Egyptian cotton towels and bathrobes, air conditioning, and all the electronic entertainment facilities you can imagine, including telephone and e-mail communications. She comes with a crew whose happy smiling demeanor is worth a million dollars as they step forward to meet you, as they did us, when we drew up at the foot of the

gangway. They quickly welcomed us aboard with well-chilled champagne in Thomas Webb crystal glasses. While one showed us around, the other dealt with the luggage. Both above and below decks, the yacht is perfectly designed for charter boat cruising with a spacious cockpit, generous cushions for sunbathing, and easy access to the bathing platform for over-the-side swimming sessions.

Port Grimaud, our port of embarkation, is the picturesque Venice-like creation dreamed up by the French architect François Spoerry. His vision of turning 220 acres of marshy river delta into a township of 2,500 canal-side houses with moorings has been a runaway success. The port is traffic-free and the million or so visitors it attracts each year are transported around this Venice of France in water taxis and aqua buses. Our captain, Alan Oliver, escorted us around the port and its pretty square, the place d'Eglise, with the church of St. François d'Assise and famous Victor Vasarely stained glass windows.

Alan and his wife Michelle have made France their home and the yacht their business. They are just one of a new breed of forty-something high-flying professional couples who tired of the rat race and set out for their next adventure in life. They became owner-operators of their yacht after Alan saw an advertisement in a yachting magazine. After several boat shows and much research, they became the boat's proud owners and sailed her to the Mediterranean.

It was not their first trip, for this couple has been sailing together for over 20 years and Alan has even been part of the Global Challenge race

crew sailing from Sydney to Cape Town aboard the yacht *Motorola*, gaining salty experience helming the 67-footer in mountainous seas with 70-knot winds and southern ocean swells. He spent his early childhood in Greece and cannot remember a time when he was not messing about with boats. Michelle tells of charter



WRITTEN BY
 CAPTAIN MICHAEL HOWORTH

PHOTOS BY
 FRANCES HOWORTH



Bormes les Mimosas ▲
 Village is perched high in the hills, close to the entrance of the Forest of Dom.

SPECIAL SECTION

Romantic Sailing Charters

THE RIVIERA



Baie de Bon Porte ▲
Enterprising boat boys sell ice cream and chilled bottled water to smaller day craft without their own refrigerators

guests who love to sail the boat and become involved while others prefer to just sit back and let the South of France drift by. She explains that both types of guest are equally welcome and always feel relaxed.

The South of France is synonymous with yachts, glamour, and luxury. As a cruising ground for chartering, the Côte d'Azur offers more contrasts than probably any other in the world; unspoiled islands, rugged, rocky inlets, and fine beaches sit shoulder to shoulder with cosmopolitan resorts. We sampled them all aboard *DreamCatcher*. First amongst our ports of call was Saint-Tropez with its famous wrought iron bell tower, picturesque cobbled streets, and selection of designer boutiques to rival Rodeo Drive in Beverly Hills. Here the ladies can and do get golden sand between their toes whilst wearing their stilettos.

This exceptional resort has become a victim of its own charms and frequently gets overcrowded to the point that the only way to arrive is aboard your own luxury yacht. After docking we walked the waterfront, drank coffee in the Café de Paris, and watched local artists displaying their wares on the harbor walls. The pretty pastel houses that line the Quai Jean Jaurès are truly viewed correctly only from the deck of your yacht alongside Môle Jean Reveille. From there it is very clear what it was that inspired Paul Signac to start painting and create the trend that continues to this day. Brigitte Bardot still lives in La Madrauge and it was her film, "God Created Women," shot on location in the town in 1959, that started the celebrity rush that attracts tourists eager to watch the rich and famous at play.

Behind the town, Anse les Canebieres is a large bay in the shadow of the fortress that dominates Saint-Tropez. It was here that we spent a peaceful night at anchor. Our crew had brought the yacht around from the port close under the walls of the town, and during the passage had pointed out homes belonging to the rich and famous including Mohamed Fayad, where Princess Diana spent the last days of her life with Dodi immediately prior to her fateful trip to Paris. Near neighbors include Joan Collins who has a home in Grimaud and Johnny Depp whose abode is in the hills overlooking the Golfe in which we sailed.

We awoke to freshly baked croissants and French sticks of bread delivered still warm from the oven by an enterprising patisserie using a small boat. The sails were hoisted, the anchor weighed, and our craft sailed across the smooth blue waters, heading for one of the most famous beaches in the whole of the Mediterranean. Pampelonne Bay is a three-mile long, wide expanse of sun-kissed golden sand, more famous for the restaurants that cling to its crescent shape than anything else. Those who frequent these fashionable eateries fringing the private beaches are more than used to seeing their name on film credits; they visit here

"unspoiled islands, rugged, rocky inlets, and fine beaches sit shoulder to shoulder with cosmopolitan resorts"

more to be seen, than to eat the food. Film stars and those aspiring to become so, are regulars. Amongst the famous we spotted at Club 55, in the center of Pampelonne Beach, was Eddie Jordan the Formula One racing car team principal whose own boat, *Snapper*, lay at anchor off the beach. Mingled in with them, are a never-ending stream of rich old uncles who appear to have insatiable supplies of young and very pretty nieces.

We anchored off the beach in crystal clear water and Alan suggested we have a dip in the sea before lunch. Equipped with masks, snorkels, and fins, we swam around the boat and spotted the tiny fish that inhabit the patches of coral and rocks. During the afternoon we sailed around the imposing Cap Camarat under the watchful gaze of the lighthouse toward Cap Taillat, a finger peninsula that juts out to create the picture-perfect anchorages of La Briande and Baie de Bon Porte either side of it. The area is locally known as Bastide Blanche because of the beautiful white chateau that overlooks it from its perch high up on the cliffs that dominate the bay. Here, again, enterprising boat boys sell their wares to smaller day craft without their own refrigerators; this time it was ice cream and chilled bottled water.

The next day we sailed to the first of the Iles d'Hyères a group of four islands, a handful of miles off the mainland. Their history has been checked because of their important strategic position, and they have been occupied by invading Greeks,

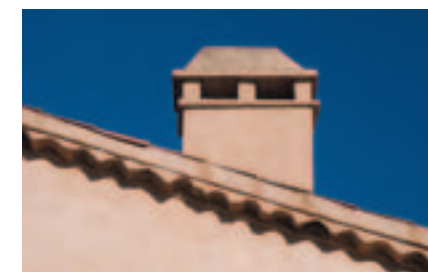


Romans, and Saracens as well as hordes of ruthless pirates. Today the French navy uses large chunks of Le Levant Island and what they do not occupy is a village called Héliopolis inhabited by groups of dedicated followers of Doctor Durville who in 1932 founded a nudist colony there.

The island of Port Cros is infinitely more welcoming and appealing and occupies the center position within the group. Its wooded slopes of holm oak, myrtle, and strawberry trees shelve down into an unpolluted sea that is rich in marine life and declared a national sea park by France in 1963. We sailed past Fort du Moulin, the oldest fort on the island, with Fort de l'Estissac above and into the anchorage. The island, just two and a half miles long, is hillier and more rugged than its neighbors and its Garden of Eden greenery is a wonderful backdrop to the myriad of walks that can be enjoyed. A must is the trek from the tiny port of Port Cros with its fishermen's houses and harborside restaurants to Fort de l'Estissac, an ideal vantage point from which to view the

island. The 15-minute climb along the track is well rewarded by the views of the yachts as they lay peacefully at anchor below. Once the summit is reached the fort reveals itself to be a well-presented museum of natural history that fully explains the national park status and the benefits that such status has conferred on the island. Another anchorage in the pretty bay of Port Man provided a peaceful spot to spend a day of swimming and enjoying the sunshine. It proved to be the perfect antidote to the strenuous day of activity that had preceded it.

Walking along steep mountains is enough to give anyone an appetite and while we were burning off calories, Michelle our chef was creating more in her galley. Lunches aboard were simple local dishes that took full advantage of fresh produce from Provence. Sardines grilled with lemon, fresh jumbo shrimp, garlic pâtés, local cheeses, and charcuteries were just some of the delicacies that graced our table. How Michelle managed to create a tarte of red onions, goat cheese, and zuc-



Fort de l'Estissac ▲
An ideal vantage point from which to view the island of Port Cros



SPECIAL SECTION

Romantic Sailing Charters

THE RIVIERA



Port Grimaud ▲

The picturesque Venice-like creation dreamed up by the French architect François Spoerry.

Information

DreamCatcher of London charts from \$9,936 per week in the Mediterranean, for up to six people. In the winter, she is available for charter in the BVIs. Contact: Dream Sailing, info@dreamsailing.co.uk or www.dreamsailing.co.uk

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. thehoworths@yachtchartersmagazine.com



Saint-Tropez ▲

This exceptional resort has become a victim of its own charms and frequently gets overcrowded to the point that the only way to arrive is aboard your own luxury yacht.

chini at the same time as handling the sheets and halyards required for sailing, I do not know, but we were very appreciative of the fact that she could and did!

The island of Bagaud was almost as appealing as Le Levant but we skipped by for a different reason. Lying a mile east of Port Cros, this, the smallest island, is uninhabited save for a rumored colony of rats so potent that it was they who wiped out the posse of cats landed by the authorities to decimate the colony. The largest and most westerly of the islands is Porquerolles, two miles wide and twice as long. It has an unusual history in that it was for 60 years the private property of a single family. Before the First World War a Belgian engineer, Joseph Fournier made his fortune in Mexico and decided to give it to his young bride as a wedding gift. He set about cultivating the island and employed an army of gardeners to create a Spanish hacienda style estate introducing exotic fruits such as pineapples and kumquats then almost unknown in France. He laid down vineyards that survive to this day and produce a rosé wine so typical of this area of the coast. The majority of the island has since been acquired by the state and they set up a conservation area to protect the forests that cover the island.

Leaving the islands we headed north to Le Lavendou with its modern well-run marina. This seaside resort is a family magnet and popular with the French from the northern part of the country who enjoy their summers here. Perched high in the hills above is the village of Bormes les Mimosas, close to the entrance of the Forest of Dom. It is an attractive town to visit with its colorful profusion of

mimosa, oleander, chamomile, and eucalyptus. The roads and alleyways cling to the hillside and frequently resemble steep steps rather than narrow streets. The shops are full of interest and this is the village in which to acquire locally created artifacts made from the bark of the cork trees that grow nearby in great profusion.

This region of France is famous for its fabulous selection of local restaurants, and the crew of *DreamCatcher* has quickly realized that guests want to taste locally prepared dishes in these establishments. As a result they serve breakfast and lunch each day and dinner on four days of a week-long charter, giving them ample opportunity to suggest local dinner venues that are not always immediately apparent to the casual visitor. This is another area in which their service as local guides is invaluable. None more so, than on our final day when after a trip eastward from La Lavendou toward Cavalaire sur Mer we berthed alongside a pleasant dock in the center of the port.

That night we visited La Petite Auberge de Barbigoua a tiny restaurant in the private home of Phillipe and Françoise Rougou. Phillipe gave up an outstanding career as a top chef at many of the better Parisian restaurants. The couple now prepare and serve a stunning meal to a lucky handful of diners just three nights a week. The first course, a homemade foie gras de canard came with a glass of the chilled sweet Beaugues de Venise wine, traditional with this starter. We followed that with grilled squid served with a sauce of shallots that were almost dreamlike in their texture, but that was what this trip was all about; we were out to catch a dream. ☼

"CHARTER With the ELITE"

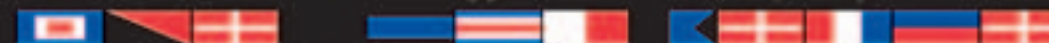
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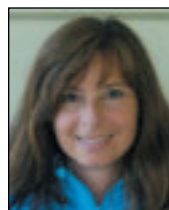
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Romance with the Seas



WRITTEN BY
CAREY PICKUS

PHOTOS BY
LAURENCE TYLER

**On a Caribbean charter,
a couple's fleeting hope
is to be lost at sea**

Sailing through the Grenadines to celebrate 10 years of marriage reminds a couple of how they first fell in love – with each other and with yacht charters.

There is nothing like a private yacht vacation for celebrating an anniversary. I should have recognized this fact early on in my marriage. After all, once upon a time my husband and I fell in love on a charter. It was many years ago, before real jobs, marriage, and children, that we chartered a 42ft sailboat with friends. We sailed the BVIs, explored deserted white sand beaches, learned to scuba dive, and discovered that neither of us gets seasick. If we had been smarter, we would have chartered a yacht every year thereafter. Unfortunately, we were slow learners.

Instead, we waited until our 10th wedding anniversary to rekindle our romance with the seas. When we sat down to plan the perfect trip, we remembered all of the wonderful benefits of a yacht charter. We wanted true luxury, instant access to crystal clear waters, complete privacy, and the freedom to not wear real clothes for seven days. There was really only one answer.

Having already traveled much of the Caribbean, we decided to try the Grenadines. After some research, we located a beautiful 56ft sailboat called *The Dove*. *The Dove's* captain and head chef, Larry Tyler, had an intriguing resume, having worked at our favorite London hotel (The Dorchester), trained as a chef, and headed a fashion house. Larry had been chartering yachts for over 20 years, and we looked forward to sampling his international cuisine. His first mate Jozy was a university-educated former model from Trinidad who added her own flavor to the cruise.

We set off on our adventure from California late at night. After several hours of travel, we finally arrived at Barbados. From there, we caught a "charter" plane to the Grenadines. This charter flight was the first excitement of the trip, jumping from one island to the next, with about five minutes in the air between landings. By the time we landed at our destination, Bequia, we could hardly believe we had made it. Once on solid ground, we faced the grueling Customs process. Four guests, one agent, 45 minutes. We finally passed inspection, and we gathered our bags and entered the greeting area.

We were met by a handsome, windblown, extremely relaxed person who seemed to be expecting us. He was our captain. He had dressed for the occasion, with a special logo shirt that said *The Dove*. It coordinated nicely with his swim shorts and flip-flops. As we quickly came

to understand, this was Larry's formal wear. We hopped into an open-air taxi and rode down a bumpy, half-paved road to our dock. When we got to the dinghy, we took our shoes off, and we didn't see them again until we stepped back on land.

By this time, the sun was beginning to set. We saw the boat, "our" boat, in the distance, with its gleaming white shell and beautiful teak accents, and the relaxation began to seep into our bones. My hair lost its landlocked style, letting the sea air turn it into permanent beach hair. My clothes started to feel heavy, and all I wanted to do was change into shorts and a soft T-shirt. We climbed aboard *The Dove* and left real life behind.

My husband's BlackBerry (a high-tech device similar to a cellphone that transmits e-mails) refused to work, saying only "SOS" on its screen. Finally, for the first time in 10 years, we were truly on vacation. We sat back and toasted each other and our good fortune. It was one of those "life is good" moments.

On our previous charter, we had cooked for ourselves, eating on paper plates and drinking cheap wine. This time around, the table was set with fine china. We enjoyed a selection of wines, handpicked based on our preferences. While we sipped our wine, our first mate, Jozy, served some sashimi on Japanese plates. The sun set, and Jozy lit a coconut shell lamp overhead to set the mood. Gentle breezes blew around us, but we were comfortable dining al fresco with wind protectors on each side. Our second course followed – tangy Asian spareribs with rice and stir-fried vegetables. Just when we started to feel smug about eating so lightly, dessert arrived: tarte tatin with perfectly caramelized apples and fresh whipped cream. After the relaxing meal, we were ready to dive head first into bed. *The Dove* gently rocked us to sleep, with dreams of the next week dancing in our heads.

We awoke to aromas of French-pressed coffee and fresh-baked croissants. Over breakfast, we planned our trip. More accurately, Larry planned our trip, and we agreed to whatever he suggested. This turned out to be a good strategy.

After breakfast, we sailed around Bequia to Friendship Bay on Petit Nevis, which houses the remnants of a whaling station and is home to a beautiful reef. We snorkeled for a few hours, admiring the crystal clear waters and the multitude of tropical fish that seemed placed there just for our amusement. When we swam back to



Picture Perfect ▲
The Dove anchored off ile Rameau Tobago Cays



Crystal Clear Waters ▲
(Top) Jamsby island taken from Ile Rameau
(Bottom) Anchored off Mopion Island next to PSV Grenadines

SPECIAL SECTION

Romantic Sailing Charter

ANNIVERSARY CHARTER

The Dove, Jozy had set up a light lunch of smoked salmon and a chilled vegetable salad. After a good meal, we were ready to proceed. We sailed for a few hours, and by dusk we had arrived at Mustique, private island home of the rich and famous.

We decided not to proceed ashore that evening, although we did take our masks and check out the underwater scene near the moorings. Within feet of the boat, we found a small ray, a few eels, and a profusion of colorful fish. Reluctantly, we dragged ourselves from the water to enjoy the evening shipboard. Jozy set up our table, this time with distinctly English accessories. Larry prepared freshly caught mahimahi, with a New York strip for my non-seafood eating husband. Once again, Larry had prepared a spectacular dessert. This time it was fresh custard and fruit tarts, using a crust technique Larry had learned from a French chef in St. Martin.

After dinner, we gathered our wine bottle and glasses and moved to the front of the yacht. Larry and Jozy managed to disappear, and left us feeling all alone on our private yacht. We settled in on the cushions and lay gazing at the stars. We talked of our past, revisiting the highlights of our long relationship. We discussed our dreams for the future and mapped out our next several vacations. My husband shared his epiphany that it is a good thing for him to “check out” of the office once in a while. Finally, we just held hands and watched the ink-black sky fill with stars. Reluctantly, we realized it was time to head for our cabin, and we settled in for another peaceful, rocking sleep.

The next day, we ventured onto land. The only civilized way to travel around the island of Mustique is by golf cart, so we rented one and set out to discover the island. Larry instructed us to return to the dock before lunch, and he would have a picnic ready for us. We bounced up and down rolling green hills, waving at the 10 or so people who seemed to be staying on the island. We explored every inch of paved road, pausing to peek into the gates of several mansions. Around lunchtime, we headed back to the dock and waited for Larry. He arrived with a beautiful woven basket that made an odd clinking noise when it moved. It turned out that the noise was the fine china hitting the chilled champagne bottle. This was a man who knew how to pack a picnic.

We loaded up the cart and drove around the island to Macaroni Beach. The white sands were completely empty, but the islanders had graciously left an umbrella-draped picnic table for us. We unpacked a feast fit for royalty – quiche lorraine (still warm from the oven), cold vegetable salads, French cheeses and sausages, and more. There were even flutes for the champagne. No plasticware for this picnic crew. We kept looking for hidden cameras to film our “lifestyles of the rich and famous.” Eventually, we decided that this must be normal living for folks on Mustique, and we settled in for a satisfying private lunch.

After lunch, we drove up to Cotton House, the one hotel on Mustique. It was closed for renovations, but the spa was open. At my husband’s suggestion, I signed up for a massage. While I was kneaded and stroked, my husband waited for me on the beach. When it starting raining

outside, though, the staff invited him in for a hot cup of tea. By the time my massage was over, so was the rain, and we were ready to head back to our yacht for the night.

The next morning, we set sail for Tobago Cays. We had heard that this was the most beautiful part of the Grenadines, and it was spectacular – tiny islands with rows of gently swaying palm trees, surrounded by aquamarine waters. We stopped at a protected cove to try our hand at windsurfing. Larry showed us what to do, and then he watched from the shore as we tried to copy him. After dozens of failed attempts to stand up properly, we collapsed in exhaustion.

We were ready for an afternoon aperitif and a nice sail. *The Dove* gently carried us along, as we sipped our cocktails and companionably read our books for a few hours. As the sun went down, we enjoyed another spectacular meal under the stars. Larry and Jozy joined us for dessert, and we spent a few hours critiquing Larry’s vast music collection. We talked about Jozy’s upcoming wedding, which gave us an opportunity to reminisce about our own nuptials so many years before. We had ambitions to watch a movie, but by the time the opening credits were rolling, my husband was gently snoring. Time to rest up for another active day at sea.

The next day we awoke ready for action. We were looking forward to diving “The Sisters,” a famous rock formation off the west coast of Carriacou. Neither of us had been diving in a while, and we were both slightly nervous and excited to be heading underwater again. We took the dinghy out to the site, and Larry helped us on with the dive gear. He planned to wait on the surface, while we explored the underwater beauties below. We saw an extraordinary large eagle ray float by, and we were distracted several times by swarms of larger fish. We let the currents take us to the end of the rocks, and we turned and headed back. Unfortunately, we got a little lost along the way, and we rose to the surface to preserve our air. Larry was only a short distance away and promptly whisked us back into the dinghy. Later, over cocktails, we discussed our rusty diving skills and mapped out a new strategy for our dive the following day. Luckily, it went without incident.

The following day was our last full day of sailing. We were headed past Petit St. Vincent to Union Island. My husband and I settled into our usual lounging spots for reading. The sailing started to get a bit rough, and then, suddenly, Larry and Jozy sprang into action. Apparently, we had lost power. Larry expertly dove into the bowels of the ship, and in a few minutes all was well again. This might have been a minor crisis for our crew, but for us, it was a welcome opportunity to imagine that we might get lost at sea forever. It was too good to be true. We continued on into Clifton Harbor on Union Island, since we had to catch our plane there the next day.



The Dove off Green Island Union

In a desperate attempt to hold onto the last precious moments, we tried snorkeling in the harbor, but there was little to see in the endless sands. We climbed back aboard *The Dove*, and it started to rain. As night-fall came, the weather turned a bit rough. We escaped to the saloon for a final meal, while the weather raged above. We shared one last decadent French dessert with Larry and Jozy, and retreated to our master cabin to enjoy our last night of *Dove*-induced sleep.

The next morning, Larry walked us from the dock to the airport on Union. We hugged him goodbye and promised to return soon. We boarded our puddle jumper, bound for a luxury resort on Barbados before heading home. As we took off into the rain, we reflected on what a wonderful 10 years we had shared together, and how the charter had been a perfect celebration of that milestone. Before we landed on Barbados, we had already started to plan our next yacht charter, this time with the whole family. We know that it will be a different sort of trip, but in its own way, it will undoubtedly be our next “perfect” vacation. 🍷



One of Captain and Chef Larry Tyler’s many creations ▲
BBQ leg of lamb off Tobago Cays

Information

The Dove charts for up to 6 people at the following rates: winter '04/'05 rate: \$6,850 for 2, \$7,980 for 4, \$9,400 for 6 (family only); inclusive of food (bar, local taxes, dockage and communications are extra). Christmas/ New Year’s rate: \$7,875 for 2, \$9,200 for 4. Contact: Angela Connery Yacht Charters, 877-741-4448; acyc@comcast.net

About the Writer

Carey Pickus is a recovering lawyer and a certified personal trainer. She has written articles on legal issues and on fitness, but she much prefers to write about her travels. carey@yachtchartersmagazine.com

“we sat back and toasted each other and our good fortune. **It was one of those ‘life is good’ moments”**

The Dove sailing into Bequia

PHOTO: TIM WRIGHT

Caribbean Gold

The finest rums in the islands



WRITTEN BY
MICHAEL KRONDL

Dark rums, light rums, chocolaty tasting, or fruity: the Caribbean is a great destination to sample them all.

In my opinion, you have two options for watching the sun set in the West Indies. You can go barefoot on a deserted beach with not another sail in sight, accompanied by a loved one and a pitcher of rum punch. Or you can settle down in a comfy chair at a tony resort and let the bartender do his stuff. In either case, the rum is axiomatic.

The beach is best when it has no name. For the resort, a good choice might be the low-key Caneel Bay on the pristine Virgin Island of St. John. Here you can sip your cocktail atop an elevated deck right next to the bar to see the clouds turn from pink to purple to black. I always find it distressing how short Caribbean twilight is – by the time you're ready to order another daiquiri it's dark. Console yourself, however, that after dinner, you can return with a glass of fine aged rum as you watch the distant twinkling lights of St. Thomas compete with the stars above. For there are, you see, two ways of drinking rum and two very different kinds of rum to drink.

Most of us think of rum as a fairly neutral, slightly sweet beverage that is best mixed with Coke to make a Cuba Libre or whirled in a blender to make a Piña Colada. Just about every island in the West Indies has its own brand of this firewater. There is another kind of rum though, that should be slowly savored as an after-dinner drink, swirled in a brandy glass to release its aromas of vanilla, brown sugar, and tropical fruits. These so-called sipping rums are produced in small batches by select distilleries, where they receive the care of fine whiskey or cognac.

All rum begins as sugar cane. Once sugar is processed, the remaining dark molasses is combined with water and yeast, allowed to ferment, and then distilled to make a relatively flavorless spirit. This is then mixed with water to bring down the alcohol content to 40% or 80 proof, though there is 151 proof rum, in other words, over 75% alcohol. (Airlines consider this rum a fire hazard and will not allow you to bring it on board!) These days,



there is a huge market for white rum for making cocktails, but traditionally, the spirit was aged in oak barrels to give it more complexity. Most dark rums have been aged in this way though some of the cheaper varieties just add coloring to white rum to make their darker varieties. Generally, the longer the rum is aged, the smoother and more flavorful it becomes. Finally, various batches of rum are blended to achieve a house style.

At Caneel, try the local Cruzan Distillery's Single Barrel Estate produced on nearby St. Croix. To make their top rum, Cruzan combines rums that have been barrel-aged for up to 12 years and ages this blend once again in a single barrel. The resulting drink is quite delicate with a perfume that suggests pineapple, toffee, and perhaps just a trace of nutmeg with a smooth flavor that hints at caramelized apple.

Each island's spirit has its own distinctive personality, which is particularly noticeable in its best rums. Perhaps the most widely available is the Haitian Barbancourt, which is aged in French oak barrels for up to 15 years (this is sold as Réserve Spéciale). Not surprisingly the rums produced on the French Islands of Martinique and Guadeloupe are particularly suave and complex. Worth searching out are Saint James Rhum Agricole Hors d'Age with its almost chocolaty bouquet and J. Bally Rhum Vieux Agricole for aromas of vanilla and orange peel. On other islands keep an eye out for Appleton Extra (Jamaica), R.L. Seale's Finest Aged (Barbados), and Ron del Barrilito Three-Star (Puerto Rico). Also not to be forgotten are some remarkable rums produced on the Caribbean's shore, in particular the full-flavored Flor de Cana Centenario 21 Year Old Limited Edition Rum (Nicaragua) and the silky Santa Teresa 1796 Ron Antiguo de Solera Rum (Venezuela).

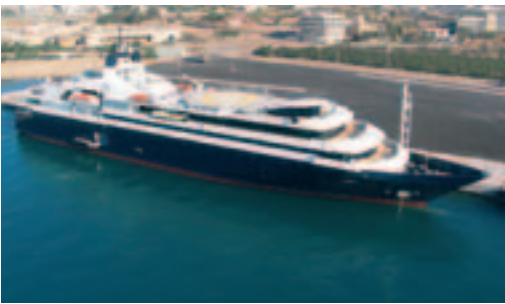
Empires once fought over these islands for their sugar fields and rum. The sails in the distance once belonged to pirates and galleons of gold. Yet at the end of the day all that remains is the crimson sky and the gold in your glass. ☞

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MEGAYACHT

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LUXURY EXPEDITION YACHT

58.05 METERS

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12 Staterooms - each with private bathroom

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Receptions for 150

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Facilities & Entertainment:

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Receptions for 150

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A Regal Affair

News and views from the Monaco Yacht Show 2004

Now in its 14th year, the Monaco Yacht Show, under the High Patronage of Their Serene Highnesses Prince Rainier and Prince Albert of Monaco, is synonymous with superyachts

– and boy are they big!



WRITTEN BY
PAULA FARQUHARSON

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. PFarquharson@yachtchartersmagazine.com



PHOTO © LAURENT DI MICHELE

The Monaco Yacht Show (MYS) is the only nautical trade show in the world with a focus on boats of 20m and over. A fixed point on the calendar for the luxury super- and megayacht industry, it was held September 22–25 in prestigious Port Hercules.

Organizer Luc Pettavino believes that the decision to target a very specific niche – the top end of the luxury market – has been the key to success. And when you set your eyes on the impressive array of gigantic and sumptuous yachts with their tall masts reaching up toward the French Alps you cannot help but be impressed. This year the sun shone brilliantly – as it always does, I was told by happy exhibitors – and despite a freak hailstorm on Friday night the weather more than cooperated with temperatures at a high of 27C.

It's quite a feat for the tiny world of Monaco to play host to the world's superyachts, as the Principality is only a few miles in diameter and the modern and belle époque buildings cling to the sheer cliffs that surround the world-renowned Mediterranean paradise. Monaco's spectacular and well-positioned port accommodates visitors

from all over the world, and a number of its international residents and Monegasques live full-time on their yachts.

This year's show was the biggest and most successful yet, with 93 yachts in the water, 500 exhibitors from 27 countries, and 21,000 visitors according to the satisfied organizers.

A clear advantage of this show is its prestigious location, which attracts the world's wealth to this income tax-free zone, and its proximity to Italy, a few kilometers to the east and home to the biggest boat builders. Its accessibility also facilitates many yachts to travel here so visitors can view them in the water, a clear advantage. Potential buyers were able to avail themselves of trial runs from this picturesque port on the Riviera, allowing them a speedy shop-around in one location for their dream yacht.

Big Is Beautiful

If it's big you want, then Monaco caters to this need. This year seven superyachts over 60m were presented and on show at the new breakwater. Many owners selling boats were also there to upgrade and take a peek at the latest, biggest yachts on the market today. They had a wide choice with many yachts premiering at the show. Two megayachts from the Greek shipyard, Sete Yachts, were the largest on display: *Alexander* at 400'2" (121.97m) and *Turama* at 381'11" (116.41m). The

next nearest in length was *O'Mega* presented by Nigel Burgess at 270'8" (82.5m). And four beauties all over 60m (197ft) were introduced: *Utopia*, *White Rose of Drachs*, *Phoenix*, and *Alfa Four*.

Minority Report on Charters

Although Monaco is primarily a seller's show, charter business is also active. A spokesperson for one charter company located in the Principality said, "Although I get less people interested in charters I have more of an opportunity to spend quality time with those who do stop by the stand, especially first-timers." She said some people are intimidated by the superyachts but there is an entry level for everyone in chartering. Several of her clients last year chartered for the first time as a result of dropping in on Monaco. A lot of tourists come to the show expecting just to browse and wonder in awe at the yachts, but you can step on board and even get taken out for a trial. The lavish, sleek, and spacious interiors are worth seeing, from teak decks, marble bathrooms, and Jacuzzis to wide-screen TVs and panoramic glass windows that show off the views.

The Mediterranean is the perfect location for chartering because within a short time and short distance you can cover a lot of water destinations; from Monaco you can set sail to take in the ports of Nice, Cannes, and Saint-Tropez. A four-hour sail to Corsica takes you to a near untouched coastline.

Daniela Parnoffo of Fraser Yachts said that this year was a great success for them. "We have had lots of inquiries, but it's only afterwards that you get the real feedback. At the show people digest all the information and ponder the vast selection so they contact us afterwards." Fraser had seven yachts for sale, ranging from under \$5 million to over \$25 million, and one for charter, *Noa VII*, a 158ft, five-cabin cruiser. *Princess Tanya* was Fraser's largest yacht on offer at 188'11" (57.6m).

Who Visited?

Quite a number of Americans attended; the timing of this show gives American tourists and other nationalities a reason to linger on after their vacation and enjoy the Riviera rather than return to the hurricane-blown east coast. This year they got more for their money (entrance ticket is 40 Euros) with extra air-conditioned tents on the new breakwater, displaying everything you could possibly need for your yacht. The Darse Sud quai was also used for the first time with the creation of 700sqm of tent space.

Anyone for a Race?

Details were announced at the MYS for a race from New Zealand to Cairns, Australia in 2006; yachts over 30m are invited to participate. Contests, shore-side events, and parties will of course be planned along the way! Interested yachts, captains, and owners can view further information at www.sypacific.com.

Taking Her Back Home

Dockwise Yacht Transport announced their new dedicated high-speed yacht transport vessel, the first of its kind with a unique float-on/float-off capability. Measuring 205m (674ft), the vessel is planned to undertake regularly scheduled voyages from the U.S. to the Mediterranean, set to start in 2006. With an average speed of 18 knots, a swift eight-day crossing is guaranteed.

Sail Away to Somewhere New

Representatives from new marinas, such as Tarragone in Spain and the new upgraded port on the island of Martinique in the Caribbean were present to promote their destinations. But the crème de la crème destination, which stunned visitors with its originality and the sheer magnitude and opulence, was a new real estate project in Dubai, the United Arab Emirates. Called "The World," the wealthiest citizens on earth can buy private, man-made islands, representing and shaped like countries, and configured in the shape of the world. Each island will have its own private marina, and access of course is strictly limited to the sea, ensuring privacy. Within "The World," luxury facilities will be provided so you won't have to venture out into the "real world;" your every need will be catered to within its private boundaries. Everyone I met at the show agreed that Dubai is the new high-caliber destination for the elite rich.



PHOTO © PIERRE PETTAVINO

The Red Carpet ▲

The red carpet was rolled out to welcome the world's largest yachts to the 2004 Monaco Yacht Show



PHOTO © PIERRE PETTAVINO

The Buzz ▲

The buzz of the boating crowd spread over 7,000m² of indoor and outdoor exhibition space. Italian, French and English speakers mingled happily, enjoying the same superyacht pleasures



PHOTO © PIERRE PETTAVINO

Winner of the Design Prize ▲

(L-R) The Prince Leopold of Baviere, H.S.H. The Prince Albert, the winner of the Design 2003 (from the Spanish shipyard Barcos Deportivos), The Baron Von Maltzahn, and Luc Pettavino)



PHOTO © PIERRE PETTAVINO AND LAURENT DI MICHELE

Charter Captain Award Winner ▲

(L-R) Mr. Gino Battaglia, M/Y *Kermit*, winner of the 2003 Charter Captain Award; Mr. Yves Bourbonnaud M/Y *Heloval*, winner of the 2004 Charter Captain Award; and Mr. Alain Delamuraz, Blancpain



The Monaco Yacht Club located on quai Antoine I, where this year's superyachts moored for the Monaco Yacht Show

PHOTO: © PIERRE PETAVINO

Monaco Yacht Club Turns 50

Classic yacht enthusiasts know all about the Monaco Yacht Club as it initiated and coordinates the famous Prada Challenge, which brings together some of the most beautiful boats in the world for six weeks in September and October. Some of these yachts date back to the 19th century. The Club itself is getting on in years – it celebrated its 50th anniversary last year in the presence of its founder Prince Rainier III, who delighted privileged special guests and 500 of its members by cutting a giant three-tiered cake for the occasion.

His Serene Highness, who followed in the footsteps of his famous “Prince of the Sea” grandfather Prince Albert I, handed over the presidency of the club to his son and heir Prince Albert in 1984. The younger Rainer has breathed new life into the club by introducing a host of yachting events for motor and sail boats, including a laser competition that attracts 150–200 participants every year and The Primo Cup for Monohulls. It also hosts the Monte Carlo Game Fish Tournament.

The club has achieved some sporting awards, including coming in second in the 1997/98 Whitbread round-the-world race with its own boat, *Merit Cup*, skippered by Grant Dalton.

Younger Monegasques are encouraged to join the sailing school and learn the ropes. The Club remains a key element of the new harbor development at Port Hercules.

Several high-profile buyers from Europe, the U.S., and the Middle East have already expressed interest in owning and developing islands at this offshore site, due for completion in 2008. There was even talk of an underwater city being built off the coast of Dubai. Construction on an underwater hotel has already begun. Watch this space for more details.

A Bird’s-eye View

A super way to see superyachts is from above. A helicopter trip with Heli Air Monaco or Azur Helicoptere afforded many visitors a better view of what yachts were on offer, not to mention the breathtaking view of Port Hercules in its privileged position between neighboring France and Italy.

Prince in Shining Armor

HSH Prince Albert of Monaco, known for his patronage of many charities, came to the aid of an admirable cause, Muscular Dystrophy, in an effort to raise funds for the organization's ongoing research. For the first time at the MYS some 20 luxurious and totally unique items were up for sale, the proceeds of which were donated to MD. HSH Prince Albert had personally gone to Switzerland to design an exclusive Chronographe Blancpain Flyback watch. It is the only Blancpain watch with a red face and the numbers in white (the two colors of both Monaco and Switzerland and of the logo of the MD Association).

Party Time at the Port

Each evening once the sun set on the hot Riviera and dusk fell, the spotlight turned to the fairy-tale castle of the Prince's family on top of the cliff called “the Rock.” The mood changed from the hectic rush to see all the yachts before they sail away to a convivial atmosphere with champagne corks popping to toast a new yacht acquisition or just simply to enjoy the unique experience. The Captains’ Party took place on Friday evening at Monaco's prestigious yacht club. Cocktail parties and dinners were held in the exquisite dining establishments, and the Hôtel de Paris, opposite the casino was a favorite. On the port, the “in” après-dinner haunt was Jimmy’z, a favorite of the younger Prince, where the crème de la crème of Monegasque society lingered to the tunes of live music.

Mini Superyacht Me

For those of you who didn't buy a superyacht or can't afford the expense or time to maintain one, you may be tempted to indulge in a model version. World-renowned model makers Berti & Lewis Replicas produce the finest handcrafted scale models for collectors and corporations. The quality craftsmanship offers you the pleasure of enjoying a unique model of the real thing – perfect for those days at your desk when you'd rather be on deck!

When the Monaco Yacht Show 2004 came to a close, everyone was looking forward to 2005. The show will go on, same time, same place, but upgraded even more. 📸



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Making a Spectacle

For status or sport, these shades are top-notch

Nitro is Oliver Peoples' most popular men's style; even Brad Pitt has a pair (\$385).



It's been said that you can tell a lot about a man's character by looking at his shoes.

Maybe it's just me, but I don't think your Tod's driving moccasins say much about the quality of your soul. But consider this: if the eyes are the window to aforementioned soul, then maybe what you choose to shade them with is the greatest personal statement you can make with a simple accessory.



WRITTEN BY
CHLOÉ HARRIS

Once only a practical necessity and fashion afterthought, sunglasses have become the ultimate symbol of status – some celebrities and high-profile jetsetters require separate suitcases just to tote their shades around the globe. And it's not surprising that stars and civilians alike are dishing out big bucks for great shades when you consider the cinematic iconography of cool: Tom Cruise in his skivvies and Ray-Bans in "Risky Business;" Ah-nold's sharp-shooting Sama shades in "Terminator 3: Rise of the Machines;" and Jack Nicholson smirking behind devilishly dark Oliver Peoples lenses.

The right pair of sunglasses can make a lasting impression, and now there's a style to suit every mood and occasion – whether you're saving the world or watching it pass by from an aft deck lounge chair. And if money is no object, the elite of outdoor eyewear now comes with serious options.

Hi-Tech Must-Have

Oakley has recently launched Thump, the ultimate MacDaddy of cutting-edge cool, with flip-up lenses, maximum peripheral view, and Oakley's



PHOTO COURTESY OF SILHOUETTE

Tom Cruise ▲

Tom Cruise made Ray-Bans a must-have in the '80s, but these days he prefers *Silhouette's* style 8562 (\$250).

patented XYZ Optics for clarity. Not impressed? You'll sing a different tune when you crank up the volume on the internally integrated MP3 player hidden neatly inside the lightweight frame equipped with custom-engineered miniature Mylar speakers mounted on a pivot for easy adjustment. For about \$400–\$500 (prices vary according to memory) wearers can download their favorite music right into their sunglasses and rock out for up to six hours on a fully charged battery.

Sleek Silhouettes

Awarded the NASA Certified Space Technology seal in 1999, Silhouette's Titan Minimal Art frames have long been a favorite among astronauts and Hollywood's elite (Tom Cruise wears model 8562). With an impressive low weight of only 1.8 grams, aerodynamic lines, and beta titanium temples sans hinges for smooth facial contouring, these babies are the cream of the crop in intelligent sunwear. For the company's 40th anniversary, Silhouette launched a special edition line of the spacey shades including five models with a metallic coated lens for ultimate cool.

Starck Simplicity

Who better than design guru Philippe Starck to create the sleekest line of spectacles on the market, Starck Eyes. In a partnership with eyewear mastermind Alain Mikli, Starck sketched a minimalistic line of biomechanically correct frames inspired by the freedom of movement in the human arm. In other words, the screwless temples adapt perfectly to any face shape or size. "The frames challenge the widespread tendency to hide behind your eyewear," Starck says, while still providing maximum sun protection. Though Starck claims the design is governed by "non-fashion," the drilled rimless styles have a sporty simplicity that is definitely chic.

Peoples' Choice

Oliver Peoples is the optimal choice for sun lovers who don't want to see the world through squinty eyes. The Xtreme Optical Performance line boasts some of the most advanced products in terms of polarized lens technology. A hydrophobic X coating unique to Oliver Peoples repels water, oil, fingerprints and dust, while polarized photochromic mineral lenses with an anti-reflective coating negate the effects of glare. Celebrities like Brad Pitt, Vin Diesel, and Jerry Bruckheimer gladly pay the cool \$385 for top-of-the-line styles like Nitro, Aero, and Rossi.

Sama Like It Hot

Billy Zane, Brad Pitt, Rod Stewart, and John Singleton all have a pair. Arnold Schwarzenegger donned a pair (custom-crafted for "Terminator 3: Rise of the Machines") for the cover of *Aficionado*; *People*, *Us Weekly*, and *GQ* rave about them. It seems that Sama Eyewear is the most popular line of Italian eyewear that no one knows by name. With laser-guided titanium etching, Prolite lenses, and custom lamination, these shades are fit for a king – or the governor of California. ☼



Sama's newest style, *Vent*, is 100% beta-titanium; aka flexible and extremely lightweight (\$295).



The *Starck Eyes* collection is masculine and minimalist, with matching mirror and frame color (\$530).



Oakley's new *Thump* shades come loaded with an MP3 player and mini speakers (\$395 for 128MB; \$495 for 256 MB).

About the Writer

Chloé Harris is an associate editor at San Francisco's 7x7 magazine and *California Home & Design* magazine. chloé@yachtchartersmagazine.com

Cellphones that make a statement

Mobile Style



WRITTEN BY
BILL RAY



▲ Modphone

Modphone's models include the Motorola V300 in light fuchsia (above); and the Treo 600 Stingray and Samsung Peach Python (right).

The Aloisson Diamante handset
Solid 18K gold, encrusted with diamonds



Almost everyone has a mobile phone, but

not everyone has one of these models.

Available bejeweled, or in gold or platinum, they can top \$40,000.

The mobile phone may be the curse of our time. With some phones even the open sea may not separate you from interruptions, but while the quality of conversation can't always be guaranteed, at least the phone itself can now reflect the style and taste of the owner.

The first mobile phones were bulky enough to be a statement in themselves, though not always the statement the user wanted to make. Frequently seen as a flashy accessory for under-achievers trying to impress, they at least contributed to the fitness of anyone asked to carry one! As the technology moved on, handsets became ubiquitous but what they gained in utility they frequently lost in aesthetics; additional expense generally meant greater technology rather than impressive styling, and the highly visible youth demographic preferred bright colors and soft curves rather than anything that would appeal to the more discerning customer. Now, basic functions of a mobile phone – the ability to make and receive calls and text messages – have become commodities, and companies are striving to make phones that don't just work well but also look good.



Satellite Phones

Good-looking handsets are all very well when you're moored up, or walking the beaches, but on the open ocean or when visiting that hidden island you'll need something a bit more functional and less good looking to stay in touch.

Most mobile phones need to be within a few miles of a transmitter to relay signals, which is unlikely to be useful for anything but the shortest charter, so for constant connectivity you need to reach for the skies and consider a satellite phone.

There are two competing networks that can offer you phones that will work anywhere in the world from pole to pole, both operating through satellites: Iridium and Globestar can both keep you connected but their handsets are anything but stylish and cost around \$1,000 to buy. Also not clear in these pictures are the enormous antennas, which need to be folded out from the back of the phone to connect to the satellite, though the QUALCOMM handset will connect to CDMA networks when they are available.

Using a satellite phone in public may well remind you of the old days of mobiles, as people stare and wonder what you're doing, but at least you can be sure of never being out of touch no matter where you wander.

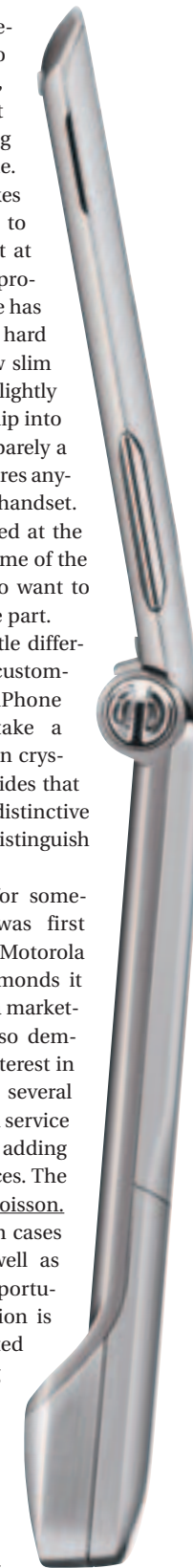


Most manufacturers have created handsets they consider to be aimed at the style market, though the old adage about engineers knowing nothing about fashion seems to ring true. Nokia's ideas about what makes a good-looking handset seem to be embedded in the 1970s, but at least they're trying. In general production, the best-looking phone has to be Motorola's RAZR V3. It's hard to convey in a picture just how slim this phone is, but it really is slightly slimmer than it looks and will slip into the smartest shirt pocket with barely a bulge while offering all the features anyone could reasonably want in a handset. Priced at around \$700, it's aimed at the general consumer, but offers some of the latest technology for those who want to stay up to date and still look the part.

For a phone that looks a little different there are many options for customization. Companies like ModPhone (www.modphone.com) will take a standard handset and cover it in crystals for about \$300, which provides that spangled look, even adding distinctive keypads and other features to distinguish your handset from the crowd.

The desire of consumers for something a little more exotic was first addressed by Motorola with the Motorola Diamond. Inlaid with real diamonds it retailed at \$5,000. While partly a marketing exercise by Motorola, it also demonstrated that there was real interest in such bejeweled handsets and several jewelers were quick to provide a service customizing stock phones or adding gems to a customer's own devices. The Austrian Peter Aloisson (www.aloisson.com) has created handsets with cases in gold and white gold, as well as adding diamonds at every opportunity. His most expensive creation is another Motorola model coated in 18-karat gold and featuring over a thousand individual diamonds, which should add sparkle to the most humdrum of conversations; it retails at over \$40,000. As Aloisson commented during a recent interview: "The people who buy my phones don't have to worry about security – they all have bodyguards."

For those without bodyguards you could always accessorize your current handset with a "diatoo" or small diamond highlighted logo to make your phone stand out from the crowd,



▲ Motorola's RAZR V3

It really is as slim as it looks, and is set to be the must-have phone for 2005 despite its \$700 price tag.

“having the right phone can say as much about you as what you wear or the car you drive”

◀ Aloisio's T68 jewel-encrusted Ericsson



Nokia 6260 ▶

Nokia has launched a range of “fashion phones,” each of which has a definite style, even if that style is often not to the taste of many people. This is one of the better-looking ones.



▲ VIP Motorola StarTac

Modphone's 10th Anniversary Edition: VIP Motorola StarTac with fuchsia pink python front cover and back battery (\$300)



Vertu

(Right) The patented “Liquid Metal” case material is, apparently, more robust and lighter than any other material, but when it looks as good as this that's not really important.

(Below) Though the platinum model is the most expensive, there's something timeless about the shine of gold.




starting at around \$600. The stones can be re-used if you decide to change your handset, a good thing considering how quickly mobile phone technology moves on; you can just send it back and pay for the work. But then, handsets like these aren't about technology.

For something a little more understated (if not actually much cheaper) there is the Vertu brand (www.vertu.com). A wholly owned subsidiary of Nokia (so you know the technology will all work properly and it's not going to be too hard to use), Vertu's design and style are anything but Finnish. They refer to their handsets as “obsessive crafted” and consider each one to be a piece of jewelry that just happens to also operate as a mobile phone. Taking their cue from luxury watch manufacture, they embody a style that is exclusive without being flashy.

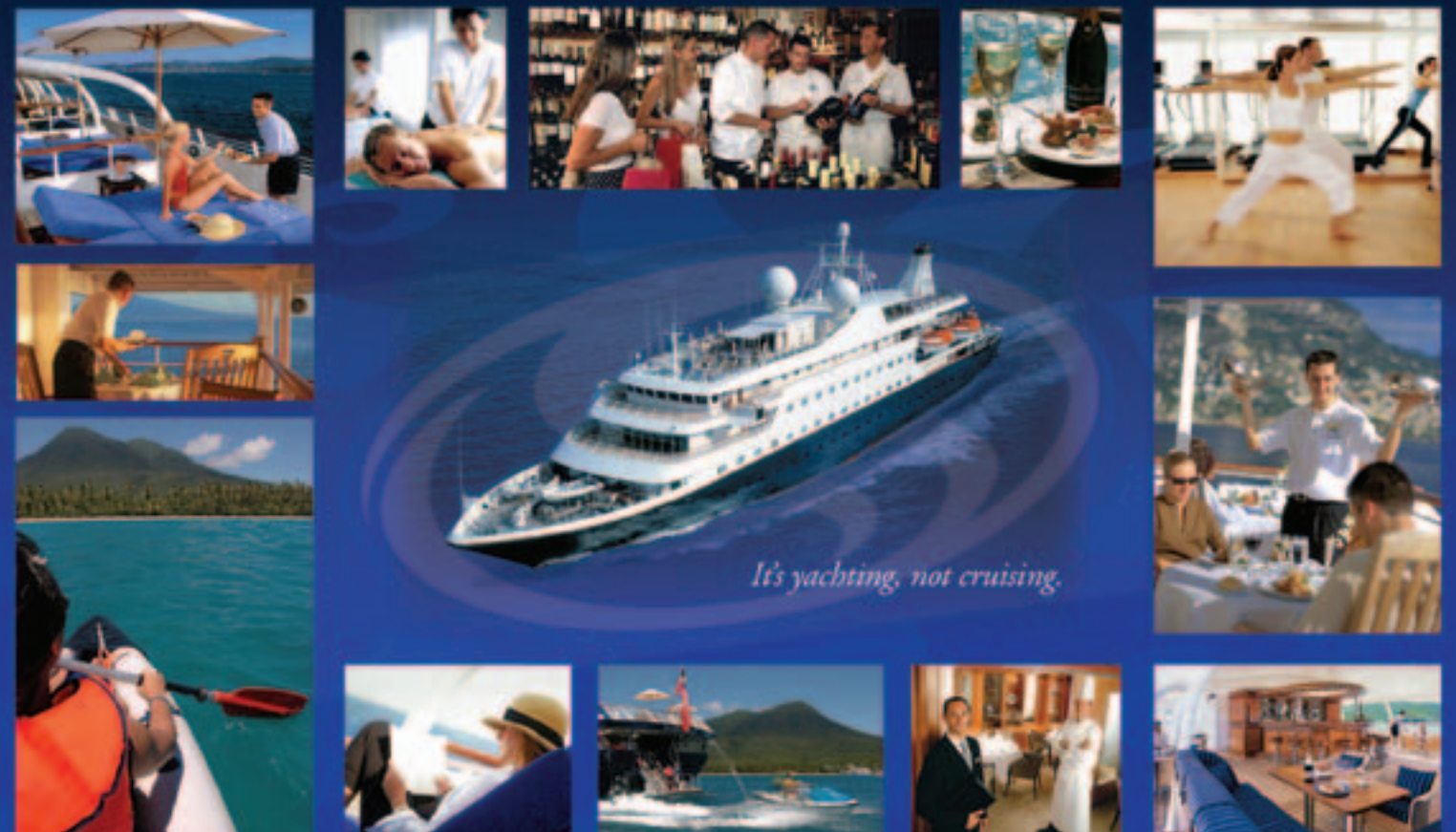
The basic Ascent in black leather will set you back \$4,500, but the Platinum Signature shows you really care and comes in at \$31,850. When you buy a Vertu you're not just buying a mobile phone, but buying into a lifestyle that comes with its own

concierge service, at least for the first year. Simply tap the button on the side of the phone and you're instantly in touch with someone who will arrange your travel, where to stay when you get there, and what to see during your visit. Vertu owners also get discounts on everything from the Kuala Lumpur Mandarin Oriental Hotel to Clos-ette of New York (who will, apparently, reorganize your closet to “create a more functional and dynamic space”).

Your mobile phone is likely to be with you wherever you go, so having the right phone can say as much about you as what you wear or the car you drive. There are few other devices that get used as much, or in such a visible way. Your chosen phone should be a constant delight; if only the same thing could be said of all the calls you're likely to get on it. 

About the Writer

Based in Scotland, Bill Ray is a freelance writer and industry analyst covering all areas of wireless technology. bill@yachtchartersmagazine.com



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Something Suitable



WRITTEN BY
CHARLEY MARTINS



PHOTOS BY
JIM RAYCROFT



Tagging along on a trip through the Panama Canal more than fills the bill

A payoff on a bet from last year's baseball season results in a trip aboard an extraordinary charter yacht making an around-the-world cruise.

My buddy Jim Raycroft is a traveling photographer and a very persuasive guy. Why just last year when his beloved Boston Red Sox imploded once again, and he finally decided to answer the phone, he convinced me that the payoff to a bet we had would be forthcoming. You see I agreed to send him a can of Boston Baked Beans every time his Sox beat my NY Yankees. And what would he send me when the tables were turned? "I'll come up with something suitable," was all he would say.

Well, as it turned out, neither of our teams won. But as far as I was concerned, a bet is a bet. And as the rejoicing of that fishy team from Florida was quickly forgotten by those of us dwelling in northeasterly climes, and the sun, now day by day lower on the horizon, I kept reminding him of our wager. "I'll come up with something suitable," was all he would say.

Long before deep winter's chill, and in keeping with his usual desire at this time of year, Jim had departed 41°10'N to 42°53'N and 68°57'W to 73°30'W for photographic assignments far closer to the equator. He had also moved his base of operations from Beantown to Ft. Lauderdale to wait until the spring thaw melted the icy floes on the Charles River.

His phone call came just after he had settled in.

"I think I found something suitable. Ever been through the Panama Canal?" he said.

"No," I replied rather skeptically.

"How many frequent flyer miles do you have?"

"Enough."

"What's enough?"

"Enough to get me back and forth from Panama, if that's what you're asking."

"It'll have to be to Panama and back from Costa Rica. And I'm asking. You going?"

"What's the deal?"

The deal, as it turned out, was to hitch a ride on board the charter vessel *Pangaea*, a spectacular 184ft expedition yacht on her way from Panama



“among the many other ‘toys’ aboard, *Pangaea* does have its own seaplane!”



Passing Through the Panama Canal ►
It takes eight to ten hours to pass through the three Gatun Locks.



Pangaea's Toys ▼
The many “toys” aboard include four Sea-Doo personal watercraft, 26- and 19ft diesel-powered Nautica waterjet tenders, and a 36ft Predator sportfishing boat.

At Anchor
Pangaea at anchor with Panama City, Panama skyline in the background



to Costa Rica as part of a globe-trotting cruise she was taking. Jim was going along to document a film crew shooting a travel piece for this particular portion of the trip and I would be helping him as well as getting some fodder for a future story. Stops along the way after this jaunt would include Alaska, the South Pacific, New Zealand and Australia, and finally the Mediterranean. Of course she would be picking up charters along the way via bookings by the ship's agency.

Being an opportunist by nature – my own personal credo is “Where there's a will, put me in one” – I promptly got my plane tickets, updated my shots (just in case, as the latest WHO bulletin listed malaria and yellow fever active in the area), double-checked that my passport was not expired, and packed my sea bag. Before I knew it, Jim and I were sitting at a hotel bar in the port city of Colon on the Caribbean side with the film crew, having a beer. They had all flown in the day before, gotten squared away, and awaited my arrival. *Pangaea* was due to drop anchor that evening and we were to meet her tender early in the morning for the transfer.

With all the gear the crew had brought, it took five trips back and forth to get it all aboard. Jim and I squeezed onto the tender's first go round and with about an hour of unloading and loading ahead, took the opportunity to spend some time with *Pangaea's* skipper, Captain Brian Bennett.

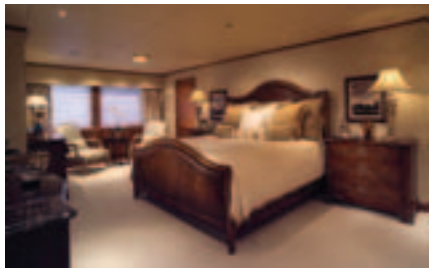
Possessing an affable personality, Captain Brian exudes professionalism in everything he does. “You have to be the consummate diplomat with just enough ‘Solomon’ in you,” he said as he showed us around referring to not only run-

ning the day-to-day operations of the vessel, but balancing hats between when the owners are on board and when he hosts paying guests. “As big as *Pangaea* is, with our crew of 12, it's still close quarters and there's no room for conflict.”

Brian's wife, Teresa, is the ship's purser and as we would find out, a consummate purveyor of style and grace. She is also a tough cookie in her own right having a captain's license as well as her pilot's certification. And yes, among the many other “toys” aboard, including four Sea-Doo personal watercraft, 26- and 19ft diesel-powered Nautica waterjet tenders, and a 36ft Predator sportfishing boat launched from her foredeck via a pair of monstrous cranes, *Pangaea* does have its own seaplane.

While we had seen the three decks, the six elegantly appointed staterooms, the full deck master suite, the massive galley area, the gym complete with elliptical machine, step aerobics, and weight-lifting benches, and a bridge and helm station right out of NASA, we would get the rest of the tour later. The crew had just finished unloading the last of the gear and Capt. Brian would be weighing anchor and heading *Pangaea* for the nearby historic harbor of Portobello, where the first segment of filming was to begin.

Portobello, in whose harbor Columbus sailed into during his fourth and final voyage, was a major loading point for enormous amounts of gold and silver taken from Potosi in southwest Bolivia as well as from Lima, Peru. The treasure, offloaded in Panama City, was carried across the isthmus to Portobello. There it was counted, catalogued, and stored before being loaded aboard





“the water is deep cobalt and the lush, verdant jungle is thick and often extends right down to the shoreline”



the galleons for the trip to Havana and then on to Spain. The 1622 gold fleet included the *Nuestra Señora de Atocha*, the sunken treasure ship found by Mel Fisher in the 1970s just 20 miles west of Key West, and the *Santa Margarita*.

Portobello's centuries-old Counting House, la casa que cuenta, still stands and the indigenous Kuna now use it as a place to sell their goods to visiting tourists. While the film crew was getting their location footage, Jim and I decided to peruse the Kuna offerings.

The Kuna, a strongly knit matriarchal tribal society, inhabit the nearby San Blas Islands, and are noted for their colorful and intricate weavings known as molas. Festooned with gold ear and nose rings, the women conduct all the transactions and as we found out, are extremely territorial about their merchandise. While Jim and I stumbled through communicating via street-Spanish vocabulary, we went from table to table under the scrutinizing gaze of the women. I decided on a tiburon (shark) and perro (dog) mola, while Jim found a tortuga (turtle). Unbeknownst to us, we should have dealt with one table instead of bargaining with all three as some fairly pissed-off Kuna women glared at one another. At one point, one of them tried to pry one of Jim's cameras from him as payment for the affront. It cost me an additional \$20 to settle the dispute after which we wisely ambled away and joined the rest of the crew at the old fort.

As the crew wrapped and loaded aboard the tender, we flagged down some local fishermen and bargained for their catch of lobster which we enjoyed later that night in the ship's mess. Tomorrow, at dawn, we would transit the canal. Tonight it would be drinks and cigars on *Pangaea's* top deck under a carpet of stars set in an ink-black sky.

The Southern Cross constellation dangled in the still-night sky as if suspended by some celestial puppeteer. Its brightest star, Acrux, is actually two stars orbiting one another, but being so far away, they seemed as one. The eastern sky would soon glow with the first light of dawn, but for now, the day-bright lights of the Gatun Locks lit the way ahead. *Pangaea* waited at the Atlantic gateway to the Panama Canal.

Begun in 1880 by the French and taken over in 1904 by the Americans, Mr. Roosevelt's "ditch," completed in 1914 – on August 15, the S.S. *Ancon* became the first ship to transit the Canal – cost the U.S. \$352,000,000. Between the two countries, 80,000 workers were involved and over 30,000 lives were lost to disease and accidents.

Capt. Bennett turned the helm over to a Panamanian pilot whose crew had already secured the tending lines that would be fed out to a pair of small boats. Those manning the boats would in turn deliver the lines to the shoreside diesel-driven "mules" to pull us through the locks. It would

take us eight to ten hours to pass through the three Gatun Locks – delivering us 85 feet up to Gatun Lake – then across the lake to the Pedro Miguel Lock into Miraflores Lake to the two locks there. Once through these, it was back to sea level and into the Pacific Ocean. That night, at our anchorage in Panama City, we dined with both boat and film crews, and lifted many a toast well into the night.

Capt. Bennett put the pedal to the metal before dawn's first light and set *Pangaea* on an all-day run for Golfito and the Golfo Dulce, just past the border of Panama and Costa Rica. Here the water is deep cobalt and the lush, verdant jungle is thick and often extends right down to the shoreline. Our evening anchorage was off a small island. The next day, the film crew and Capt. Bennett were to shoot a dive sequence.

The spot Capt. Bennett had picked out was a large rock sitting just offshore of the Peninsula de Osa (in Spanish, the Peninsula of Daes), in about 60 feet of water. The rock was named cerro tigre, or Tiger Hill. "Hey Cap," I asked Bennett as I helped load the gear into the dive tender from *Pangaea's* wide aft platform. "Why is the rock called Tiger Hill?"

"Want to go along and find out?" he smiled at me as he fit a mask on. *Pangaea* has a complete diving profile with an on board compressor with Nitrox membrane system, 16 sets of scuba gear, plenty of snorkeling equipment, and four Mako underwater scooters.

While snorkeling is no problem, I've never had a real comfort zone with diving. I kind of get the heebie jeebies underwater so I usually take a pass. But there's something about being on *Pangaea* that just gets your adrenaline, and some testosterone, going. Just as I was considering suiting up, Brian said, "It's named for the tiger sharks that are usually found a bit offshore there." He pointed out past the rock as he slipped into the tender. "So, you going?" he grinned, this time a little wider. The only place I was sticking my head underwater was in the Jacuzzi up on the sundeck. From what I gathered on their return, they had a grand old time without a single tiburon de tigre sighting.

Pangaea's next stop was about 150 miles or so up the coast to Puntarenas. The Los Suenos Resort was where the film crew would be getting off to continue their work up in the mountains at the La Minita coffee plantation. At a leisurely 8 or so knots it would take us about 16 hours to make the run. Capt. Bennett decided to weigh anchor late in the afternoon for an early morning arrival at Los Suenos. "Besides," he said, again grinning, "there's some of the best billfishing around in those waters."

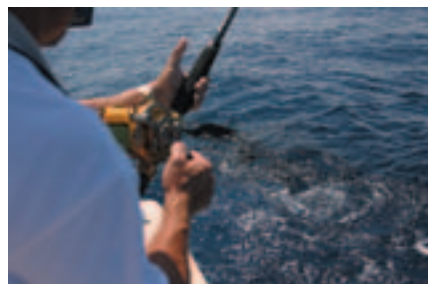
With dinner done and *Pangaea* underway, and while Jim tended to editing his digital images onto his laptop, I grabbed a snifter of brandy and retired to the top deck. Some of the film crew had



▲ La Minita coffee plantation, Costa Rica



“the ocean was alive with Pacific bills, each averaging about 90–100 pounds”



the same idea and as the conversation, as lively and animated as it was, soon abated, we all seemed to drift off at the same time, lulled into tranquility by the gentle motion of the ship as she pushed on into the night.

My alarm clock the next morning was one of *Pangaea's* massive anchors being lowered at Los Suenos. No sooner was the ship set than the crew readied the cranes to lift the Predator into the water. Capt. Bennett had already phoned ahead for bait as well as provisioning the sport-fishing boat for an afternoon of release fishing. And before I knew it, we were 20 miles offshore, on the Pacific side of Costa Rica with our first knockdown of the day. I had the honors of taking the first fish and Capt. Bennett got the next one. By the afternoon, the ocean was alive with Pacific bills, each averaging about 90–100 pounds. It was great action. On the way back, we spotted a school of dorado and put Teresa on the rod. She got her first bull weighing in at about 40 pounds. There were smiles and many pats on the back on board *Pangaea* as we hoisted the Predator aboard. And as Teresa had planned a special dinner for the film crew, the ship was now abuzz about it.

Dining on the aft deck as the sun was setting, first yellow and then deepening to orange before a flaming red took over, and with the now plum-colored mountains of Costa Rica in the background and a warm, butterfly-like tropical breeze all about us, the experience was at the same time elegant, sumptuous, and oh so special. We all slept very well that last night.



By the time Jim and I made it on deck in the morning, the last tender load had been delivered ashore and was making its way back to the ship for us. We had covered some 500 nautical miles on this trip and as we said goodbye to our new friends, I was already thinking about the outcome of this year's baseball season and wondered where our next “something suitable” adventure would take us. ☼

Information

Pangaea has six staterooms and charters for \$175,000/week plus expenses. Destination: Winter 2004/2005: South Pacific (Marquesas, Tahiti); Summer 2005: Alaska. Contact: info@sacksyachts.com

About the Writer

Charley Martins often takes on freelance writing assignments when he isn't gallivanting around the world with his friends, or continuing to restore a vintage 1930s wooden commuter boat he has owned for the past 21 years. Enough said. charley@yachtchartersmagazine.com

Jim Raycroft is one of the premier yacht interiors and location photographers working in the U.S. today. Operating out of studios in Boston, Massachusetts, and Fort Lauderdale, Florida, his work frequently appears in national advertising campaigns and on the pages of international publications. jim@yachtchartersmagazine.com

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On-board Etiquette

10 basic rules for yacht charter guests

Some may underestimate the importance of proper yachting etiquette, but following simple rules can be a matter of safety as well as respect.



WRITTEN BY
MELISSA LEONARD

About the Writer

Melissa Leonard, trained at The Protocol School of Washington, presents corporate etiquette and international protocol seminars to Fortune 100 corporations and private clients. (www.establishyourselfny.com) melissa@yachtchartersmagazine.com

When chartering a yacht, you may feel luxuriously spoiled, as the crew's number one goal is to please you. Even though they are there to "serve" you, remember, they are not your "servants." Some of the following rules of etiquette may seem like common sense, but you would be surprised at how many guests forget to apply them. The crew and your fellow passengers will be truly appreciative if you keep these points in mind.

1. Ask permission to come aboard

Stepping on board a yacht is much like entering someone's home. You would never enter without first ringing the bell or knocking and waiting for someone to invite you in. The same courtesy applies when boarding your chartered yacht. It is considered proper etiquette to ask the captain for permission to board. Of course, the request does not have to be formal or stuffy. Simply asking, "Permission to come aboard?" will be much appreciated, not to mention that you will start your vacation off on the right foot with your captain. After all, manners make all the difference!

2. Remove shoes when boarding

When boarding the yacht you have chartered, it is a courtesy to take off your shoes. The yacht you have chartered is owned and maintained by someone who probably takes great pride in their investment. The deck surface is generally highly polished with varnish, and can be easily marred and damaged by the bottom of your Manolo heels or Testoni shoes. The captain will expect that you have brought along at least one of the following footwear: deck shoes or tennis, basketball or running sneakers. When you return to the boat from a sightseeing excursion or a trip to the beach, it is important to be aware that your feet or shoes do not have oil, grease, tar, or sand that can be tracked back onto the yacht. Take a moment to check your soles before re-boarding. In addition, the deck is often wet when under way, so it would be in your best interest to not roam around barefoot once the boat has set sail.

3. Bring soft luggage

Unlike The Plaza or The Ritz-Carlton, most yachts do not have lavish, full-size closets to store your clothes. As a result, it would not be realistic to bring three large steamer trunks. As a courtesy to the other guests, the crew, and the lack of space, pack lightly in soft luggage that can be easily stowed aboard the yacht.

4. Don't overindulge during Happy Hour

One of the perks of a charter vacation is that you may enjoy "Happy Hour" aboard the vessel or on the shores of an exotic island with the locals. You may meet someone from another chartered vessel or from the village where you have anchored whom you wish to invite on board. Whether it is for one cocktail or to show off the yacht you've chartered, etiquette and protocol dictate that you first ask the captain's permission. Don't forget to use moderation when enjoying cocktails. As you are on open water and safety comes first, over-imbibing may cause the captain to close the bar. Unruly guests, whether or not they paid for the charter, are still guests.

5. Keep the noise level down

There is nothing as soothing as the sound of waves gently hitting the side of a boat as you relax on deck or drift off to sleep. To have that calm rudely interrupted by the sounds of loud voices and blasting music can cause anyone to lose their cool. When it comes to noise, remember to respect the other guests. Sound travels, oh so well, across the water and even normal conversations can be heard much farther than expected. Imagine if you will, that you are seeking advice from another guest on how to handle a difficult individual in the group. As sound can clearly travel from one end of the yacht to the other, there is a chance that your comments may reach the ears of others... this is a fatal faux pas that could cause tension for the rest of the voyage.

6. Don't enter the galley unless specifically invited

It is exciting to inspect the yacht on which you are sailing. From bow to stern, cabin to galley, it is a given that you would want to take in the awesome beauty of your floating paradise. Perhaps we get curious and decide to see

where our splendid meals are being created. Don't barge in and expect to be greeted with open arms, especially when meals are being prepared. Just as we would not like to be disturbed when preparing a meal for an elaborate dinner party, the same holds true of those in the galley. Ask for permission and find out when would be a good time for you to take a tour.

7. Don't waste fresh water

There is nothing like a cold, refreshing glass of ice water when you've been in the sun all day. On a yacht, there are a certain number of gallons of fresh water aboard. Running out of fresh water can be quite serious, not to mention potentially fatal. It is important that each guest aboard respect the regulations regarding the use of fresh water. Many charters have rules about washing your hair with fresh water and permission is sometimes granted only from your captain. Of course, there is no limit to the amount of salt water that may be used.

8. Follow the head instructions

Believe it or not, there is an etiquette regarding the marine toilet...also known as "the head." Clogging the head will not only cause you much embarrassment, but will inconvenience the crew and fellow guests as well. If you are unfamiliar with how to operate the head, take a minute and ask a crew member. If you do indeed clog the head, it may be necessary for a crew member to disassemble and unclog it. It has been said that you may put anything into a marine toilet as long as it has been ingested first; except for a miniscule amount of toilet paper.

9. Obey the captain

The captain of your chartered yacht is responsible for the well-being and safety of each person aboard. Just like a scout leader or teacher, the captain has final say over almost everything on the boat. There is nothing you can do about it, but respect the rules.

10. Tip the crew

It is considered proper etiquette to tip your crew from 10–15% of the charter fee based upon services rendered. It is customary for the charter party to leave the gratuity with the captain, with suggestions on how it should be distributed. Remember, during your stay aboard the yacht, the crew has been your navigation team, wait staff, bartender, gourmet chef, and housekeeper. Not to mention, dinghy driver, tour guide, diving instructor, backgammon opponent, etc. Take all of the above into account when determining your tip.

No matter where your destination takes you, be it Saint-Tropez or the Greek Islands, your voyage will no doubt be unforgettable. Those who are educated in the finer points of yachting etiquette and protocol can take comfort in knowing that they have been a first-class guest. ☞



PHOTO: BALTIC YACHTS

Minding Your Manners in Popular Ports of Call

Respect the customs when in other countries. As they say, "When in Rome..." While chartering in other countries, it is important to be aware of certain gestures that may be deemed offensive or inappropriate. Here are just a few important do's and don'ts concerning gestures:

- **Europe or Latin America:** From the South Atlantic Coast of Spain to the beautiful waters of Cabo San Lucas, there is much to see and do when on land. When disembarking for a day of shopping and sightseeing, it is important to remember that the American good-bye wave may be interpreted as a signal for "no." Whistling is a form of jeering that may be misinterpreted by the locals. Another common mistake is stroking your chin. You may be sending the message that you are bored or implying this is taking an awfully long time, especially when trying to decide what you will eat or buy.
- **Italy:** Whether at the Bay of Naples or the Amalfi Coast, the shops and cuisine are a must. When on land, don't misinterpret the Italian "good-bye" motion as "come here." Another faux pas is tapping your hand to your forehead (similar to a salute). To those in Italy, this gesture means, "you're crazy."
- **Greece:** The classical and Hellenistic history of Greece is sure to be an incentive to check out the ruins. Some things to beware: putting your hand up in the stop position with fingers spread is considered an insulting gesture. A slight, upward nod of the head signals "no." The OK sign may be thought of as a crude gesture. To beckon someone in Greece, extend your arm, palm down, and make a scratching motion with your fingers.
- **The Middle East:** When on land along Turkey's Turquoise Coast, avoid showing the sole of your shoe. The soles of the shoes are considered the lowest and dirtiest part of the body. The left hand is primarily regarded as the "unclean" hand, therefore be careful when using it. Never photograph people without their permission. A gentleman should never touch an Arabic woman, unless she extends her hand first.
- **Fiji:** To show respect for another while speaking, stand with your arms folded behind your back. It is disrespectful to wear bathing suits in or near a village, unless you are walking along a beach that is considered a public place.
- **Southeast Asia:** The Andaman Sea Coast of Thailand provides a rare opportunity to experience a fascinating culture. Do not use your feet for pointing or moving an object. Standing with your hands on your hips is a sign of anger. Never use your index finger to beckon someone. Rather, extend your arm with palm down and make a scratching motion with your fingers.
- **Australia:** Sailing on the Great Barrier Reef is a magnificent and majestic experience. If you return to the East Coast of Queensland, here are some do's and don'ts. Winking at a woman is considered crass. A thumbs-up gesture is considered improper and rude, especially when accompanied by a small upward jerk.

When in doubt about local customs, check with your captain.

Yachting to Dinner

A dozen choice restaurants to visit by boat



WRITTEN BY
JULIE-ANNA NEEDHAM

Although your yacht undoubtedly features a first-rate chef, you may want to give him or her a night off and try one of these seaside hot spots.

Vacationing on board a yacht allows you the luxury of dining anywhere – you can choose the food, the backdrop, and indeed the company. You never have to wait for a table or risk the possibility of your intimate evening being disturbed by a noisy table nearby. But occasionally you'll find a restaurant that's worth forgoing all these things for; somewhere so special that eating there will be the highlight of your holiday.

So here are some suggestions for the best places in the world to drop anchor, give the chef the day off, and enjoy the culinary delights on offer ashore.

— EUROPE —

El Bulli, Near Barcelona, Spain

El Bulli is one of the most exciting and critically acclaimed restaurants in Europe. Located on the coast northwest of Barcelona, El Bulli is famous for an innovative and creative style of cooking. *Time* magazine named its chef, Ferran Adria, alongside Bill Gates, George Bush, and Osama Bin Laden as one of the 100 most influential people in the world.

The restaurant is dedicated to experimental cooking; the style is often described as “techno cuisine” where art meets science. El Bulli closes its doors for six months of the year to allow Adria and his team to develop the new menu. The results are always unusual but impressive. One of the highlights of this year's menu is the “electric milk” – a wafer flavored with the dried flower buds of szechuan peppercorns.

The ethos of El Bulli is that visitors enjoy the whole dining experience; service resembles a theatrical show, the number of staff is almost equal to the number of diners, and there is, of course, the stunning waterside location. It's notoriously hard to get a table at El Bulli due to its limited opening times and the restaurant only opens for dinner, so be sure to book well in advance.

El Bulli Restaurant, Cala Montjoi, 17480 Roses, Girona, Spain, Tel: + 34 972150457, Fax: + 34 972150717, Web site: <http://elbulli.com>



El Bulli kitchen

View from *El Bulli*

PHOTOS: FRANCESC GUILLAMET

Spoon, Saint-Tropez, France

Saint-Tropez is renowned for its glitz and glamour, and Spoon is undoubtedly one of the places to be seen. Opened in 2002 by Alain Ducasse, one of France's best known and most successful chefs, Spoon Saint-Tropez is the Mediterranean version of the Paris restaurant with the same name. It's based on the idea of “a spoonful of freedom and a multi-ethnic cuisine” and aims to combine food and flavors of the Mediterranean with influences from the Riviera, Italy, Catalonia, Andalusia, Tunisia, and Morocco.

The menu is eclectic; you can select your own courses or opt for one of the set menus, “Riviera” or “Afrika,” which offer dishes from the chosen region. Don't miss the steamed shrimp ravioli starter or the “top dessert” platter – four desserts in one. If it's glamour you're looking for, try the Lobster VGS (very glamorous salad).

The décor inside the restaurant is modern Moroccan with a huge, circular mosaic bar. The best place to get a table is on the lamp-lit terrace where you can do some serious star spotting.

Spoon, Byblos Hotel, Avenue du Maréchal Foch, Saint-Tropez, France, Tel: + 33 494 566820

Oasis, La Napoule, France

The sleepy village of La Napoule lies just west of Cannes on the French Riviera. Hidden amongst the houses just back from the sea front is one of the most enjoyable places to eat on the Côte d'Azur. The garden restaurant lives up to its name; the leafy surroundings provide the perfect dreamy mix of intimacy and elegance.

The cuisine is Mediterranean with Asian influences. Highlights include the Warm Duck Foie Gras with Chard Greens and the fresh fish selected by chef Stéphane Raimbault from the market in Cannes every morning. Oasis also has a beautiful selection of pastries and desserts, which are wheeled around on the dessert “caravan” for your perusal.

L'Oasis, 6, rue Jean-Honoré-Carle, 06210 La Napoule, Tel: +33 493 49 95 52, Fax: +33 493 49 64 13

Da Puny, Portofino, Italy

Just across the border from France is Portofino. The tiny fishing port is the most picture-perfect place in the Mediterranean. The harbor is always busy during the summer but if you can get a mooring for your yacht it's well worth the effort to enjoy the view of the colorful town.

Eating on the quayside is a must in Portofino and the best place to do this is Da Puny. If you're lucky you'll be attended by Puny himself (although he usually has VIP guests to entertain). The food is traditional Italian; the pasta with pesto corto is good, as is the whole fish.

Da Puny, Piazza Martini, Olivetta 5, Portofino (00 39 0185 269037)

Rossellini's, Palazzo Sasso, Ravello, Italy

Italy's Amalfi coast is famous for its dramatic coastline. High in the hills, 1000ft above the sea, lies the village of Ravello. Palazzo Sasso is a newish five-star hotel located in a 12th-century villa with views across the valley to Monte Avvocata and the Bay of Salerno. Manicured terraces lead you down to the pool and Rossellini's restaurant.

The cuisine is pure Italian and should be your one stop-off point on the Amalfi Coast. The chef Pino Lavarra has created a menu built on the concept created by his predecessor: taking traditional Italian dishes and recreating them with new ingredients. Italian haute cuisine at its best.

Rossellini's, Palazzo Sasso, Via San Giovanni Del Toro, 28 – 84010, Ravello (SA), Amalfi Coast, Italy, Tel: +39 089 818181, Fax: +39 089 858900

Selene, Fira, Santorini, Greece

The Greek island of Santorini has been described as one of the most romantic places on earth. The island is famous for its stunning sunsets and one of the best places on the island to enjoy the view is from the cliff-top terrace of Selene.

The cuisine is interesting and adventurous; it uses many traditional Greek ingredients but is very modern in style, with an emphasis on seafood. You can start with the sea urchin and artichoke salad and move on to the brodedo (fish stew). Greek favorites such as rabbit, quail, kid, and lamb are also featured on the menu.

The restaurant is perfect for an intimate meal but don't expect to do much talking; you'll be far too busy admiring the view.

Selene, Fira, Santorini, Greece, Tel: 00 30 228 602 2249; Fax: 602 4395; Web site: www.selene.gr

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Mini tomatoes adorn a local dish at Selene, where you can dine on one of two candlelit verandas



PHOTOS: ZOE HATZIVANNAKI



The Landing, Bahamas

Harbour Island is a world away from the duty-free emporiums of Nassau. It's charming and unspoiled, and retains a local Bahamian feel.

The Landing is the island's most fashionable establishment. Run by a former Miss Bahamas, her daughter, and son-in-law, the interior of the guest house was designed by the former Ralph Lauren model India Hicks and her husband David Flint Wood. The result is effortlessly stylish but simple. The British colonial style of the building (it's one of the oldest on the island) is mixed with the laid-back culture of the Caribbean.

The restaurant is one of The Landing's main draws. The chef Ken Gomes, formerly one of Sydney's top chefs, cooks simple but delicious seafood, such as salt-and-pepper squid with lime mayonnaise, or scallops with caramelized scallions and sweetcorn puree. The restaurant also boasts an 800-bottle wine cellar.

The Landing, P.O. Box 190, Harbour Island, Bahamas, Tel: + 1 242 333 2707, Fax: + 1 242 333 2650, E-mail: info@harbourislandlanding.com



The Landing

Outside dining overlooking the harbor with Valentine's Marina to the left

Blue Door, The Delano, South Beach, Miami, Florida

When it opened, The Delano was hailed as the hippest hotel in the world. Now, almost a decade later, the Phillippe Starck-designed hotel remains one of the coolest places to go in Miami.

The Blue Door is the hotel's equally trendy main restaurant. The cuisine is predominantly French with a strong tropical influence. The menu, created by French chef Claude Troisgros, features traditional dishes such as frozen gazpacho, lamb loin, and oven-roasted baby eggplant served with a Delano twist. "Les Sexy Side Dishes" are also worth a mention: blue cheese soufflé or endive banana roll.

Drinks at the pool bar are a must. It's an experience not to be missed and is most definitely the haunt of Miami's beautiful people.

Blue Door, The Delano, 1685 Collins Avenue, Miami Beach, Florida 33139, Tel: 305 672 2000, Fax: 305 532 0099, Reservations 800 606-6090, delano@morganshotelgroup.com

The Ropewalk, Nantucket

The Ropewalk offers quintessential Nantucket dining – seafood specialties with a great view of the ocean. The restaurant sits right on the waterfront of Nantucket Harbor so you can keep an eye on your yacht while enjoying your meal.

The menu offers an impressive variety of local fish and shellfish. The Ropewalk has its own surf 'n' turf combination of shrimp wrapped in prosciutto or try wasabi-encrusted tuna or steamed Nantucket lobster. If seafood is not your thing, there's also a wide variety of pasta, poultry, meats, and salads.

The raw bar is a popular feature of The Ropewalk – it's the only one in the area, and is open from 3–10p.m. serving littlenecks, oysters, and shrimp.

*The Ropewalk, 1 Straight Wharf, Nantucket, MA 02554-3539
Tel: +1 508 228 8886*

White Horse Tavern, Rhode Island

The White Horse Tavern is one of America's oldest tavern buildings. Built in the 1600s it was restored in the 1950s and opened as a restaurant. It still retains its old world charm with candle-lit rooms, cavernous fireplaces, and beamed ceilings. If local history is something you're interested in then the restaurant offers a lively talk about the building's colorful past.

The food uses recipes and ingredients from nearby Aquidneck Island. The cuisine is continental and American with seafood featuring prominently; Peeky Toe Crab Napoleon is a popular choice for dinner and if you're going for Sunday brunch, try the lobster-crab cakes.

White Horse Tavern, 26 Marlborough St, Newport, RI 02840, Tel: + 1 401-849-3600


— OTHER —



Baan Rim Pa Restaurant, Phuket, Thailand

Nestled on a cliff with spectacular panoramic views of Patong Beach is Baan Rim Pa. The restaurant is renowned for its Royal Thai Cuisine, fresh seafood, and duck curry.

Baan Rim Pa offers a traditional and elegant dining experience; you can sip cocktails at the piano bar while watching the sun go down and, after dinner, visit the cigar and wine bar. It's undoubtedly one of the best restaurants on Phuket with unbeatable food, views, and music.

Baan Rim Pa, 100/7 Kalim Beach Road, Kathu, Patong, Phuket 83150 Thailand, Tel: 076-340789, 341768, Fax : 076-342460 

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The Best of the Best

Gifts for cigar lovers



WRITTEN BY
GARY KORB

As the holiday season sails into view, gift ideas are on everyone's mind. Fortunately, when shopping for the cigar smoker, there are not only great cigars to choose from, but cigar accessories, as well. Here are some outstanding gift suggestions from the four primary cigar requisites: cigars, a humidor, a cutter, and a lighter. (Hint: leave this page open in a conspicuous place so your spouse will see it.)

Davidoff 9 Cigar Sampler

This is the Whitman's Sampler for cigar lovers – a veritable candy store of some of Davidoff's finest tobacco confections and a great way to sample the many varieties of this luxury cigar icon. Made in the Dominican Republic, Davidoff cigars are venerated even by aficionados in Cuba. They're not only among the finest handmade cigars in the world, this selection offers nine of their best cigars chosen from all of their line extensions: Aniversario, Classic, Grand Cru, Millennium, Thousand, and Special Series. In other words, the best of the best.

Some of the standouts include the perfectly balanced Davidoff Grand Cru No. 2 Corona; full-bodied Millennium Robusto; complex Special R; and the classic, retro-shaped, Davidoff Short Perfecto. Whether or not you already smoke Davidoff cigars, or know someone who's always wanted to, this gift will be remembered fondly.



Davidoff 9 Cigar Sampler
(suggested retail: \$110)



Diamond Crown
Williamsburg humidor
(suggested retail: \$435)

Diamond Crown Williamsburg Humidor

Of the many fine cigar humidors to choose from, Diamond Crown is king. My first humidor was a Diamond Crown. Handcrafted by Reed & Barton, these humidors are so well made, they're passed down from generation to generation.

Here's a quick tour of how they're constructed. They start out as a six-sided box, then are cut open to form separate base and lid sections so the lid and base are always flush, which also gives continuity to the wood grain. The lumber is kiln dried to a 6% moisture content prior to production to help prevent warping or cracking and all the joints are mitered and precisely notched via tenon and groove, then cured using radio frequency bonding. This adds lifetime strength and durability to the box. Hand-sanding is done continuously throughout the process to remove any blemishes. Finally, the stain color is applied by hand and hand-rubbed. As found in most cigar humidors, the walls are lined with Spanish cedar.

I like the Williamsburg because of its contoured, early American-style design. It looks like the kind of humidor an admiral would own. The humidor holds up to 100 cigars and sports a cherry finish using an exclusive four-step mahogany and cherry hand-rubbed finishing process. The humidor comes with two mahogany dividers and features the Diamond Crown's specially designed humidification system.



S.T. Dupont X-Tend lighter
(suggested retail: \$135)

S.T. Dupont X-Tend Lighter

One of the most important accessories is a well-made, reliable cigar lighter. After all, if your cigar doesn't get a good, clean light, it won't burn well. You want something that will not only light the cigar, but will also toast it properly. Moreover, you want a lighter that will light on those gusty days out on the open water. That's why I'm partial to the torch models. They produce a jet of blue flame. The blue part of the flame is the coolest, allowing you to better control toasting the foot of the cigar without scorching the wrapper (especially if you're lighting up one of those Davidoffs).

The X-Tend series is the first of a new generation of handcrafted torch lighters from S.T. Dupont. The X-Tend features sleek, contemporary lines and is extremely lightweight. When you press the button, the shutter opens automatically and a slender, yet surprisingly powerful blue flame pops up. To help keep tabs on fuel consumption, a window is provided on the bottom of the lighter. The X-Tend series comes in a variety of colors, including a line of tattoo models, and each lighter is stamped with its own personal identification number, making it one very elite light, to say the least.

XiKAR X1 Cigar Cutter

A good cutter is worth the investment. Cheapies just don't cut it. A good cutter pays for itself in a relatively short period of time. I like the X1 double blade cutter from XiKAR. It's not only one of the best, it's also reasonably priced. It's got power, comfort, and clean lines, and the teardrop shape fits perfectly in the palm of your hand. An aluminum body houses two self-sharpening, stainless-steel blades forged to a diamond-hard Rockwell rating of HRC55. When you push the button, the blades flare out. Then, in one easy squeeze, you can snip a cigar up to a 52 ring as the blades return to their closed position. What I also like about this cutter is that it comes standard with an unconditional, lifetime guarantee. Plus, XiKAR company policy is if the blades dull over time, they'll sharpen them and return the cutter within 10 days. Like the Diamond Crown humidor, this is another fine gift item that will provide years of reliable use.

These are just some of the dozens of great gift ideas for cigar smokers available year-round, too. Whether you choose any of the items mentioned here or from other manufacturers, as always, what matters is that the gift comes from the heart.

Happy
Holidays!



XiKAR X1 cutter (suggested retail: \$59)

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Pacific Northwest

A local captain and crew treat guests to the best of Washington's spectacular San Juan Islands

WRITTEN BY
JAMIE MATUSOW

PHOTOS BY
JAY MATUSOW

After cruising through some of the most beautiful islands in the U.S., it was difficult to say which left a stronger impression: a stunning 30ft orca whale nearly jumping over a kayak, or *Jamal's* fabulous all-female crew.

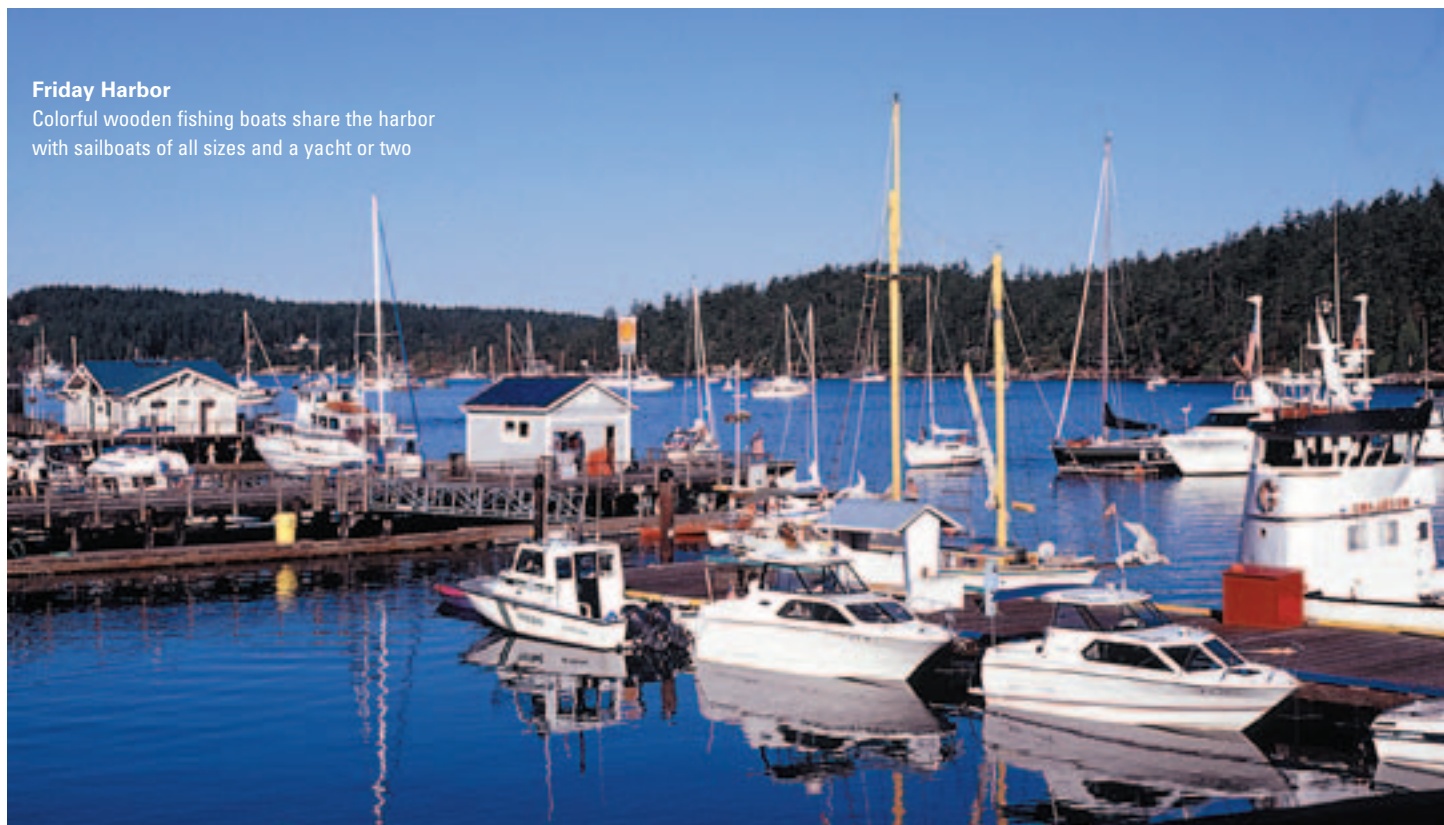
Jamal docked port-side in Friday Harbor, San Juan Island, Washington



Snow-capped Mountains ▲
The Cascade Mountains visible in the distance



Kayaking ▲
The writer's daughters paddling around the serene bay



Friday Harbor
Colorful wooden fishing boats share the harbor with sailboats of all sizes and a yacht or two

When the captain of *Jamal* greeted our family at picturesque Squalicum Harbor in Bellingham, Washington, we immediately sensed we were in for a treat. The petite, vivacious Captain Jennifer Hanna, in an officer's shirt and dangling beaded earrings, had been awaiting our arrival. The rest of the crew – First Mate Maureen “Mo” McNamee and Chef Sally Jones – quickly arrived to welcome us. As we headed down the dock to *Jamal*, past colorful hundred-year-old wooden fishing boats, we began to get a feel for the Pacific Northwest – and for our all-female crew.

Jamal, a 75ft Hatteras ocean trawler, was a knock-out amongst her neighbors. As we boarded, I admired the contrast between her gleaming exterior and the charming paint-worn boat docked port-side. Sally told me that the rugged-looking fishing vessel had just returned from Alaska and that the captain had presented her with an hours-old salmon we would sample at lunch. I was getting hungry already.

My husband Jay and I and our two daughters, Rachel and Emma, unpacked quickly, anxious to get underway and experience the magnificent

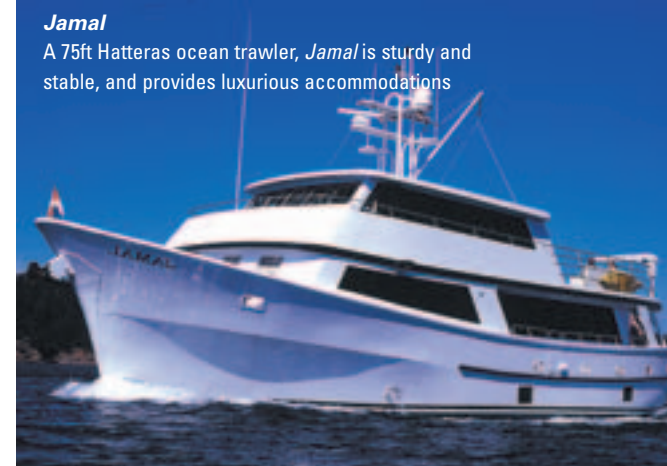
scenery and abundant wildlife of the San Juans. Our full-width master stateroom was located on the main deck. Like the rest of *Jamal*, it was light and airy, and lined with windows that provided panoramic views. It featured a king-size bed, dressing area, and an en suite bath in a separate alcove. A bouquet of fresh peach-colored roses, a silky down comforter, and a display of nautical items added to the ambience. A large closet and many deep drawers made for quick and easy stowage. Below, Rachel and Emma's staterooms



were equally inviting and commodious. After quickly settling in, we assembled in the saloon for a brief orientation.

The sunny light-oak paneled room was lined with picture windows that framed tantalizing views of the harbor and the snow-capped Cascade Mountains in the distance. The layout resembled a great room with the galley in the open, separated from the saloon by an island covered with bouquets of brilliant zinnias, sunflowers, and lilies, and fragrant bundles of rosemary, lavender, and thyme – all of which, we were told, were grown in the crew's home gardens. Baskets heaped with mangoes, eggplants, tomatoes, and peppers hinted of the meals that lay ahead.

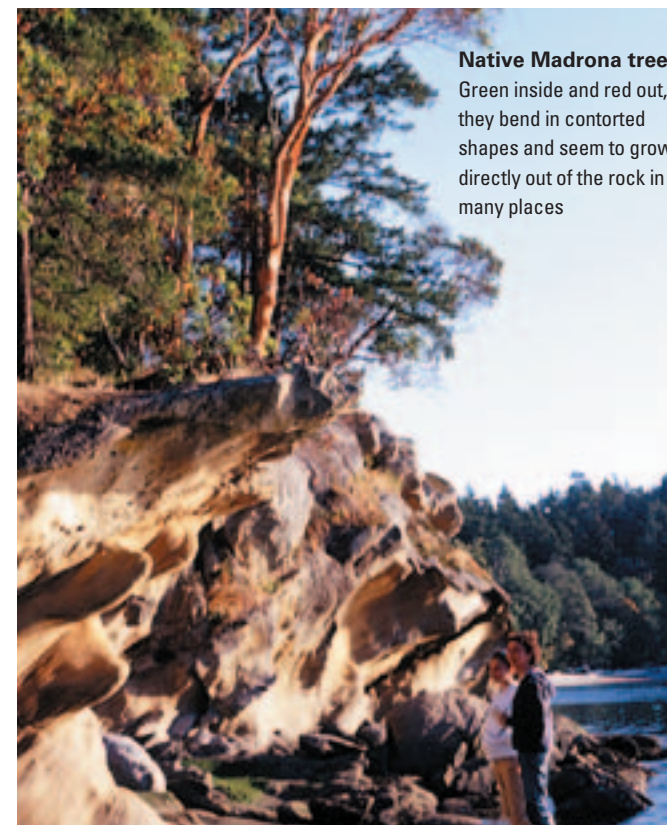
As we settled into the comfortable sofas,



Jamal
A 75ft Hatteras ocean trawler, *Jamal* is sturdy and stable, and provides luxurious accommodations

Captain Jennifer told us that she had grown up on the water. Her first voyage had been to Desolation Sound (one of British Columbia's most spectacular cruising areas, which *Jamal* still frequents) for two months – when she was just three weeks old. Years later, in 1989, her father, Captain Jim Hanna, an elementary-school principal, real-estate developer, and businessman who had spent much of his life boating in nearby waters, fell in love with this Hatteras hull (one of only seven built to oceangoing specifications) that he had spotted in Tacoma. He purchased it and spent the next few years building *Jamal* with a team of designers and naval architects, and, of course, the aid of his daughter Jennifer. “I still remember hauling cement for ballast,” she says.

Jennifer worked on various boats and began skippering on *Jamal* in the early '90s. She was soon joined by her good friend – First Mate and Chief Stewardess, Maureen. The two have known each other for more than 20 years and work together fluidly. Sally joined the crew about 10



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Left to right: Chef Sally, First Mate Maureen, and Captain Jennifer

The Jamalian Girls

Jamal's all-female crew – Captain Jennifer, First Mate and Chief Stewardess Maureen, and Chef Sally – along with three additional crew members, have become fondly known as the “Jamalian Girls.” An extremely capable group, they run a tight ship and have a great time in the process. Their versatile backgrounds make them the perfect hostesses while their practical skills ensure the utmost in safety. Jennifer and Mo are also trained firefighters. They do all the engineering work themselves, and Jennifer recently redesigned *Jamal's* waste system to make it more efficient.

Jennifer holds a 100-ton U.S. Coast Guard Master's license and is CPR-first aid-certified. This came in handy when she was docked off the coast of Baja, with only one other boat nearby. Suddenly she heard screaming; the boater had caught his finger in the chain of his winch. Jennifer grabbed her first aid kit and set and sewed his mashed finger. When the boater finally got to a hospital several days later, the plastic surgeon said she had done a great job. Jennifer skippers from late June through early September. The rest of the year, she can be found at the helm of a different group: a sixth grade class. She has taught at Lynden Middle School for 15 years. Her father, Captain Jim Hanna, skippers while she's in school.

Auburn-haired, freckle-faced Maureen has a quiet presence, but is an “awesome first mate” according to Jennifer. She handles her many responsibilities with competence and confidence and never seems frazzled. Perhaps that calm comes from her school-year job: teaching emotionally disturbed teens.

Chef Sally possesses a natural flair for entertaining. She handles the galley in an effortless fashion, taking true joy in delighting her guests and catering to their diverse tastes – even when one recent guest requested only grilled cheese sandwiches. She is also an herbalist and has spent time in India studying natural healing and cooking.

Recently the crew entertained Jennifer's three young nieces on board and engaged them in changing the oil and handling the lines. “We're gearing them up to be the next generation of Jamalian Girls,” said Jennifer proudly.

– J.M.

“you just feel like you could take one breath out here and live a lifetime”

years ago. The three women, all born and raised in the Pacific Northwest and all united by their love of the sea, couldn't wait to introduce us to the area they know intimately. “We love where we live,” said Jennifer. “Although I've sailed these areas for years, it's always different. I've never been bored a day in my life.”

After stressing *Jamal's* high safety standards, Jennifer took the helm, Maureen pulled the dock lines, and Sally headed for the galley. We were underway, heading southwest out of Bellingham Bay into shimmering Puget Sound and the San Juan Islands, off the northwest coast of Washington. Long a destination for wildlife watchers, photographers, and even scuba divers, the area is a vast waterway of straits and channels that link more than 150 islands (the number is constantly debated), the exposed tops of an ancient mountain range.

Initially, we wandered about the boat, checking out the various vantage points, including the spacious window-lined sky lounge and the aft



Captain Jennifer in the wheelhouse

upper deck laid out with black-and-white striped cushioned lounges. We ultimately ended up in the wheelhouse with Jennifer, where a cozy curved banquette provided the perfect view as well as entertaining commentary. Jennifer was a font of knowledge and seemed to genuinely enjoy explaining everything, pulling out charts and maps, and jumping up to hand out binoculars when she spotted something noteworthy with her trained eye. She told us we would transit four straits on this trip: Rosario Straits, the Straits of Georgia, Haro Strait, and the Strait of Juan de Fuca. We would often be within sight of either the spectacular 10,000–17,000ft snow-capped Cascade or Olympic Mountains.

As we succumbed to the inviting smells wafting up from the galley, and descended to the main dining area, we found a beautifully set table with blue and yellow linens awaiting us for our first lunch at sea. Each of our seats offered exquisite views of the Sound – and of the food! Creamy butternut, acorn, and zucchini squash soup topped with yogurt and garnished with fresh coriander and toasted cashews started us off. Served with Indian naan bread and hummous, it could have been a meal in itself, but Sally, who apparently believes that sea air creates an appetite, wasn't stopping there. We progressed to the next course: the fresh-caught king salmon she had promised, on a bed of fresh stir-fried anise, fennel, and bok choy over Asian sesame noodles with baby greens and spinach puffs! When we raved about the dish, Sally told us she had created it for her father.

After lunch (as soon as we could move), we ascended to the upper deck for some sun as we passed through the Cone Islands, where parts of “Free Willy” were filmed. On the surrounding tree-covered islands, native Madrona trees, green inside and red out, bent in contorted shapes and seemed to grow directly out of the rock in many places. Suddenly Jennifer called us into the wheelhouse. She grabbed the binoculars and pointed out several bald eagles perched high in the trees on Towhead Island. We continued at a comfortable 8.5 knots along the East Sound of Orcas Island where our captain had spent many summers as a child with her family.

Jennifer told us that Mo was the whale-watch expert on board, and that they had begun their quest for the 25–30ft orca whales often spotted throughout the San Juans. Although May and June are typically the best months for whale watching, and we were there in August, Jennifer and Mo were determined that we were going to find some. Mo was carefully monitoring the radio and Jennifer said they “had their ways” of gaining information on the latest sightings. We didn't doubt for a minute that they would track the orcas down.

We were headed toward one of Jennifer's favorite spots in the San Juans, Sucia Island, which is mostly National Park land. As she explained the various electronics and navigational aids and told us about her experiences skippering here, I asked her whether *Jamal's* guests usually spend so much time in the wheelhouse. “It varies,” she told me. “Some guests want complete privacy; others even eat up here! I love when they do – it gets lonely sometimes.” As if on cue, Sally appeared with a heaping bowl of sweet, ripe burgundy-colored Okanagon cherries, which we had jokingly told her beforehand we had enjoyed on a previous trip to British Columbia. She had apparently scoured several markets the day before to find them.

The sky was starting to turn lavender as we approached Sucia and Echo Bay, where we would be anchoring that evening. We had a breathtaking view of the quaint little harbor with the 10,000ft snow-covered Mt. Baker looming in the distance. Jennifer and Mo lowered the skiff into the crystal-clear water and in minutes we were heading over to hike along the trails and explore the sandy coves. Even Mo, who had been there many times, was taken in by the beauty, and said to one of my daughters, “You just feel like you could take one breath out here and live a lifetime.”

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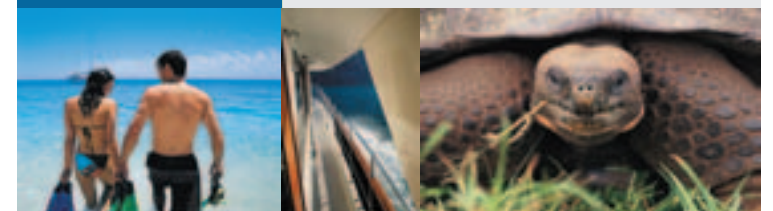
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Fresh Sushi and Sashimi ▲

Alaskan smoked salmon (that Jennifer had caught) and Washington tuna presented beautifully by Chef Sally



Chef Sally's Signature Red Pepper Soup

- 9 large red bell peppers, chopped
- 1 large sweet onion, chopped
- 4 large garlic cloves, chopped
- 2 carrots, peeled and chopped
- 1 large pear, peeled and diced
- 1 chipotle pepper (a ripe jalapeno that has been dried for use in cooking)
- 1-1/2 quarts chicken or vegetable broth
- 2T olive oil
- Salt to taste
- Cayenne pepper

- Saute all vegetables and pear in olive oil until soft, about 10 minutes. Add broth and simmer for 30 minutes, with lid on.

- Pour into blender and liquefy. Return to pot and simmer (low) for about 10 minutes.

- Serve with a dollop of chipotle and sour cream sauce, garnished with fresh cilantro and mint and a strip of red pepper.

- If desired, add shrimp, lobster, or cooked or smoked salmon.

Enjoy!



Fresh-caught King Salmon ▲

Yesterday's catch in a honey-soy glaze sits atop a bed of fresh stir-fried anise, fennel, and bok choy over Asian sesame noodles with baby greens and spinach puffs

Jennifer landed the skiff in Fossil Bay, and left us to explore for a couple of hours. She provided us with a walkie-talkie and told us to call when we were ready so that she could pick us up on the Echo Bay side. The beautiful fern-lined paths stretched upwards at first, exposing some magnificent views through the trees. When the trail wound down to the beach again, pebbles of many colors glistened in the pre-sunset light. As we walked farther, we were awed by sandstone cliffs that had eroded to form magnificent shapes – one formation looked like a giant face. Madrona trees stretched out of the rock and hung over the tide pools. We sat on a fallen log, gazing out over the water, enjoying the lapping waves and the changing light.

Meanwhile, back on *Jamal*, Sally had been busy as usual. As the sun set, we were seated at a beautiful table done in blacks and golds and treated to a dinner of crabby fish – fresh halibut stuffed with crab – and a wonderful flan for desert.


Early the next morning, anchored out, I awoke to total silence and nothing in sight except a mist slowly rising over the calm, rippling water. A dozen or so odd-shaped islands rose up in the foreground and a few fish splashed here and there. And what was that incredible aroma? I followed my nose to the dining table where Sally was laying out carefully composed fruit salad with the plumpest blackberries I've ever seen, to accompany heavenly fresh-baked orange, oatmeal, and pecan scones. As if this weren't enough, the repast was accompanied

by a selection of cereals and muffins and offers of omelettes and pancakes.

Jennifer appeared – in yet another piece of *Jamal*-embroidered clothing – to tell us that the tide was rising and she didn't want to miss the chance to show us one of her favorite spots. I grabbed one more scone and we quickly climbed into the waiting skiff. As we motored out, there were no other boats in sight. Although I had read about the San Juans being a popular destination, bringing crowds of tourists in the summer, Jennifer was certainly adept at avoiding them.

Headed out toward Clements Reef in the Straits of Georgia, we carefully made our way through the shoals, navigating small channels and giant kelp beds. As the passage opened up, the snow-covered peaks of Mt. Baker and the Twin Sisters came into view, and before us lay hundreds of harbor seals basking in the morning sun. Many dove from the rocks, and their sleek bobbing heads and whiskers surrounded the skiff as they greeted us with their throaty barks. On the way back to *Jamal*, we passed another community of seals. Jennifer told us that this was the spot where they have their babies, and that she has witnessed many births over the years.

As we approached *Jamal*, we saw that Mo had kayaks waiting for us. We transferred from skiff to kayaks and paddled around the serene bay into shallow coves, admiring the many sandstone nooks and crannies on the islands surrounding Sucia. A lone seal, an emerging fish, or a few passing sailboats were all that broke the calm.







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Aft Upper Deck ▲
Emma relaxes on the way to Echo Bay



Helping with the Lines ▲
Rachel assists as *Jamal* docks at Friday Harbor



In the Galley ▲
Bouquets of brilliant flowers and fragrant bundles of herbs line the island in the galley



Wildlife ▲
Seals frolic on the rocks in the Straits of Georgia

About the Writer
Jamie Matusow is the executive editor of *International Yacht Vacations & Charters Magazine*.
jamie@yachtchartersmagazine.com

Back on board it was time to eat again! Sally presented us with her signature Red Pepper Soup (see recipe), followed by an array of fresh sushi and sashimi featuring Alaskan smoked salmon (that Jennifer had caught) and Washington tuna.

After lunch, Jennifer and Mo told us that there had been some whale sightings so we would circumnavigate San Juan Island on our way to Friday Harbor, where we would dock for the night. While in transit, I lazed out on the aft upper deck, too comfortable and engrossed in the scenery to even read my book. The snow-capped mountains in the distance, an occasional passing porpoise, the incredible cloud formations, and the warm Pacific sunshine were far more inviting. Gradually a few small whale-watching boats appeared and there was more activity on the radio. The crew's knowledge and perseverance had paid off. Nothing could have prepared us for the thrill of the 6-8ft fins and the 30-40ft black-and-white beauties gracefully arcing out of the water! The low rumbling sound that accompanied the whooshing of their spray had us running in all directions as we spotted first one, then another, then a pair. As we got closer, one member of the pod suddenly emerged and came within what seemed like inches of a pair of kayakers not more than 50ft away from us. The show went on for about 30 minutes and then, as suddenly as they appeared, they were gone, leaving us a little breathless.

We were still talking about the whales as we approached Friday Harbor. We also caught

sight of the impressive snow-covered 17,000ft Mt Rainier, which apparently shows its face only 90 days a year. The light was once again changing, this time to a pale blue-gray sky and deep cobalt-blue water. The harbor, filled mostly with sailboats, had reserved a somewhat tricky berth for *Jamal*, which Jennifer eased into effortlessly. In fact, the captain of the only other large yacht present, later praised her: "We've never seen a female captain, let alone with an all-girl crew. We admired the way you brought the boat in."

As the light faded, we made our way through the docks, admiring the variety of boats, many with several bicycles attached. We explored the quaint town, home to a whale museum, a wide selection of restaurants, and several boutiques. As we headed back down the hill, we had a spectacular view of Rainier, the harbor, and of course once again standing out amongst all her neighbors, *Jamal*. ☞

Information

Jamal accommodates up to eight guests and charters in Alaska from May through July, and in the San Juan Islands and British Columbia, August through October. Occasional charters to Mexico are available. Rates range from \$20,000-28,000 per week, depending on number of guests. Off-season and short-term rates are available. Contact Jamal Charters at 425-823-4147 or jim@jamalcharters.com

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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.

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Team Spirit



(Left to right) Jennifer M. Saia, Julie J. Haiko, DJ Parker, LeAnn Morris Pliske, Barbara Stork, Mary Gaskell-Ceravolo

PHOTOS: PAMELA JONES

Behind the scenes with the six dynamic women who run The Sacks Group

Members of The Sacks Group Yachting Professionals work together to give clients the benefit of all their experience.

Their clients include members of the Forbes 400 and 500 lists, heads of state, famous celebrities, CEOs of large companies, and families. Their diverse backgrounds range from staffing a yacht to staffing the White House. Whatever their individual experiences have been, they now have one common goal: to find their customers the perfect charter yacht.

The all-female charter team at The Sacks Group (TSG) Yachting Professionals operates under the guiding principle of “service, service, service,” says Jennifer M. Saia, president and charter specialist. Along with three charter agents and two charter assistants, Saia says “they aim to exceed expectations with professional service in the world of luxury yachting,” and have a high rate of repeat customers as a measure of their success.

Although their jobs sound enviable, members of the charter team stress the amount of time and dedication their positions require due to travel and inspections. In addition “there’s a heavy work social schedule... no personal life,” says charter agent DJ Parker, who joined TSG in 1995 after a career as a successful charter captain in the Caribbean. With two transatlantic crossings under her belt and 19 years prior to that as a geopolitical analyst for the federal government, she enjoys traveling the world and is used to scheduling complex details.

The satisfaction that comes from making the perfect match between client and yacht appears to be a passion for these women. “You can never see a yacht enough,” says Saia, who visits the yachts as often as possible during local open houses or shows. “If I’m out of town in a city/country where a boat is traveling, I’ll go out of my way to find it and see it – whether it’s the first time, or the seventh time.”

Barbara Stork, a charter agent at TSG concurs: “I visit the yachts any chance I get. Even if you’ve been on board previously, it’s always good to

refresh your memory as there might have been a crew change or a minor update.”

A former worker in the press advance office of the White House, charter agent LeAnn Morris Pliske attends numerous charter shows a year, “taking the time to scrutinize each yacht and become familiar with the crew.” LeAnn’s four-year stint crisscrossing the globe as chief stewardess on large motoryachts comes in handy when making her recommendations.

Saia also got her start in the yachting world as a yacht stewardess. After earning her bachelor’s degree in aviation business administration from Embry-Riddle Aeronautical University (she wanted to run a major airline!), she took a summer job working on a charter yacht and shifted her transportation future. She started at The Sacks Group as a receptionist, and rapidly advanced to the Luxury Yacht Vacation Division, finding the right “fit” in the retail charter bookings department. “Once I landed the position in this area,” says Saia, “I excelled in finding the right yacht for the client, building relationships, and increasing sales year after year, while truly loving my job!” Her position quickly became more than a job when, just four years later, in 1994, 28-year old Saia bought the division from company founder Edward Sacks.

The division has grown into a multimillion-dollar company, due in large part to Saia’s dedication to the business and the time required to succeed. “In this industry,” she says, “many of the professionals do not have children. It’s hard to have a ‘normal’ schedule per day, week, month, or year when you are at the whim of a client looking to vacation on an expensive item such as a yacht. We are at their disposal 24/7.”

In addition to inspecting yachts locally 2–4 times per week, Saia and her team also travel to fam trips (2–4 day familiarization trips) far and wide to inspect yachts, sample the fare, and get to know the crews much better, and to experience the destinations. There are also several major charter shows, plus brokerage shows around the globe.



WRITTEN BY
JAMIE MATUSOW

About the Writer

Jamie Matusow is the executive editor of *International Yacht Vacations & Charters Magazine*.
jamie@yachtchartersmagazine.com

“personal service and the willingness to do whatever it takes to make sure that the charterer has the very best experience is most important”



Jennifer M. Saia



Julie J. Haiko



DJ Parker



LeAnn Morris Pliske



Barbara Stork



Mary Gaskell-Ceravolo

Obviously it would be impossible for each member of the charter division to do it all, and that's where the team effort comes in, says Julie Haiko, charter assistant at TSG. Mary Gaskell, also a charter assistant agrees: “While each of us has a specific job, we have no qualms about asking our colleagues for help in certain situations in which they may be more proficient or knowledgeable. I have found that everyone is most helpful in sharing information, especially on yachts or charter locations, even on shortcuts to doing things more efficiently.

“Personal service and the willingness to do whatever it takes to make sure that the charterer has the very best experience is most important,” Gaskell adds. “Taking care of the little details ahead of time, and double-checking all of the arrangements ensures that the charter will go smoothly and the charterer will be dazzled with our service.”

In some cases, service and accommodating clients can push the limits. Gaskell once had a charter inquiry for a 100+ft yacht for a couple who had a pet male lion that they insisted on bringing with them. He had to have his own cabin with a VCR so that he could watch “Born Free.” The problem was where to put the litter box!

In another instance, there was a charter out of Newport on which the charterer demanded that the lines be off and the yacht headed for Nantucket at exactly 10 a.m. The captain and crew did as ordered and were halfway to Nantucket before they were contacted by radio that the charterer was in Newport, standing on the dock. He had gone to get a newspaper and hadn't told anyone. The crew all thought he was sleeping! Ever resourceful, the TSG team contacted another yacht in their fleet that was going to Nantucket and the charterer hitched a ride with the other charter group.

The Sacks Group currently manages a fleet of 35 yachts. “We keep our fleet manageable,” says Saia, “so that we can offer better service. These are

generally newer yachts, 80ft and above, with exceptional crews and owners who are serious about chartering their yachts. TSG currently has a wait list because they have reached the maximum number of yachts they can take within a few categories; they try not to have the vessels within the fleet compete for the same business. The newest boat to join the fleet is *Starship*, a 143ft Van Mill power yacht that sleeps 10 and comes equipped with a helicopter.

What does Saia do when she wants to take a break from the yachting world? Apparently, she never does. In her “downtime,” she travels regularly to the Bahamas and the Caribbean on her own yacht vacations (no doubt doing a little research at the same time). “I truly have a passion for the yacht charter industry,” says Saia, “and I enjoy assisting clients in making their vacation dreams come true.”

Saia likes to help others' dreams come true as well. To this end, she is very much involved in community work and serves on the board of directors for the Boys and Girls Clubs of Broward County, donating countless hours and sponsoring fund-raising events. Saia is also active within the industry and serves as an associate member of the Florida Yacht Brokers Association; an active member of the Charter Yacht Brokers Association; and co-chair for the Charter Professionals Committee of the Florida Yacht Brokers Association.

It's no wonder she can relate to her successful clients' needs to take a break and charter a yacht to temporarily get away from it all. ☼

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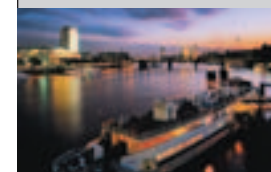
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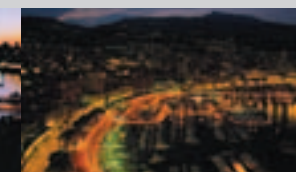
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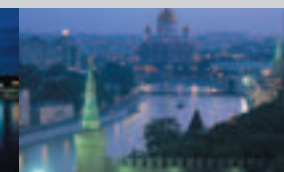
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Bellini 150' Trinity Yacht of the Year 2000

PHOTO: SHAW MCOUTCHEN

THE '90s AND BEYOND: BUILDING AMERICAN

PART II



PHOTO: MUI TCHEON PHOTOGRAPHY

Seacall 119' Denison refit
Originally built in 1991 with darker colors and wood, it underwent a total refit in 2004 to give it a lighter and cleaner look.

The last 14 years have seen some notable changes in the yacht market, with boats getting increasingly larger and interiors breaking out of any set molds. Perhaps the greatest trend, however, is in the number of megayachts now built with charter in mind.



WRITTEN BY
DEE ROBINSON

In Part 1 of this series, I looked back at the beginnings of yacht interior design from the mid-'70s through the '80s. In true American spirit, we saw the transformation of these interiors from yachty red, white, and blue classic décors to more excessive displays that reflected the times.

By 1990, 100ft American yachts were commonplace and growing in both size and number. New American builders were making names for themselves with unique entries into the market.

As the boats grew larger and larger, our skills grew too. Using the additional interior space that the builders provided, we were able to design in more options.

Yacht building is a very integral business. As we advanced and developed our yachts, everything had to work, progress, and advance together including the design, décor, styling, structure, engineering, and technology. Along with several notable decorative trends, we began to amass a number of historical "firsts."

The '90s: A New Era in American Yachts

International award winner Glade Johnson has always been my favorite American yacht designer. With a strong engineering background, he offers the complete package. Known for many years for his fascinating use of multimedia interior treatments, he kicked off the '90s with a couple of outstanding projects on the West Coast.

In 1990, Delta Marine debuted the 119ft *Pzazz*, which certainly lived up to its name. Most noteworthy was Johnson's use of varied surfaces in the Art Deco designs. The wood was a light lace wood, with applications of polished stainless steel, high-gloss lacquer, trompe l'oeil, gold leaf, and exotic burls. The special story about this boat is that the owners wanted to "build American" because they now had the confidence that the American yacht building technology was advanced enough to match what was previously considered to be available only abroad. This was not a refit, but a new construction that clearly showed that the industry was gearing up for highly stylized interiors that designers were eager to provide.

Christensen, another West Coast builder, was also making itself known. *Bonheur 2*, another Glade Johnson project, pushed to 135ft in 1991. Light wood, contemporary styling, and the use of lacquers and metallics set off the interior. It was on *Bonheur 2*, in the early '90s, that we first began to see the influence of the charter market on yacht design. Though the interiors of finished boats could later be adapted for charter use, it is notable that *Bonheur 2* was designed, equipped, and furnished specifically to satisfy the charter market. Glade's space-planning innovations were so effective that they are still being used today.

Special attention was, and still is, paid to the crew's traffic patterns, assuring not only privacy for the guests, but efficiency for the crew working the vessel. A bigger, more commercial galley supported state-of-the-art food preparation. Additional dining areas were created on the exterior of the vessel. And, because communication technology was becoming so important, this feature was now specifically designed into the boat to provide charter guests with daily contact to the outside world.

Although still important, the flair and decorative features began to take a backseat to design requirements in American yachts. "Form Follows Function" must have been a yacht thing all along. Today, the only thing that has really changed is our own experience and the level of technology available to make projects like *Bonheur 2* even more desirable from both a decorative and a "charterability" point of view.

Broward Marine pushed onward and upward with *Pegasus* in 1991. She was a 130ft Broward with European styling and advanced technology, which defined Broward's future. The owners put their

faith in an American yard that they could visit daily, gaining a hands-on influence during the construction process instead of having to travel abroad.

Hatteras Yachts was also under pressure to develop a larger production boat. The criteria of the day seemed to be European styling. If we wanted to be big like the European boats, we needed to be styled like them too, I guess. This styling took place, for the most part, on the exterior. The fact is that European styling does far more than just look good; it is a requirement in Europe for the way they use their boats (i.e., the passerelles are necessary for Mediterranean mooring). *Alexandra* was the biggest Hatteras to date at 125ft and was to be displayed at the Genoa Boat Show in 1992, as well as other European shows in hopes of attracting European buyers. (We were under a U.S. luxury tax at the time.)

I was approaching a defining moment in my career at this point – and I didn't even know it. Still pursuing decorative refits of all shapes and sizes, I had accepted a commission to redesign the interior of a 104ft Broward for a very young and successful businessman. The name of this boat was *Soldier of Fortune* and it defined the epitome of "high-end, custom contemporary, paramilitary décor." The client gave me virtually no input other than to make it go *wow*. "If you think I'd like it, do it," he said. "If you think I want it, buy it." He never set foot on the boat until we were totally finished. Gone was the dining room, newly converted into a disco dance floor with provisions for a private dancer. It was also my first time providing frozen daiquiri machines on every deck, amongst other bizarre features. The master suite was a complete rip out and redo as well. We reached sophisticated heights of art with our etched painted glass and mirror throughout the boat. Fabric was all hand-painted, cabinetry was clad in a new product, Vitracore, and the bulkheads were all upholstered.

We really pushed the envelope on this boat to the point where it may have backfired. I began to realize that along with a reputation of being "Queen of the Refits," I was also being typecast into a contemporary classification that would later hurt my marketability as trends and styles changed. I didn't really care at the time because my client loved everything we did for him including his two homes to follow. We even began a new 141ft construction project at Christensen, that unfortunately he did not complete, but we did!

Up until now, I hadn't had much experience with new construction that incorporated features for charter into the interiors. Any time it had been mentioned, there was a simple understanding that we should "tone it down a little; we're going to charter it." I think this was a direct reflection on the size of the boats we were working on. Until the 100+ft American yachts were solidly in market, there wasn't much call for charter-based



PHOTO: MARTIN FINE

Soldier of Fortune 104' Broward (1992) ▲
The master stateroom was the most customized contemporary interior Dee has done. The carved, painted mirror, carved carpet logo, hand-painted fabrics on the beds and bulkheads, along with lacquer and Vitracore all contributed to its outrageous impression.



PHOTO: MARTIN FINE

Soldier of Fortune 104' Broward (1992) ▲
Main saloon – Dee used a photograph of the owner taken from a front cover of *Forbes* magazine and placed an M-16 in his arms. He loved it.



PHOTO: MARTIN FINE

Victory Lane ▲
Refined and elegant, *Victory Lane*, a 105' Hatteras took the light ash to a higher level of lightness and brightness by applying lacquer and Vitracore.



Victory Lane 130' Hatteras (1994) ▲
The main saloon showcased the signature mirrored overhead soffit. Bird's Eye maple gave a warm but light glow and the purple was a popular accent color.

“it was on *Bonheur 2*, in the early '90s, that we first began to see **the influence of the charter market on yacht design**”

designs on them. Another factor contributing to the increase of American charter boats was the Dock Express. This allowed boats that otherwise could not or would not go on their own bottoms, to be easily transported to the Med. To this day, many of my deadlines are based on departure dates for the Dock Express to catch the season in the Med or one of the charter boat shows. Now that we had representation in Europe as well as the Caribbean, we needed to address the competitive nature of the charter business and include features that would make these boats more appealing to the public as well as accommodate the private décor choices of our clients. I have found that charter considerations outweigh some personal preferences.

American Showboats – the Legend Begins

I will never forget the 1991 Bahia Mar Boat Show. My husband Phil and I met Felix and Carolyn Sabates. They had their Ameriship on display and in addition to his new yacht, he had his MelloYellow, Winston Cup car, driven by Kyle Petty, on the dock. It certainly attracted attention every time he cranked it up, which mysteriously seemed to coincide with the timing of his neighboring competitor's tours. We smiled, walked away, but knew someday we'd work together on a project.

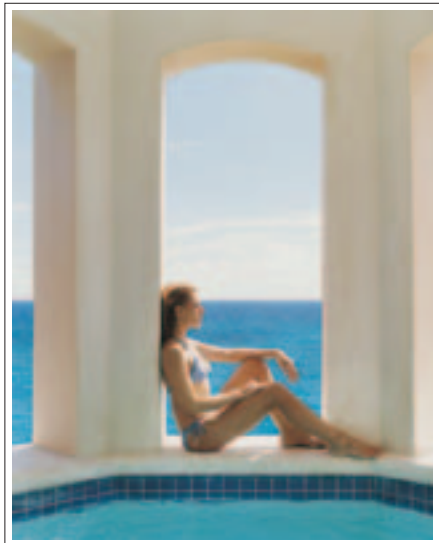
It wasn't long before Felix called me and asked if I would be interested in doing the interiors on a series of yachts he was building on speculation. It was the summer of 1992. He told me he wanted a designer with a marketable name and that I had quite a reputation.

Before I could thank him for the compliment, he continued on to say “for being able to exceed an unlimited budget!” If I wanted to be considered for this opportunity I had to write the word *budget* 10,000 times on a yellow pad. He was serious. I complied. And from that time on, I never forgot what the word looked like, how it was spelled, what it meant, or the ramifications if I exceeded it. It was one of those lessons you take through life and now I appreciate the discipline because it taught me there's more to doing a project than just designing a beautiful interior. This is a business.

Felix and I had great success starting with a number of Browards and moving on to Hatterases. These successful projects became the talk of the industry. Not only did the boats sell the very day they were put on the market, many presold because the yacht owners all wanted a sneak peek. Felix had – and still does have – his finger on the pulse of the American yacht owner. An instinctive ability to build and deliver what the people want on a handshake has made him a success in this industry.

His wife Carolyn and I had a great time working on all the décors. She always seems to know what's hot and what's not, and her graphic ability to describe her ideas never ceases to amaze me. We were flying home one night and discussing which shade of deep red would look best on her kitchen walls. We decided to match the cabernet we were drinking. It was a perfect example of the “no guts, no glory” approach we loved to take. The plain vanilla look on spec boats was over. We used every opportunity to incorporate the colors du jour, from the gemstone blues of the Caribbean to the regal reds and golds of European aristocracy. It made no difference if we were 37,000 feet in the air, sitting in the back of the race team's transporter, or at the breakfast table in Charlotte; the results were always the same – success. The team concept works in NASCAR and it works in yacht building too. We went on to enjoy a fantastic run under the American Showboats banner.

During this time the Broward *Daybreak* debuted. It was quite unique from anything that had been done before. Designed by the successful residential team, Marc-Michaels, it took a different approach, displaying many of the trends that were becoming popular in home décor in Palm Beach. For example, the furniture was larger in scale. Fabrics were an eclectic mix, but worked together beautifully. A patina finish on the crown molding worked with other moldings and trims. A certain abandonment of the traditional manner of approaching yacht interiors was evident. Competition is a good thing. Innovation like this kept us on our toes and gradually resulted in larger yachts having a more residential feeling to the interior.



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Daybreak Broward

PHOTO: SARGENT ARCHITECTURAL PHOTOGRAPHY

By 1995 we had produced a string of successful projects, but Felix needed a bigger boat with a wider beam. We all headed down to New Orleans to Trinity Yachts. He contracted to build a 150ft yacht with a bird's eye maple interior similar to the successful 130ft Hatteras, *Victory Lane*. They were all called "Victory Lane" and with the exception of the very first one, I've always been very proud to say that I did them all. Interestingly enough, I am also proud to say a number of the previous "Victory Lane" yachts are in the charter market today as well. This is attributable to the cohesive effort of our team to produce an interesting, attractive, and yet functional yacht that can be enjoyed by private individuals or put into charter service.

Traditional Interiors Return

Around 1996, while the 150ft *Victory Lane* was still in its conceptual phase, a refit of a Feadship was completed in Fort Lauderdale at the Derekor Gunnel facility under the supervision of yacht designer, Lisa Pirofsky. *Cakewalk* had a deep rich darker wood interior with style and rail raised panel cabinet design and construction. This is exactly what the owners wanted, but it was completely different from what we were doing on a multimillion dollar spec boat. Was this a new "trend"? Well, yes and it turned out to be the beginning of one that has been around for a long time now. The boats had finally grown to the size at which darker woods no longer made the yachts feel small or confined. Instead, they were perceived as rich and stately. Felix asked me to find him a wood other than maple that would do just that. We came up with Makore, an African cherry that had the most beautiful color tone of anything we had ever worked with. A later Trinity, *Bellini* was a second generation of this project and went on to win the Showboat Magazine Yacht of the Year award in Monaco in 2000.

The trend went away from synthetics and ran full circle back to natural woods and many species of marbles and onyx. Millwork details abounded. We started to use crown, base, and chair railing with consistency. Raised and flat panels brought substance to our designs along with columns and corbels. Exotic veneer and burl species were showcased everywhere. Carpeting was upgraded to gorgeous wools and the fabrics were chosen from collections of European textiles.

In Part 1, I said I would return to the first interior I ever did for Evel Knievel. It was in 1996 that a client called to say he had just purchased a "classic" Feadship and wanted a refit that resembled the traditional work we were now doing. I asked him just how classic is she, meaning how old? He replied, "She's very classic". Turns out it was the *Evel Eye III*. Twenty years later I returned to refit my own work. She still looked pretty good, I might add and my good friend and mentor, Capt. Mike Anderson, was still on board. He was a fine man and directly responsible for the encouragement I needed in the early years to stay the course in this field.

Designing with Charter in Mind

While the décor trend of rich and highly decorative rare woods and veneers continued through the millennium, another had become evident. More and more of the new yachts being built were going to be available for charter. Even today, we are still right in the thick of this rising trend.

From the very conception of construction through the delivery as much attention (and sometimes more) is paid to the detailing required to run a successful charter yacht as to the personalization many owners request for their own pleasure.

Mia Elise, a 141ft Trinity is now called *Relentless* and was originally a "Victory Lane". It was one of my first concentrated efforts to work closely with an internationally experienced charter crew that was hired specifically to maximize the charterability of this yacht. *Mia Elise*, a 150ft Trinity is currently in service and precedes a 180ft Trinity that will debut next spring. It is no wonder that this yacht is expected to be a successful charter project and has already received inquiries. Every single detail has been developed by a team of experienced individuals with a common goal to exceed the demands of the charter market.

We no longer consider industrial-strength furnishings and commercial looking materials for use in the interior. If anything, our designs offer more and more luxury amenities with quality materials kicked up to attract brokers and their customers in a very competitive market.

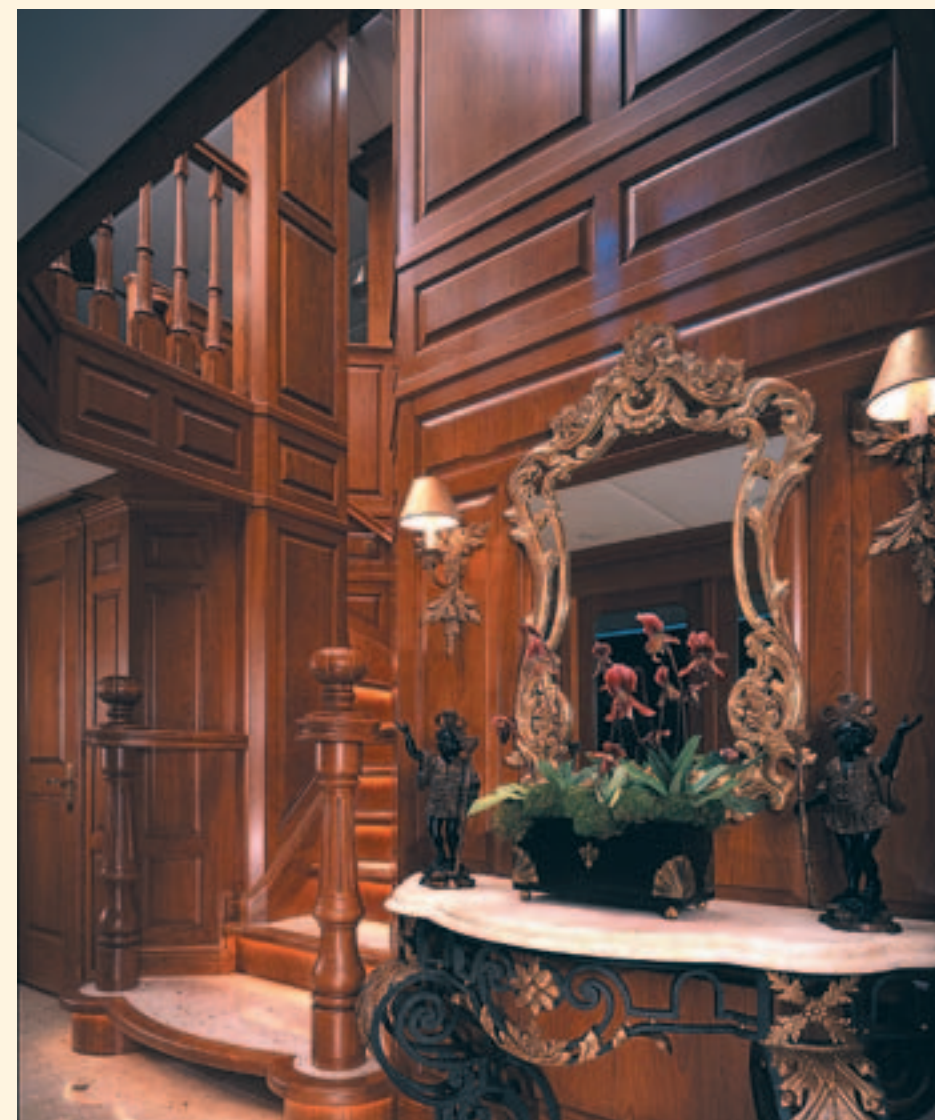
Just as *Bonheur 2*, built in 1991, was singled out as one of the first to be built for the charter market with specific requirements and considerations, the yachts being built today sport similar features. With the advanced technology and prod-

ucts currently available, we continue to lengthen and achieve superior results. Every space both inside and out can be developed and refined to serve the needs of the owner, as well as enhance the charter experience for the guests. The owner, crew, builder and designer all need to team up in this effort from the beginning to ensure success later on. It is the designer's responsibility to incorporate all considerations in a decorative yet functional manner that integrates with the yacht's mechanical and structural design. All this and meeting the code requirements of multiple classifications and regulatory specifications can be quite the challenge. An entire series of articles could be written on designing yachts for charter usage.

2000 and Beyond

While I am constantly challenged to design for today's market, there seems to be a variety of decors that are currently popular. I find it very exciting to see such diverse expressions of personal preference integrated with the advanced technology available. The last three yachts we delivered have not even a thread of decorative continuity. They are truly representative of each owner's personal taste. One has a deep, rich traditional walnut millwork package with equally strong burgundy reds, regal blues, and cheddar yellow fabric accents. I love this boat. I find it quite romantic and soothing in every way. Another recently delivered project that went to the Far East has a sleek contemporary maple interior accented by a neutral soft décor with multiple veneers and stainless steel accents. This boat makes me happy, refreshed, and well rested with its light, bright interior. Meanwhile, the most recent delivery to the Med has a combination of traditional and contemporary furnishings and a mid-range cherry millwork package softened by many light silk upholstered wall panels and soft pastel colorways. It is elegant, yet totally functional with a European touch of formality in some areas and a flare of contemporary styling in others that holds my interest as I move from room to room.

I've seen projects where some areas of the boat have gone very formal yet kicked back in others. The larger boats have plenty of space for this kind of diverse activity. For instance, when it comes to meal service, we can set up a white glove, sit-down formal dinner for 12, a buffet for 50, cocktails for 150, a formal brunch, an informal breakfast, a barbecue, or a casual lunch, all in different areas of the same boat. We can encourage you to relax on the flybridge around the bar and Jacuzzi, watch a DVD on a 63in plasma screen TV with state-of-the-art theatrical surround sound in the skylounge, or enjoy a classic sonata played on a grand piano in the main saloon. The more varied activities we can provide, the more enhanced and enchanted the experience will be for all.



PHOTOS: CHIESLER PHOTOGRAPHY

Cakewalk 130' Feadship ▲

The deep, rich wood that accentuates the raised panel millwork of the *Cakewalk* refit set a standard for the interiors of new yacht construction to follow for many years. Gilded lighting and furniture accents depicted a style of furnishings that was to become very popular too.

"I have found that **charter considerations** outweigh some personal preferences"



PHOTO: JIM RAYCROFT

Mia Elise 150' Trinity ▲

One of the most successful charter boats available, offering exquisite amenities and a highly enriched decor.

“if there is a décor trend today, it’s that there isn’t one”

As for today’s decorative trends, in general, I am seeing a less layered look on a number of new projects regardless of the level of formality or traditionalism. I still have clients who love the dark wood as well as those who prefer something lighter. However highly detailed designs seem to have made way for those of superior quality in materials and construction. Decorative bells and whistles are not as important as they were just a few years ago. Classic interiors feature what we call “typical” details throughout the yacht rather than one of each of every single thing we can think of. One obvious advantage to this approach is that it shortens the build time which can help keep the ever-escalating costs down too. Just like the race shop sign that says “Speed Costs Money. How Fast Do You Want to Go?” intricate designs cost money too. The word *minimalist* is used to describe some of the more contemporary designs that showcase a clean, crisp, and simple approach to design. In any case, I think

we have finally become confident in our professional expressions to design the interiors of these yachts around the personal tastes of the owners without taking them to the extreme for design sake and our own egos.

Remember when I said we all grew up together in this industry? Through the years I’ve had a few clients who have always done their own thing. What was a source of comfort and pleasure for them could well become a fashionable trend for others once they saw it. This was generally the case with Carolyn and Felix Sabates. Incorporating their personal tastes on their speculative projects has always resulted in bragging rights for Queen of Show every fall at Bahia Mar. Most of the décor trends I’ve described through the years happened just that way. We see something that works for us, looks good, is different, and like it. Don’t forget “Originality is when you can’t remember where you saw it last!” just like I can’t remember where I heard that either!

The quiet confidence and experience of the American yacht owner is showing through more and more. Designers are being asked to interpret the owners’ taste and styles in a functional, fashionable, and quality manner. The American yachting industry is building very big, very expensive, and truly world-class vessels that deserve lasting features that will enhance their value for years to come.

So, if there is a décor trend today, it’s that there isn’t one. This is the way it’s always been in Europe, where there is no acceptable decorative substitute for quality and experience. I am proud to be a part of an American industry that has come full circle to join the world’s market as one of the leaders in luxury motoryachts.

I hope you have enjoyed taking this trip down Memory Lane as much as I have. It has made me realize, in retrospect, that we are always busy trying to get somewhere and do something new. It’s a good thing to look back occasionally and see where we’ve been and all that we’ve accomplished. **W**



PHOTO: MARTIN FINE

Triton saloon



PHOTO: JIM RAYCROFT

Victory Lane master stateroom

Triton 163' Delta (2004) and Victory Lane 124' Trinity (2003) ▲

These yachts exemplify the infusion of the owners’ personal taste with touches of Art Deco, yet are in tune with the current trend of mixed textures and lighter tones. *Victory Lane* is available for charter.

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

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Highlights from the 2004 Ft. Lauderdale International Boat Show

Fort Lauderdale, FL
October 28–November 1, 2004

The mood was definitely upbeat on Thursday, October 28, as the **45th Annual Fort Lauderdale International Boat Show** commenced with the largest opening day crowd in its history. The **YV&C** staff was on hand and spent most of their time at Bahia Mar and Las Olas, touring the show's superyachts. We're happy to report that the weather was sunny and beautiful, the brokers were optimistic, the crews were as gracious as ever, and the yachts were crowded with prospective clients for both sale and charter. It was a great opportunity to exchange ideas with so many of you. Following is our Fort Lauderdale Photo Album with some highlights from this year's show. Enjoy!



(October 28, 2004) - Carmen Gonzalez, executive vice president of advertising sales, Fuat Kircaali, publisher, and Jamie Matusow, executive editor of YV&C on the opening day of the 45th Annual Fort Lauderdale International Boat Show.



(October 28, 2004) - Jamie Matusow of YV&C, Grisha Davida of SuperYacht Conference, Kass Johnson-Halliday of DOCK SIDE MANAGEMENT (St. Maarten), and Carmen Gonzalez of YV&C.



(October 29, 2004) - Jamie Matusow and Carmen Gonzalez of YV&C with Carlos Equiveras of YACHTSTORE.



(October 29, 2004) - Jamie Matusow of YV&C with Solenn DeBraux of FRASER YACHTS at the Fraser barge during the 45th Annual Fort Lauderdale International Boat Show. Jamie and Solenn recently visited Canada's Gulf Islands on M/Y PACIFIC YELLOWFIN. Watch for this story in Issue 4 of YV&C.



(October 29, 2004) - Jamie Edmiston and EDMISTON staff on board M/Y ALFA FOUR with Jamie Matusow (center) of YV&C.



(October 29, 2004) - Andrew "Andy" McDonald, and Afsaneh Franklin of The Antigua Charter Yacht Meeting 2004 at the YV&C booth. International Yacht Vacations & Charters Magazine is publishing the "Official Show Directory" for this year's event.



(October 29, 2004) - Fuat Kircaali, publisher of International Yacht Vacations & Charters Magazine with John Ballard of YachtChartersMagazine.tv and MCE Television Networks.



(October 29, 2004) - Jamie Edmiston of EDMISTON giving a private tour of M/Y ALFA FOUR to YV&C - International Yacht Vacations & Charters Magazine during the 45th Annual Fort Lauderdale International Boat Show. M/Y ALFA FOUR is the latest yacht from the Oceanco shipyard and can be purchased for Euro 52,500,000.



(October 29, 2004) - Jamie Matusow and Carmen Gonzalez of YV&C on board M/Y ALFA FOUR with Jamie Edmiston of EDMISTON.



(October 29, 2004) - Captain Taki Tsakos of M/Y ALFA FOUR (left) and Eel Kant, Managing Director of Oceanco (right) with Peter Croke of Merle Wood & Associates. Croke is considered the No.1 superyacht salesman in the world.



(October 29, 2004) - Louise M. Dutton (center) of Yacht Productions Inc. with Carmen Gonzalez and Jamie Matusow at the YV&C booth.



(October 29, 2004) - Louise M. Dutton of Yacht Productions Inc. and Steve Schustack of Fort Lauderdale Marine Directory with Fuat Kircaali of YV&C.



(October 29, 2004) - Jamie Matusow, Ann Landry of Koch Newton & Partners, and Captain Brad Carpenter and Stewardess Barbara Davis of RAGAZZA.



(October 29, 2004) - Larry Ebbs of International Yacht Collection with Jamie Matusow of YV&C.



(October 29, 2004) - William Smith III, vice president and John Dane, president and CEO of TRINITY YACHTS with Grisha Davida of SuperYacht Conference, and Carmen Gonzalez and Jamie Matusow of YV&C. The leading U.S. superyacht shipyard, TRINITY YACHTS showcased a number of their yachts including M/Y JANIE, during the 45th Annual Fort Lauderdale International Boat Show.



(October 29, 2004) - William Smith III of TRINITY YACHTS points out some key features of brand-new M/Y JANIE to Jamie Matusow and Carmen Gonzalez of YV&C and Grisha Davida of SuperYacht Conference during a private tour of the newest Trinity yacht.



(October 29, 2004) - Jamie Matusow and Captain Alex Greenson of STARSHIP.



(October 29, 2004) - Jennifer Saia, president of THE SACKS GROUP with Jamie Matusow and Captain Alex Greenson of STARSHIP. The Sacks Group has also recently added M/Y JANIE to its charter fleet. The 157' 2004 Tri-Deck accommodates 10 guests in 5 staterooms and charters for \$157,000 - \$175,000/week, plus expenses.



(October 29, 2004) - Jennifer Saia, president of THE SACKS GROUP with the Sacks Team. Read the exclusive YV&C "charter broker" interview in this issue of International Yacht Vacations & Charters Magazine.



(October 30, 2004) - Grisha Davida (r) of SuperYacht Conference runs into a fellow YV&C and Jet Charters & Travel (JC&T) magazine reader, at the Fort Lauderdale International Airport newsstand. JC&T is a supplement to YV&C; the two are polybagged on newsstands worldwide.



2004 Superyacht Society Leadership Award (L to R) Melina Perini, Bill Curtis, Fabio Perini, Bob Saxon



Superyacht Society Best Power Interior Award: PELORUS (L to R) Kaye Pearson, Terence Disdale, Bob Saxon

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Fractionals VS Air Charters

Which option is best for you?

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Fractionals vs Air Charters

Which option is best for you?

Written by Arturo Weiss



You may hear the terms fractional operator, charter, and air taxi used frequently and, sometimes, interchangeably. While each type of operation shares similarities with the others, there are subtle differences. Learning which travel option is right for you is much easier once you understand the pros and cons of each type of service.

A Popular Alternative to Commercial Travel

Charter flights offer comfort and convenience, allowing busy executives to escape the security hassles and rigid schedules of airline travel without much advance notice. Charters also allow travelers to access areas not normally served by the airlines. Rural communities often depend on charters for their air travel needs. While the image of Hawaiian shirt-clad tourists, 35 mm cameras in hand, boarding a small airplane bound for outlying villages in the middle of nowhere may initially come to mind, vital transport services are often served only by air charters.

The U.S. charter flight industry has grown 25% since 2001 and continues to

grow steadily despite depressed travel markets, financially-challenged scheduled carriers, and a volatile economy. Over 70% of 100 U.S. charter operators surveyed, reported increased bookings in the second quarter of 2004 over the same quarter a year ago, with an average increase of 8% in jet aircraft preferred by business travelers. National Air Transportation Association (NATA) spokesman Cliff Stroud also sees the trend in air charter use. "The air charter market has seen a noticeable increase of 20–30% over the past few years," he says.

A Simple Process

Unlike the airlines, charter operators do not fly scheduled service, but rather



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plan their flights around a specific client's demand. While there is no guarantee that an aircraft will be available, it is not likely that supply will be an issue, particularly given the current economic climate. This is how it works. A group of oil engineers may need to fly over a drilling area in rural Texas. So, they would call the charter company and book a specific amount of flight time in an airplane or perhaps a helicopter, which is best suited for this type of mission. A specific hourly rate, overnight charges, and handling expenses (if required) may be charged for the flight. Once the flight is complete (and paid for) the engineering team is free of any further obligation to the charter company. There are typically no membership fees or other upfront charges. This is one of the main differences between charter and fractional operators. (We'll discuss fractionals in just a minute.)

Despite the substantial time and cost savings, company executives, board members, and stockholders sometimes target flying the chartered skies as an unnecessary corporate expense. But the charter business is definitely on the rise. New charter firms

are being formed such as Pogo – an air taxi service formed by former American Airlines head Robert Crandall and People Express founder Donald Burr. That company plans to offer point-to-point flights to airports from North Carolina to Maine next year. Their advantage is the low operational cost: \$6.50 per mile. The average national aircraft hourly rate lists as follows: helicopter \$924; single engine piston \$188; multi-engine piston \$440; turboprop \$948; small jets \$1,653; medium jets \$2,500; and large jets \$4,305.

Some charter companies charter their own airplanes. Others, like Executive Jet and Jet Aviation, operate charter services through their management subsidiaries. Charter management companies operate much as tourist charters do, but rather than coordinating leisure travel they coordinate business travel. These companies lease out free time available on the jets they already manage as an infrastructure free entity.

The Downside to Air Charters

To operate an aircraft, for what is considered "on demand charter" a company

must comply with certain restrictions cited by federal regulations listed under FAR Part 135. Aircraft maintenance, pilot qualifications, training, records, etc., all add up to high costs. These companies then market their aircraft to individuals or companies who might fill a void by using their aircraft. A major pitfall here is that a large capital investment must first be made to provide the service; a large return on the charter rate (hourly) is then required to make the venture profitable. In other words, the customer will indirectly help pay for these overhead costs. Another pitfall is that once the aircraft and pilots are available, the aircraft must meet the needs of the client, and airplanes, like automobiles, are very different in their "mission profiles."

For instance, a particular jet might be able to transport eight people from Los Angeles to Houston, but could not take six people from Aspen to Las Vegas. Perhaps a midsize jet advertises a 2500-mile range, but cannot travel from New York to the Los Angeles Basin with 80% reliability due to changing winds. Another downside is that the aircraft used by charter operators



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“Though more fees are assessed through the fractional program, the total cost is less per hour than to charter the aircraft”

are typically owned by a client and are “managed” by the charter company and chartered when they’re not in use by the client. Because of this, the airplanes available for charter are not always the best fit for the charter client. Therefore when a client begins looking for a charter flight, some knowledge of the available aircraft is invaluable.

Other potential disadvantages to chartering include the possibility of not being guaranteed the same aircraft, not knowing the crew, maintenance history, and general condition of the aircraft. Selecting a good charter company is critical to addressing these issues.

Buying a Piece of Corporate Aviation

Fractional ownership of a jet is a tempting option for individuals or companies that are currently chartering an aircraft more than once a month or are considering purchasing their own aircraft. Fractional ownership was created to attract clients who are not interested in paying for the expenses of owning an entire aircraft, but would like some ownership interest and access to a fleet at reduced hourly rates. Of course, chartering a jet can satisfy many of your traveling needs, but if you charter aircraft frequently, it may be less expensive to actually purchase a fraction of an aircraft. The following guide will explain fractional ownership and help you determine if this option is right for you.

What’s It All About?

In the fractional ownership model, a company coordinates fractional (or partial) ownership of airplanes among several owners – typically, there are two, four, or eight owners to a plane, depending on the size of the aircraft and of the company. The company also undertakes all management and maintenance functions and employs the pilots or hires them from a third-party flight crew outsourcer.

Fractional Ownership vs Complete Purchase

If you were to purchase an aircraft, you would most likely secure a loan and make the purchase. Then, you need to find appropriate insurance coverage, qualified flight crews, and hangar space for the aircraft. That being done, you could now fly the aircraft under FAR Part 91 but remain 100% responsible for all of the above costs in addition to maintenance and other operating expenses.



The good news is that fractional ownership gives you many more benefits than a complete aircraft purchase, yet with a substantially smaller investment. Here is a partial list of benefits to keep in mind when choosing fractional deals over a complete purchase option:

- Your initial investment is substantially less expensive because you are only purchasing “part” of the aircraft.
- Through a monthly management fee, the fractional operator will provide many supporting functions of the aircraft such as hangar fees, maintenance, cleaning, basic snack/drink stock, and insurance.
- You have a low cost per hour rate that covers additional fees like pilot training and pay, airport and landing fees, engine reserves, and fuel.
- Even though more fees are assessed through the fractional program, the total cost is less per hour than to charter the aircraft.

There are several other benefits available to some fractional clients:

- Even though you may purchase a share of one aircraft, some operators will allow you to use other aircraft at comparable rates. For example, if you were to purchase a share of a Learjet, you could also use a Sabreliner or Hawker at reduced rates compared to traditional charter rates.
- Fractional operators usually offer flexible scheduling options and have many aircraft available for backup.



Photography by Susi Dugaw

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There are thousands of kids and adults with cancer. Many have an opportunity for treatment that can help win their battle. The problem is, critical treatment centers aren’t across the street. They’re often across the country. And many of these patients and their families need help in bridging the miles between home and critically needed treatment.

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- In some cases, buyers that purchase a half share or more of an aircraft may participate in the revenue created when the aircraft is operated in FAR Part 135 charter operations.

In most cases, professional aircraft and flight management companies take over the management of business jets owned by various corporations, doing absolutely everything except for actually financing or owning the plane. These companies typically do have some limited infrastructure for maintenance etc., but this could be outsourced to a third party that does aircraft maintenance, thus leaving them “infrastructure free.” Such companies employ the pilots while others require that the corporation, which owns the jet, handle the flight crew hiring and training.

The Downside to Fractional Ownership

There are a few considerations to keep in mind when thinking about joining a fractional program. Once you sign on the “dotted line” it is hard to pull out of

a fractional ownership without incurring substantial penalty fees. For one thing, fractional ownership has a large amount of management fees associated with it as well as usually limiting you to one specific type of aircraft. This may not be a major concern for some, but it’s nice to know about these issues before jumping into a legal contract. Fractional owners pay an acquisition fee (typically 1/16 of the value of the aircraft), the monthly management fee, plus an hourly rate typically equal to the direct operating costs of the aircraft.

There are several other disadvantages to fractional programs. One of the major concerns with this type of travel service is that there is no guarantee you will always fly the aircraft you have an ownership interest in. If that aircraft is not available, the fractional company will try to find a comparable plane in its fleet. If nothing is available, they will look for aircraft from charter operators to provide extra lift. This is a very common occurrence during busy periods, such as holidays. The good news is that reputable fractional companies will be very selective of the charter operators they

use to provide extra lift to their fractional owners.

So, Which Is Best?

Choosing the right travel option depends on the needs of each customer. Some require more flexible scheduling, while others prefer to fly long-term pre-planned trips. Clients who are not interested in paying for the expenses of owning an entire aircraft may choose to join the fractional world, while others may have no interest in the contractual ties that come with this option. The bottom line is that each type of air service offers its own sets of benefits and drawbacks. Doing your homework is the key to making sure you’ve made the right choice. ▲

About the Writer

Arturo Weiss is a full-time bilingual (Spanish/English) aviation journalist and consultant. He is the Latin American editor for *Aircraft Interiors* magazine and writes for various other aviation publications. Arturo is a commercially rated pilot with instrument and multi-engine ratings. aviationwriter@yachtchartersmagazine.com

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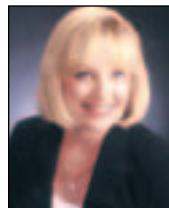
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The Venice of America

Life on the water in Fort Lauderdale



WRITTEN BY
REBECCA RILEY

Purchasing waterfront property in Fort Lauderdale is an investment that promises to remain strong in the future.

With the Intracoastal Waterway offering protected year-round cruising, and more than 150 miles of waterway canals leading to hundreds of restaurants, shops and boutiques, a performing arts center, and a multitude of homes and offices, it's easy to see why Fort Lauderdale is called the "Venice of America."

The waterways are an integral part of life in Fort Lauderdale. There are even water taxis and buses that zip around to take you to your destination. If you have to take a taxi, why not make it a water taxi and make the trip a nice break in the day?

Fort Lauderdale boasts an average year-round temperature of 75 degrees (averaging 81 degrees in the summer and 68 degrees in the winter) and more than 3,000 hours of sunshine every year. This is one of the reasons Fort Lauderdale (and all of Broward County) is one of the fastest growing areas in the United States.

The city sits on the edge of the Atlantic Ocean and has one of the best beaches in the world. Thanks to the constant warm ocean breezes, there are always blue skies inviting you to come out and play. When you do, you can choose from rollerblading on the beach, boating, jet skiing, parasailing, tennis (almost every condo and community has its own courts – more than 500 in all), golf (there are more than 60 courses in the area), and more.

If you love sunshine and an active lifestyle, there is nowhere else in the world that offers the multitude of activities found in Fort Lauderdale.

Fort Lauderdale is also known as the "Yachting Capital of the World." There are rumors that the majority of all yacht sales in the world are in some way connected to Fort Lauderdale. The Fort Lauderdale International Boat Show is one of – if not *the* – largest yacht shows in the world. This year's show, held October 28–November 1, featured more than \$1.6 billion dollars worth of boats, yachts,




superyachts, and accessories. This connection to the yachting community has contributed greatly to the demand for waterfront property and the steady increase in property values in the area. From an investment standpoint, waterfront property in the Fort Lauderdale area increased 20% in 2002 and another 16.5% in 2003. Sales were constant during that time and remain strong in 2004. If you own a home here, you can enjoy the "perfect" climate while taking advantage of an investment that has remained strong and looks to stay so in the future.

Fort Lauderdale has moved far beyond a place to go for spring break or retirement. The thriving economy has attracted a multitude of new corporations and businesses as well as a young affluent population. The area is vibrant and alive and growing.

An average single-family waterfront property in the area will cost around \$2 million. The more waterfront you have – the more expensive the property. New homes with 100' on the water can easily go for \$5 or \$6 million. There are also several new deluxe high-rise developments just opening up. Prices range from half a million dollars in one of the smaller buildings to \$2 million or more for the larger units in the more deluxe buildings.

For those wanting the "ultimate" South Florida dream home – there is one special little area known as Hillsboro Mile that offers a combination of direct oceanfront property – with your very own private beach – plus frontage on the Intracoastal Waterway for docking your boat. A magnificent new 10,000–15,000 sq. ft estate in this area goes for \$15–\$20 million.

Whatever your budget, just remember, there is no more waterfront! This is it; we can't make more, so values remain high. If you are thinking of a move to South Florida, consider a waterfront investment and enjoy living – and investing – at its best. 

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CHATHAM, CAPE COD, MASSACHUSETTS

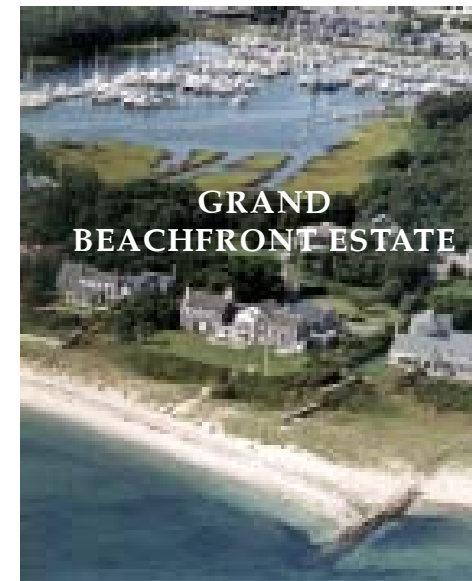
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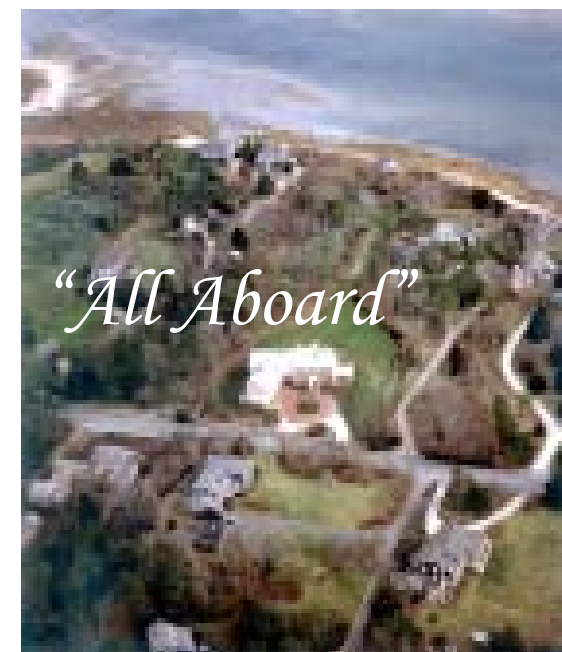
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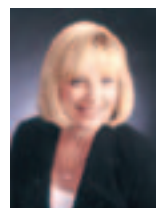
Bedrooms: 5

Baths: 5 | Half Baths: 2

Square Feet: 7400

Lot Size: 12000 sqft

Description: New Construction, Single Family



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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.



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