

sea & i

FOR CONNOISSEURS OF LUXURY TRAVEL

SPRING-SUMMER 2010

CRUISE, EXPLORE, ENJOY...

Nantucket, Singapore &
the Mediterranean rivieras

OCEAN ALERT

Our 16-page supplement on
eco-responsible yachting

CLOUD 9

Step aboard the heavenly
charter yacht

BEST OF THREE

The captains of Callisto,
High Chaparral & Hurricane Run
invite you onboard

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International
YACHTING SINCE 1782

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A WORLD OF DIFFERENCE

This issue of *sea&i* we focus on 'the issue' the whole world is talking about – the environment and our increasing need to protect it. We know that all our clients, as yacht owners and charterers, have a passion and appreciation of the world and a keen interest to preserve it for future generations. As such, CNI has long been a keen supporter of responsible travel and corporate practice. We were the first key yachting company to take carbon offsetting on board – not only literally, on our charters, but also in a wider sphere, partnering with the Monaco Yacht Show for the past five years to make this leading superyacht event CarbonNeutral – encouraging the entire industry to follow suit.

Embracing our 'green' theme, we therefore devote 16 pages of this issue to reporting on the latest environmentally-responsible technologies and innovations in the yachting industry. It is inspiring to discover how yards, designers and yachting regulation authorities are embracing the need for change and are finding exciting new solutions to pave the way to a more ethical future on the oceans. We also profile Galapagos (Darwin's unique islands and one of the best-preserved archipelagos in the world), look at five of the top eco-resorts worldwide, and dedicate two pages to adrenalin-fuelled, eco-friendly water sports.

The message is loud and clear: we all need to do our bit to protect our oceans. We hope this issue will inspire you to join the cause. ■

If country clubs bore you, join the sea lounge.



IWC
SCHAFFHAUSEN
SINCE 1868

Mind the doorman.



Aquatimer Chronograph. Ref. 3769: You prefer your drinks with plenty of sea water? If so, this watch should be precisely to your liking. The IWC-manufactured chronograph is water-resistant 12 bar and has an automatic double-pawl winding system. The rotating bezel and hand remain luminescent underwater and you can measure a second period of time up to 12 hours on the watch-in-watch display. Which means you always know when the party's over. **IWC. Engineered for men.**

Mechanical IWC-manufactured chronograph movement (figure) | Flyback function | Automatic IWC double-pawl winding system | Date display | External rotating bezel | Anti-reflective sapphire glass | Sapphire-glass back cover | Water-resistant 12 bar | 18 ct red gold



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MAARTEN JANSSEN

As editor of SuperYachTimes.com, the world's leading superyacht information site, Maarten Janssen travels the world in search of the latest news on superyacht design, construction and charter and brokerage developments. For this issue of *sea&i*, Maarten looked at the latest green designs for the green-themed supplement, and highlights some surprisingly clever solutions and fresh ideas.



LAURENT PERIGNON

Prior to his position as Marketing Director for CNI, Laurent Perignon spent several years living and working in Singapore. In this issue of *sea&i*, his last as Director of Marketing, Laurent revisits the city to give an insight into an island that is constantly evolving. Laurent has witnessed how the yachting industry has grown in boom times and coped in the economic downturn during his latter years with CNI. This expertise, together with industry statistics, is available in the third edition of CNI's (super)Yachting Index.

THOMAS GRANT

Thomas Grant is a regular contributor to *sea&i*. In the past he has covered previews of forthcoming art exhibitions around the world. For this issue, Thomas reports on five of the world's top resorts that are all doing their bit for the environment.





Bugsy Gadlek



RoMa

RoMa debut

CNI's recently delivered 62m (202'9) RoMa from Viareggio SuperYachts debuted at the Abu Dhabi Yacht Show at the Abu Dhabi National Exhibition Centre and Marina between the 25 – 27 February. Her stunning interior by Espen Oeino has accommodation for 12 guests and includes a cinema/games room, gym, large Jacuzzi/pool and stunning deck areas. As such, RoMa will no doubt be a popular addition to the charter market. She is available for charters in the Indian Ocean this spring before she heads to the Mediterranean for the summer.

(sea&i scenes)

News from around the world of luxury yachting

ETHEREAL TOPS ETHICAL EXCELLENCE

When she launched, the 58m (190'5) Ethereal from the Royal Huisman yard was one of the most efficient, eco-friendly superyachts afloat thanks to a groundbreaking degree of technological innovation being dedicated to energy conservation and sustainable operation. Now her owners have gone a step further, making her CarbonNeutral by reducing her carbon footprint to net zero using a selection of high-quality, guaranteed carbon offsets supplied by The CarbonNeutral Company.

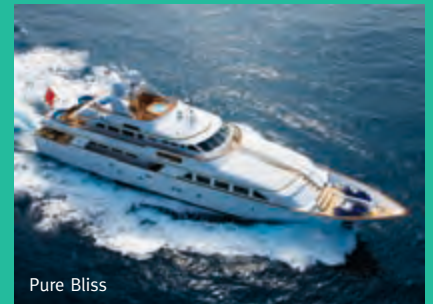
Ethereal's carbon footprint for 2009 was offset through the Tieling coal mine methane project in China, which captures this gas and uses it as an energy source for homes and industry. The yacht's 2010 footprint will be offset through the CarbonNeutral Company's OneNature portfolio, made up of 100 per cent renewable energy projects — not only solar, wind and hydro, but also biomass and re-use of waste products. For more on Ethereal, see page 68.



Jeff Brown

Miami Show news

The Miami Yacht And Brokerage Boat Show, hosted from the 11 — 15 February, had four yachts on display from CNI: the 43m (142') Pure Bliss from Palmer Johnson; the 40m (108') Lady J from Overmarine Mangusta; the 32m (103') Little Paradise from West Bay SonShip; and the 21m (69') Rhapsody from Derecktor. On the 13 February, CNI took the opportunity to host cocktails on board the 43m (142') Pure Bliss, followed by a private showing of Please Take A Number, written and performed by comedian Nia Orms in the Rodriguez Group tent.



Pure Bliss



Lady J



Little Paradise



Rhapsody





Cloud 9



Hurricane Run

Award anticipation

CNI is delighted to announce that several yachts in its charter fleet are finalists for the World Superyacht Awards 2010. Shortlisted from a record number of nominations, CNI yachts include the 64.5m (211'6) Silver Angel (finalist for the award Best Displacement Motor Yacht of 1,300GT and above); the 60m (196') Cloud 9, and the 53.5m (175'5) Hurricane Run – both finalists for the award for Best Displacement Motor Yacht of between 500 and 1,299GT; and the 58m (190') Ethereal – finalist for the Best Sailing Yacht in the 45m+ size range. The winners of the prized Neptune Awards will be announced at the World Superyacht Awards 2010 gala evening at London's historic Guildhall on Saturday 22 May.

YOUNG DESIGNER AWARD FINALISTS

The Young Designer of the Year Award 2010 received an overwhelming number of entries from around the world. Meeting at the RINA headquarters in London in early March, the judging panel spent hours discussing each entry and, after tough debate, the following top five entries were selected:

- **Galaxy — Rodrigo Berlim**
- **Soliloquy — Alastair Callender**
- **Landscape — Jun Han Song**
- **RA — Adam Voorhees**
- **Blue Maquis — Michael Givens**

All five finalists will be flown to the Lürssen shipyard for a tour of the yard and first-hand industry experience. The designer of the winning entry will be presented with their prestigious Neptune Award at the World Superyacht Awards ceremony and gala evening held at the UK's London Guildhall on Saturday 22 May.





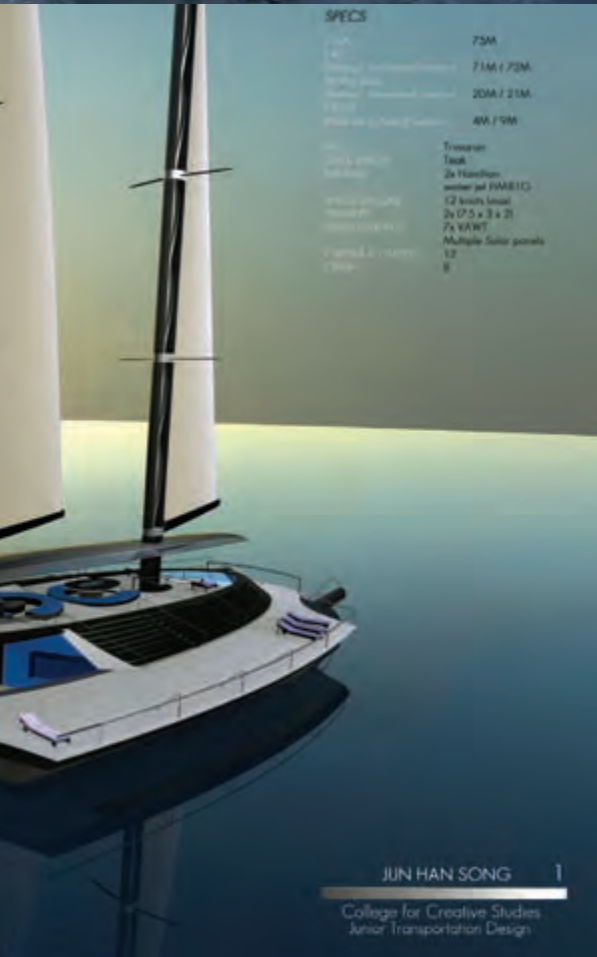
RA



Soliloquy



Blue-Maquis

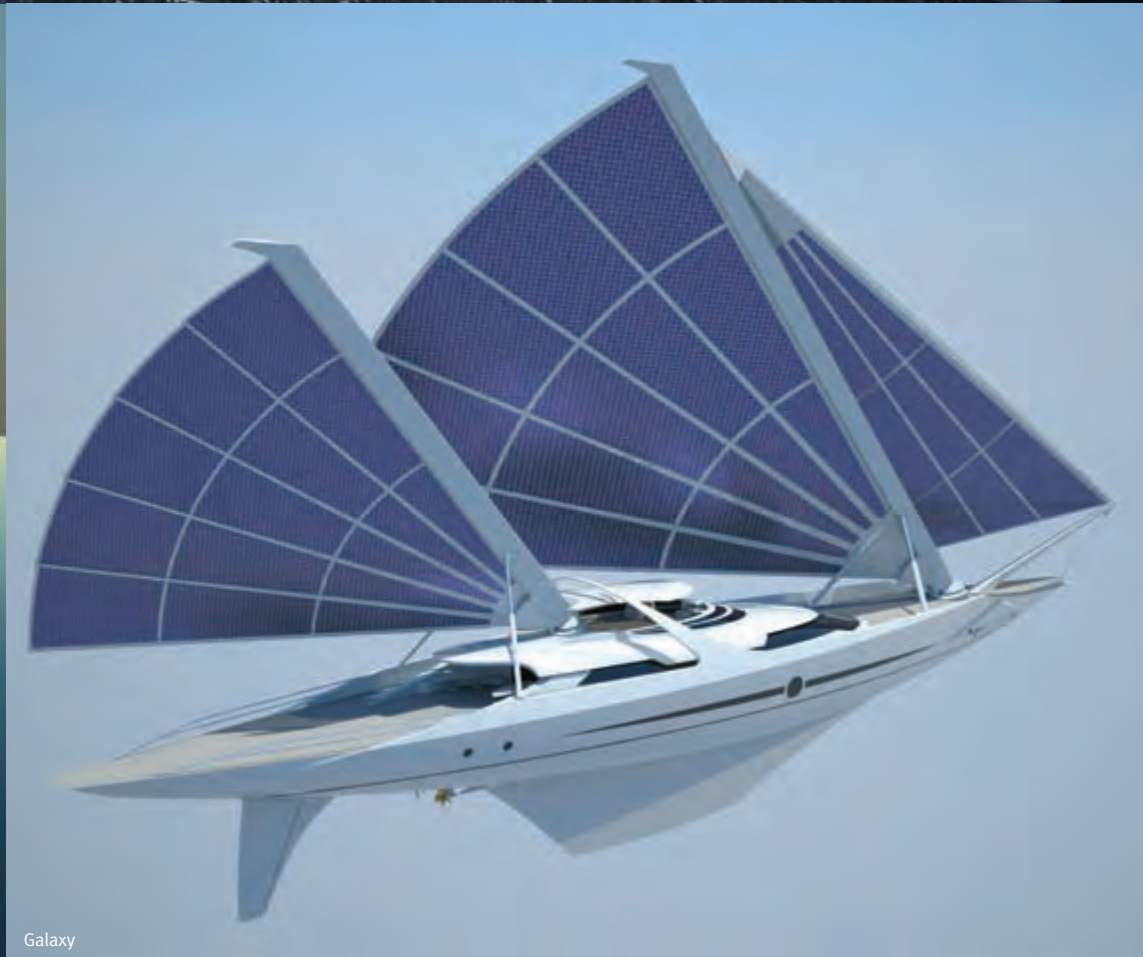


SPECS

Length	73M
Beam	12
Overall length/height	71M / 72M
Deck area	1000 sqm
Waterline length	20M / 21M
Weight	15000
Power (kW)	400 / 500
Drives	Two
Deck layout	Teak
Interior	26 Handicap seats per JMBEIG
Speed (knots)	12 knots (max)
Passenger	24 (7.5 x 3 x 2)
Engine (kW)	75 V8W
Engine (L)	Multiple Solar panels
Engine (L)	12
Engine (L)	8

JUN HAN SONG 1

College for Creative Studies
Junior Transportation Design



Galaxy

Seven-deck signing

Among many exciting new signings at CNI is what promises to be a remarkable 140m (460') new build by CNI's Monaco-based broker Alex Lees Buckley. Known as Hull 6218, the vast, seven-deck yacht from Fincantieri will be designed by Espen Oeino, with an interior by Alberto Pinto and Laura Sessa. This 140-metre is the first order for a yacht over 100m (328') in the past year and is due for delivery in five years. Hull 6218 will be built according to SOLAS rules and regulations. Particular attention will be given to environmentally friendly solutions, quality and performance. As such, she is set to be the most technically advanced yacht in the world.

Perini's Panthalassa

The end of 2009 saw the launch of the 56m (184') Panthalassa from the renowned Perini Navi yard. A fusion of contemporary living and the finest nautical heritage, she is the 48th build from the Perini Navi yard and the eighth 56m yacht from a series that has been highly successful. Built and project managed by CNI's Mark Hilpern, Panthalassa is now available for charters in the Mediterranean through CNI.



Dan Annett



Chef Kdn Lyne with Lionshare's winning feast

CNI TRIUMPHS IN THE TASTE STAKES

December saw a culinary feast at the 48th Antigua Charter Yacht Meeting in the Caribbean. This year's Concours de Chef competition was a challenge for the 27 chefs who took part as they were asked to prepare a Caribbean-themed buffet brunch with baked goods. Each of the contestants were judged on taste, presentation, nutritional value of ingredients, creativity and appropriateness, ability to perform under pressure, hygiene and knowledge of food handling, and teamwork. The competition ran over three days and was split into three categories: yachts over 45m (150'); yachts from 28m to 45m (90' - 149'); and yachts up to 27m (90'). In addition, the Piper Heidsieck Elegance de la Table Prize was awarded for the most stylish and suitably Caribbean-themed table setting in each size category, and The Carib Bean Coffee Roasters prize went to the most innovative use of Carib Bean Coffee in each size category.

Dates & destinations

MAY

- 3 — 7** Genoa Charter Show, Italy
- 12 — 23** Cannes Film Festival, France
- 14 — 16** Monaco Grand Prix
- 22** World Superyacht Awards, UK

JUNE

- 2 — 6** Les Voiles d'Antibes, France
- 8 — 12** Loro Piana Superyacht Regatta, Sardinia
- 23 — 26** The Superyacht Cup, Palma

JULY

- 16 — 18** Newport Bucket, US
- 30 JULY — 3 AUG** Sydney Int'l Boat Show, Australia
- 31 JULY - 7 AUG** Cowes Week, Isle of Wight

SEPTEMBER

- 8 — 13** Cannes Festival de la Plaisance
- 16 — 19** Newport Boat Show, US
- 22 — 25** Monaco Yacht Show



Chef Ronald Pot on board Sherakhan



Ronald Pot accepts the Carib Bean Coffee Roasters award



Chef Angelica Biafora accepts her prize for High Chaparral



All the award-winners of the Concours de Chef

Several of CNI's Central Agency listings won awards, the most prestigious award being given to Chef Kdn Lyne aboard CNI's 39.32m (129') Lionshare, who took first prize in the 90' — 149' category. Lyne's winning menu was inspired by traditional Caribbean ingredients and fresh local produce from the land and sea. His dishes were served with five baked goods including jerk chicken and plantain turnovers and pineapple and coconut muffins. Lyne's award-winning jellied Caribbean *café au lait* with cardamom, orange and cinnamon completed the menu.

Further celebration ensued when CNI's 69.95m (229'5) Sherakhan took first place in the Piper Heidsieck Elegance de la Table. Chef Ronald Pot, also aboard Sherakhan, was then awarded first place for his Carib Bean Coffee Roaster dessert — all in all making it a highly successful culinary day for CNI yachts.



CNI takes to the radio waves

Riviera Radio and CNI have teamed up to bring listeners a new programme called Top Yachts. With information on everything you need to know on superyachting, Top Yachts will be broadcast every Tuesday throughout the summer and will be available online at www.rivieraradio.mc. Listen out for the latest news on yacht shows, new launches, statistics on the superyacht industry, special deals on yachts available for sale as well as charter, and much more at 106.5 Riviera Radio.



on (charter)

CNI welcomes a selection of yachts to its charter fleet, including several new launches



PRINCESS MARIANA

Princess Mariana was designed by Espen Oeino with an interior by François Zuretti; as such she is an exceptional charter vessel packed with innovative features. Her many amenities and toys and dedication to the smallest details are unparalleled, elevating her to a higher status of megayacht. She offers a king-sized master stateroom, two double VIP staterooms, two further doubles and one twin. See page 20 for more information.

- Length 78.6m (257'8)
- Guests 12
- Cruising area Mediterranean (summer)
- Prices from €610,000 per week

Photography: Marc Paris

ROMA

Delivered from Viareggio Superyachts in January, the stunning RoMa hit the charter scene this spring with a stint in Abu Dhabi before heading out to the Indian Ocean for spring charters. Her layout has been extremely well thought through in every regard, and is practical throughout. She offers six staterooms, an array of water toys, state-of-the-art communications systems, a gymnasium and an abundance of entertainment and lounging areas.

- Length 62m (203'4)
- Guests 12
- Cruising area Indian Ocean (spring); Mediterranean (summer)
- Prices from €335,000 per week





MOON GODDESS

Perfect for cruising the hot spots of the West Mediterranean, Moon Goddess has twin 4,000 M90 MTU engines and Hamilton Water Jets and is capable of whipping along at speeds of up to 43 knots. She boasts impressive credentials thanks to her Espen Oeino/François Zuretti design heritage.

- Length 35m (114'8)
- Guests 6
- Cruising area Mediterranean (summer)
- Prices from US\$39,500 per week

LADY LUCK

The San Lorenzo built Lady Luck achieves the exhilarating top speeds of a sports boat and offers the comfort of a flybridge yacht. Assuring guests excitement, pleasure and relaxation, she is perfect for Mediterranean cruising and has vast space for hosting events.

- Length 30.5m (100')
- Guests 10
- Cruising area West Mediterranean (summer)
- Prices from €48,000 per week

SAI RAM

Built by Benetti, Sai Ram is an exemplary charter vessel packed full of innovative and exhilarating features. Designed by Stefano Natucci with an interior by Lazzarini Pickering Architetti, Sai Ram has a spacious, stylish interior with accommodation for 12 guests in six luxuriously appointed cabins, including a large master on the main deck. Her outside deck areas include a large sun deck with sun beds, Jacuzzi, sofas, a bar and a dining area.

- Length 51m (170')
- Guests 12
- Cruising area Mediterranean (summer)
- Prices from €210,000 per week



CLEAR EYES

Due for launch later this year, the cruising ketch Clear Eyes combines classic lines with state-of-the-art rigging and technology. Built in the gulet style, she offers spacious volume for family charters along with excellent sailing performance.

- Length 39.3m (129')
- Guests 12
- Cruising area East Mediterranean (summer)
- Prices from €65,000 per week



OUT OF SEASON, IN WITH A CHANCE

Come January, the Caribbean is awash with charter superyachts for three or four months. As everyone who's anyone in the yacht world knows, it's the classic season to head to these waters. But... and it's a significant 'but', the canny yachtsman knows the benefits of venturing to these islands during other months of the year.

Head to certain areas of the Caribbean from June to September and not only can you take advantage of clement weather and more competitive prices, you'll also enjoy acres of space to yourself. Joel Altman, owner of Symphony II and a seasoned Caribbean charterer, offers personal recommendations for his favourite, off-season Caribbean hot spots.

"If you're heading to the Caribbean for an off-season charter, make sure some of the following top your cruise itinerary..."

VIRGIN GORDA I love the Baths here, and in summer the nearby Sir Francis Drake Passage is much clearer than in peak season, yet there are still just enough yachts around to keep you company.

ANGUILLA Drop in for the Banksy Banx music festival in May and September.

ST MARTIN AND ST THOMAS These are ideal islands to fly to and use as your base until July; then keep an eye on the weather and be ready, should the storms head your way, to cruise down to the Windwards to base yourself at the stunning Marigot Bay in St Lucia. South of the hurricane belt the weather is pleasantly warm during the summer months.

ST LUCIA You'll find a real Caribbean ambiance and great restaurants here (try the Rainforest Hideaway in Marigot Bay). Anchor below the Pitons, which you can hike, and visit the cocoa plantations.

MUSTIQUE This wonderful, friendly little island has a small airstrip, several private homes and a great alfresco restaurant — the Veranda Restaurant — at the Cotton House Hotel, which also has a great Beach Café. Also, check out the island's quaint newsstand in a hut, complete with a mini bakery.

ST VINCENT The north end of the island comprises a small dock and you can take the dinghy in and walk up into the valley to a spectacular waterfall.

TOBAGO CAYS Anchor in the waters where they filmed *Pirates Of The Caribbean* — it is a national park area and, as such, is wonderfully tranquil and unspoiled. There are also great snorkelling opportunities here.

GRENADA Visit the island's plantations and chocolate factory. There's also a great new marina at Port Louis."

The following yachts are available in the Caribbean this season

VIRGIN ISLANDS

Symphony II 34m (111'), 8 guests, prices from US\$49,500.

Virgin Islands until early July, then heading to Windward Islands

Serenity Now 29.3m (96'3), 6 guests, prices from US\$30,000 per week

WINDWARD ISLANDS

Symphony II (as above)

Never Enough 42.6m (140'), 10 guests, prices from US\$130,000 per week

NEW ENGLAND

Resilience 34m (111') 8 guests, prices from US\$37,500 per week

Inukshuk 25m (82') 10 guests, prices from US\$39,500 per week

FLORIDA & THE BAHAMAS

Joanne 36.6m (120') 8 guests, prices from US\$44,900 per week

Insatiable 30.5m (100') 8 guests, prices from US\$29,500 per week

BAHAMAS

Incentive 43.3m (142') 10 guests, prices from US\$135,000 per week

Savannah 36m (118') 8 guests, prices from US\$49,500 per week

Top Times 34.5m (113') 10 guests, prices from US\$70,000 per week

Cherish 33.8m (111') 10 guests, prices from US\$37,500 per week

Lady Andrea 31.4m (103') 6 guests, prices from US\$35,000 per week

Viaggio 27.7m (91') 8 guests, prices from US\$27,500 per week

Dolce Vita II 24.4m (80') 6 guests, prices from US\$22,000 per week



Symphony II



Alternative destinations

For those looking to cruise further afield, CNI has a number of yachts for spring and summer charters



Mea Culpa

COSTA RICA

Head to Costa Rica this spring for exotic adventure, wildlife and activity. This Central American haven is home to the tropical Toucan bird, Cloud Forests, jungle and volcanic terrain, and hot sandy beaches. Its waters are also perfect for surfing, snorkelling and great fishing. The wonderfully equipped Mea Culpa — complete with new tournament game fishing equipment — is particularly suited to the area and is loved by avid sportfishing enthusiasts and adventure-loving charterers alike.

Charter Mea Culpa

- Length 42.3m (139')
- Guests 8
- Prices from US\$120,000 per week
- Cruising area Panama Canal & Costa Rica (Spring)



SCANDINAVIA

With an abundance of secluded anchorages set against spectacular backdrops, the waters of the Baltic are considered some of Europe's most beautiful cruising grounds. Explore the clear blue channels of the Stockholm Archipelago and the mountainous fjords of Norway, or discover the colourful waterfront homesteads of Denmark and the fairy tale fishing villages of Finland — the lands of the Baltic are as remote as you could wish for.

Charter Anne Viking

- Length 25.7m (84'4)
- Guests 8
- Prices from €35,000 per week
- Cruising area Scandinavia (Summer)

Charter Philosophy

- Length 41.5m (136')
- Guests 10
- Prices from €125,000 per week
- Cruising area Norway (Summer)



Philosophy



Big Aron

BELIZE

Nestled in northern Central America, Belize is a Caribbean haven with numerous attractions, diverse and breathtaking scenery and abundant sea life, birds and mammals. Along with a vast barrier reef there are hundreds of dive locations, ancient Mayan sites and lush rainforest to discover. The fantastic expedition yacht Big Aron is the perfect vessel on which to

explore. Her five decks offer an incredible amount of exterior space, complete with a heated plunge pool and an Argentinean barbecue.

Charter Big Aron

- Length 46.7m (153')
- Guests 10
- Prices from US\$165,000 per week
- Cruising area Belize (summer)



FRENCH POLYNESIA

Reef-edged islands, deep lagoons, turquoise seas and black pearls are synonymous with the exquisite islands of French Polynesia, the main island of which is Tahiti. Cruise aboard the graceful Carl Linne — which is perfect for this region thanks to her lifting keel, allowing her to slice through the shallow waters — and visit the outlying islands. Each one is unique and delightful, with a captivating culture, long-standing traditions and genuine hospitality, along with picture-perfect scenery.

Charter Carl Linne

- Length 32.4m (106')
- Guests 6
- Prices from €24,000 per week
- Cruising area French Polynesia (summer)



spotlight on Princess Mariana

With six decks at her disposal, Princess Mariana makes exceptional use of her space with a 'beach club', disco, cinema, helipad and swimming pool. One of a kind, she is currently for charter and sale

When an exceptional yacht launches, it can be frustrating to discover she's reserved for private use. When she later becomes available for charter, it is often more frustrating to sample a taste of her remarkable lifestyle but to then have to hand her back. So the fact that Princess Mariana is currently for charter and for sale will be music to the ears of many.

Built by Royal Denship in 2003, Princess Mariana is six decks of Espen Oeino designed genius. She was created for ceaseless pleasure, entertainment and wow factor, and scores high on every count. Accommodating 12 guests in six luxury staterooms, she makes the most fuss of the owner with a full-beam — 14.4m (47'3) — suite featuring a king-sized stateroom, two showers, two steam rooms and a spa tub. But the fun really starts when tenders and hulls begin to shift. To explain...

Princess Mariana is a yacht with her own 'beach club' and swimming pool. The former appears when the starboard hull wall is lowered to skim the surface of the sea, creating a large private sun terrace. Steps from here lead down to the water to enable frequent, refreshing dips. Alternatively, the tender can be raised from its dry dock on deck as the space this creates can then be filled with water to form a 12-metre (40') swimming pool.

Further treats include a helipad and a party deck with a dance floor, a grand piano, two bars, a barbecue, sun beds and a spa pool. There's also a fully equipped gym. And three cinema screens. And a further dedicated cinema room with 13 huge armchairs.

In short, Princess Mariana is a revelation on every level, and whether you're in the market to buy or charter, she's an opportunity not to be missed.

For information on the purchase or charter of Princess Mariana, contact your CNI sales or charter broker, see page 6.

SPECIFICATIONS

LENGTH	78.6m (257'8)
BEAM	14.4m (47'3)
DRAFT	4.5m (14'9)
BUILDER	Royal Denship
YEAR	2003/2006
GUESTS	12
CREW	26
CHARTER GROUNDS	Mediterranean (summer)
PRICES FROM	€610,000 per week

Three spirit

feadship

Among many Feadship yachts in the CNI fleet, three of the finest are High Chaparral, Callisto and Hurricane Run. We cornered their respective captains (John Colvin, Simon Clarke and Emile Coetzee) for a threefold view of the yachting world

THE CAPTAINS ON... THE SUPERYACHT INDUSTRY

What are your thoughts on today's superyacht industry? How has it altered since you first started out, and what changes would you like to see in the future?

JC In the ten years that I have been in the industry, it has become far more professional. Being part of a yacht crew is no longer a gap-year jaunt, it is now a proper career. I think a balance between the two would be ideal — a more relaxed but professional approach. I don't subscribe to controlling the life of crew in a military way.

EC It has certainly become an industry. What with brokers, shipbuilders, crew, training schools, classification societies, flag-state agencies, IMO, MCA, crew agencies, shipyards, agents and the yachting press... it is now a vast worldwide network of business opportunities. Regulation is the most significant change I've seen. I used to navigate a 700GRT waterjet catamaran from Tahiti to Thunder Bay in Canada and all I had was an MCA Yacht Master Ocean. The insurance company was happy with that in those days. Over the years, however, the yachts have got larger and crossed the threshold of previous regulation. As a yacht captain and safety conscious mariner, I acknowledge that it is very important to regulate →



SIMON CLARKE (CALLISTO)

Simon Clarke has been hooked on sailing since, "My first Atlantic crossing on a 10m (32') sailboat, surfing downwind in the company of dolphins under a full moon on phosphorescent seas. Magic!"

British-born Clarke has been a professional yachtsman since 1985 and has commanded the charter yachts QM of London, Squall and Liberty, among others. He comes from a sailing background and has competed in great ocean races the likes of Sydney to Hobart, Fastnet, Cape to Rio (now the South Atlantic Race), and Hong Kong to Manila.

It all began in the streets of England's capital city. "Living in London, I met a girl who worked for a charter company and she told me about this wonderful way to see the world — working on yachts. It was an exciting prospect for a 19-year-old would-be adventurer. I walked the docks and eventually got a job on a 20m (65') motorboat, in which we cruised the Mediterranean. We navigated mainly via a Michelin restaurant guide, so early in my career I got an appreciation for the finer things in life. Along the way I've met some remarkable crews and have had a great adventure sailing the world."

SPECIFICATIONS: CALLISTO

LENGTH	65m (213'3")
BEAM	11.28m (37')
DRAFT	3.55m (11'6")
BUILDER	Feadship
DESIGNER	Terence Disdale
YEAR	2006
GUESTS	12
CREW	18
CRUISING AREA	Please enquire
PRICES FROM	US\$485,000 per week





JOHN COLVIN (HIGH CHAPARRAL)

As a boy, John Colvin cruised around Australia on his father's yacht, which gave him a taste for life at sea. "From small dinghies in Fremantle I progressed to yachts and sailed up and down the west coast of Australia. I then sailed from Hobart to Auckland in 2000 after the America's Cup, then I travelled to the South of France."

Colvin later began his professional career in style: "I sailed Endeavour (a three-masted, square-rigged sailing yacht that was the replica of Cook's yacht) from Australia to London for six months in what is literally a floating museum, re-enacting the original voyage across the Indian Ocean to South Africa and the Atlantic." A stint as boat master at Hayman Island Resort on the Great Barrier Reef was followed by another tall-ship adventure, sailing the Indonesian waters aboard a replica of Duyfken. Colvin then worked on Kingdom, Pestifer and Sai Ram before joining High Chaparral as first mate. He is now her captain. Colvin is the epitome of a modern professional yachtsman: trained, skilled and experienced. He recently obtained his MCA Master (Yacht).

SPECIFICATIONS: HIGH CHAPARRAL

LENGTH	50m (164')
BEAM	9.3m (30'5)
DRAFT	3.2m (10'5)
BUILDER	Feadship
DESIGNER	De Voogt/Terence Disdale Design
YEAR	2004
GUESTS	12
CREW	13
CRUISING AREA	West Mediterranean (summer); Caribbean (winter)
PRICES FROM	US\$231,000 per week



Testing the toys on High Chaparral



Face to face with Callisto

safety but I do believe that some regulations are onerous and stifle adventurous spirit.

SC Professionalism has had to come with the increased size, costs and operating budgets of the industry. When I started yachting, 25m (82') was a superyacht and we had no crew contracts or agents. Yachting was a less formal affair with greater interaction between guests and crew, and I believe it was more of an adventure because of that. Had you told me 25 years ago that I would be managing a floating five-star hotel, I would not have believed it. However, I have made my passion into a career and believe there are now greater opportunities for hard-working, professional people with a can-do attitude. One thing I would not change is the owner's enjoyment through over-regulation. Yachting still needs to be an enjoyable pastime for all on board. However, I do believe the Maritime and Coastguard Agency (MCA), International Safety Management (ISM) and International Ship and Port Facility Security (ISPS) Code have all been good for the industry.

THE CAPTAINS ON... TRAVEL

What are your favourite cruising destinations?

JC Los Roques off northern Venezuela as it's off the beaten track and is a beautiful cruising destination. The Grenadines and the Greek and Indonesian islands also top my list.

EC The black volcanic peaks, barrier reefs and sandy beaches of Tahiti are magical. The BVIs are also enticing — they're safe, green, accessible and have a multitude of anchorages; and, I agree with John, the Los Roques archipelago is remote and enticing. The Ionian Sea also offers an intimate island experience, coupled with ancient history. I also love visiting the Côte d'Azur: Golfe Juan feels like home, and something about Monaco's mountains in close proximity to the sea reminds me of Cape Town. I also love Moorea in The French

Society Islands for its mix of French culture, Polynesian lifestyle, trade winds, sun, palms, beaches, reefs, diving, excellent sailing and great anchorages.

SC For me it's Southeast Asia for its cultural diversity and history. My wife and I recently took a river cruise from Saigon in Vietnam up the Mekong Delta into Cambodia, ending up at the temples of Angkor. It was truly special and different. I also love the South Pacific for its laid-back tropical atmosphere.

What's the one place in the world you'd like to travel that you haven't already visited?

JC I would love to visit the Pacific and the Baltic. Perhaps one day in my own sailing boat.

EC The Norwegian Fjords; there is something indescribably dramatic about steep mountains tumbling into narrow waterways. I'd also like to go to Alaska. I did touch in the Pacific Northwest once, but I'd love to return to explore the coastal islands — it's a place where you can enjoy nature as it was intended: wild.

SC Alaska and the high latitudes, or Japan for its mix of ancient customs and cutting-edge modernity.

THE CAPTAINS ON... BEING CAPTAINS

What's the most curious request you have had from a guest?

JC I was once tasked with having to find the right-shaped aubergine in Sardinia. But it was the chef who made this bizarre request, not the guests — they were easy.

EC One of our guests requested 20 kilograms of broccoli for his breakfast, out of season, while anchored off Sardinia. It had to be bought in France, flown to Ajaccio, then picked up by a crew member in a taxi and delivered by tender across the Strait of Bonifacio. Apparently broccoli is good for the brain. →



Surveying the horizon from Hurricane Run

SC No comment. I would not want to incriminate the innocent, but if it is legal we have usually found a way to make it happen.

Who would be your top five fantasy charter guests?

JC It would be great to treat my girlfriend and family to the holiday of a lifetime on board a luxury yacht like this. So I guess I would choose them.

EC Barack Obama (he has the potential to positively influence world politicians), Nelson Mandela (a master conciliator), Oprah Winfrey (strong, insightful, inquisitive of the human spirit), Robin Williams (such a mercurial comedic mind) and Charlize Theron (a beautiful, successful South African icon).

SC It depends which fantasy I am having that day.

THE CAPTAINS ON... FEADSHIPS

What do you most like about your current yacht?

JC At 50m (164'), High Chaparral is the perfect size and is appealing and tastefully designed with some quirky personal touches from her owner. I love Feadships for their well-conceived design and build.

EC Hurricane Run is the quietest vessel I have ever worked on. Feadship does a fabulous job in this respect. The yard creates almost silent power in truly sleek, purposeful vessels. Feadship is uncompromising when it comes to quality. I also love Hurricane Run's Feathercraft sea kayak — it is a great piece of equipment in which to head off for adventure.

SC The owners! I am also a big fan of Feadship quality — they insist on great machinery and equipment, fantastic sea-keeping ability and a decent captain's cabin. Callisto is the first Feadship I have worked on and I'm glad it has taken me this long. If my first motoryacht had been a Feadship, I would have had nothing to look forward to. In my opinion, Feadship is the Rolls-Royce of yachting.

What would your ideal yacht be?

JC A small sailing yacht in which to travel the world.

EC It depends on the purpose; a 21m (68') modern interpretation of a Deerfoot for sailing around the world, or an 80m (262') Oceanco for parties. But ultimately, I would take a 50m (164') Feadship any day. It has sufficient crew to properly man and maintain the vessel to the highest standards, yet its size means it can still slip into many ports around the world.

SC An explorer vessel for world cruising. Ideally the exterior would have a discrete commercial finish that would not draw too much attention in more remote anchorages. The decks would have a low-maintenance finish and would be stocked with a good complement of kit and toys. The guest interior would be extremely comfortable and stylish to offset the commercial exterior. I'd also ensure spacious, low-maintenance crew accommodation with single cabins for the officers, a separate study lounge and a crew gym. Reliable machinery with economic fuel consumption and a long range would complete the package. ■

The builds of all three of the yachts in this feature were brokered by CNI's Alex Lees-Buckley. For information on chartering Hurricane Run, High Chaparral or Callisto, contact your CNI charter broker, see page 6.



A bird's eye shot of Hurricane Run

EMILE COETZEE (HURRICANE RUN)

Emile Coetzee grew up in a seafront town near Cape Town, South Africa. "My earliest memories are of being near the sea," he recalls. "When I was older, I went travelling with a friend. We joined the schooner Rachel B Jackson on a transatlantic voyage to the Caribbean. It was a fairytale beginning to our careers."

Twenty years of professional yachting later, Coetzee lists stints aboard La Venetia, September Blue, Mylin III (ex Intrepid II, Jamaica Bay), Moecca, Shandor (ex Margaux Rose/Louisiana/Griff), Thunder Gulch (ex TJ Esperanza) and High Chaparral. He was also the build-captain for the final months on High Chaparral and Hurricane Run. These vessels took him from the Great Lakes to the eastern seaboard of the US, to the Caribbean, Mediterranean, Red Sea, Southeast Asia, Australia and the Pacific.

As well as his MCA Master (Yacht), Coetzee qualified from the University of Stellenbosch with a Masters degree in urban and regional planning and majors in sociology, English and geography. He then served two years in the South African military before spending two years at The Armchair Sailor in Newport, Rhode Island, US, where he was involved in worldwide route planning for sailing boats and megayachts, and worked on a variety of published cruising guides.



SPECIFICATIONS: HURRICANE RUN

LENGTH	53.5m (175'6)
BEAM	10.3m (33'8)
DRAFT	3.37m (11')
BUILDER	Feadship
DESIGNER	De Voogt/Terence Disdale
YEAR	2009
GUESTS	10/12
CREW	12
CRUISING AREA	Mediterranean (summer); Caribbean (winter)
PRICES FROM	US\$320,000 per week

Taste notes with...

Angelica Biafora

charter cuisine

Angelica Biafora has spent the past decade grilling, roasting, sautéing and baking her way around the world's finest restaurants and yachts. She now works her culinary magic as chef on board High Chaparral

Was born in Capri, and one way or another I have been around yachts and wonderful food all my life. I've been lucky to combine the two in my career. I originally trained at the Culinary Institute of America in New York and Le Cordon Bleu Institute at the California Culinary Academy, and I have both a culinary arts and a patisserie degree. Over the years, I've worked in some of the best restaurants in the world, including El Bulli [Catalonia, Spain] and The French Laundry [California, US] — both with three Michelin stars. But it was growing up with amazing cooks (the women in my family) that taught me to love honest food that puts a smile on people's faces.

After years working in restaurants, it seemed natural to take my skills to sea. I worked on two private yachts and the expedition yacht Seahawk before my current post on High Chaparral. It is hard work but I love it. I usually wake around five in the morning and go to bed after midnight. I spend almost all my time in the galley, although sometimes I'll nip out to buy fresh fish or visit a local market.

Working on a yacht is such a great opportunity to explore cuisine; having so much exposure to constantly changing influences makes it easy to come up with ideas and create new menus. Everywhere I cruise I try to visit the best restaurants, particularly ones with upcoming chefs. Among my favourites are Locanda dell'Oste Poeta in Tuscany in Italy, and a small restaurant in Tokyo where I had the best fish I've ever tasted. Its name translates as 'come in if you like'.

A TASTE OF THE GOOD LIFE

I see cooking as an evolving and creative art form that should be kept amusing without losing touch with the honesty of the ingredients. I find it really exciting to adapt menus to suit cruising areas, and I love using all the techniques I have learned from masters of modern cuisine.

Pre-charter, I try to gather as much information as possible so I have a very clear idea of the guests' preferences. Using regional

ingredients, I then make everything on board — from bread to pastries, pasta, gelati, sorbets and petits fours. Local people are very proud of their food so they tend to share information and recipes, and I make it my priority to buy organic and research the origin of my ingredients so I can genuinely talk to my guests about the food they are eating.

Mediterranean food is in my blood but I also love working with Japanese, Vietnamese and Thai cuisine. I once spent a few months working in Japan, and making sushi and sashimi is like working with a canvas of beautiful colours. I particularly like combining Vietnamese and French, or Japanese and Peruvian influences. Two of my favourite dishes are blue fin tuna with jalapeno confit and su-miso sauce, and Kobe fillet with fava-bean emulsion and red and orange anticucho sauces.

The beauty of this industry is that it drives you to keep abreast of different cuisines. Solely focusing on one or two would be a mistake. But the secret is not to go too far. Some ingredients should not be mixed no matter how original and innovative it might make the dish. Moderation and harmony are incredibly important. My aim is to find the perfect balance between food that amazes the eye but is still honest.

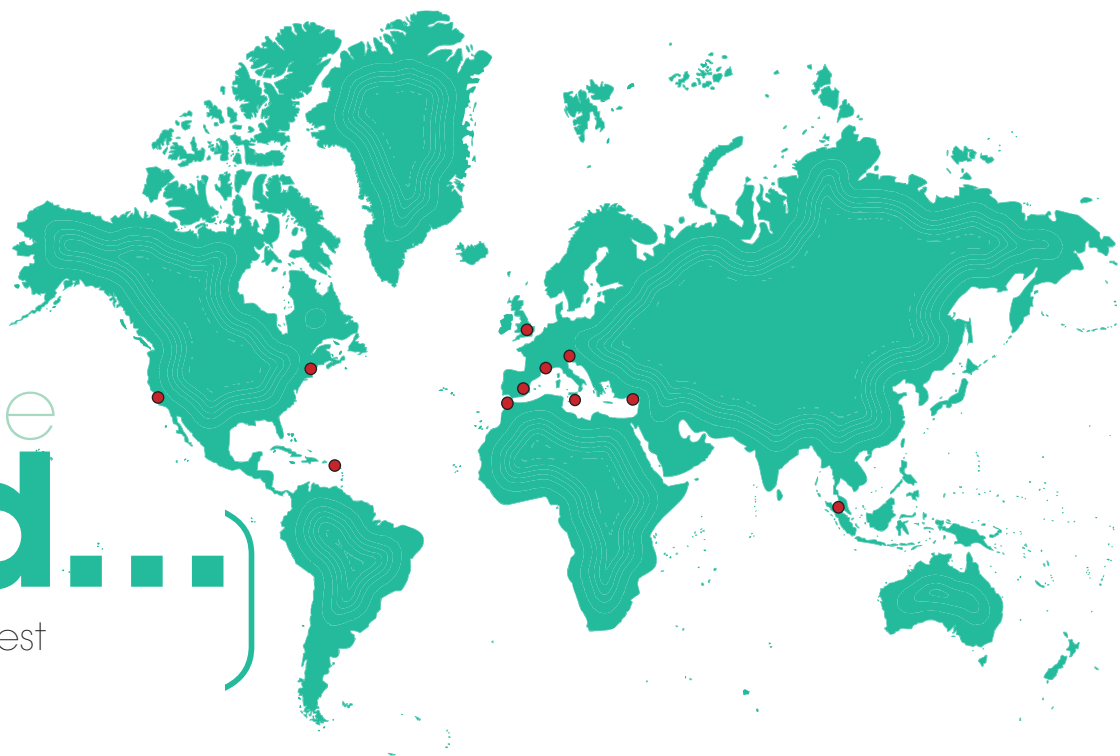
MASTER CRAFTERS

Two of my greatest influences are Carlo Petrini and Alice Waters — I've met and cooked for both and they are wonderful. The former is the Italian who started the Slow Food movement around 20 years ago. Alice Waters then took the concept to California where it flourished, and now every respectable restaurant talks about local, organic and sustainable foods. Thomas Keller [The French Laundry] and Ferran Adrià [El Bulli] are also gourmet masters — they inspire you to give everything you have to achieve perfection. And Giancarlo Giannelli inspires me. He runs the previously mentioned Locanda dell'Oste Poeta in Tocchi — a tiny Italian town where only 30 people live. He does what he loves, how he wants, and the results are spectacular." ■



where in the world...

sea&i brings you the latest luxury travel news



Morocco magic

Located in the heart of one of the world's most exotic cities, the Royal Mansour Marrakech in Morocco has just opened its doors. Set in over three acres of manicured gardens, 53 opulent riads are linked by a labyrinth of underground tunnels, accessed only by staff to maximise guests' privacy. The authentic design reflects a traditional medina, comprising one- to four-bedroom riads, restaurants and a spa arranged around a communal area with a bar, library and lounges. Each riad features a private courtyard, fountain, plunge pool and rooftop terrace. The rooms are arranged around the central private courtyard, with the rooms on the ground floor having their own patios, living room, bar and lobby. www.royalmansour.com



ANDAZ-ZLING SUCCESS

Following the successful debut of three Andaz properties in 2009, the Andaz San Diego opened in early 2010 and extends the brand's philosophy by offering friendly service in a uniquely designed setting. Located in downtown San Diego, the 159-room hotel features 13 large suites and four speciality suites. The Quarter Kitchen serves up American cuisine using fresh, local ingredients, while the Ivy Nightclub, Ivy Rooftop and Ivy Wine Bar ensure that guests are well entertained. www.andaz.com

Glorious golf

Located on the southwest coast of Sicily, the Verdura Golf and Spa Resort is the first resort in the Rocco Forte Collection. Set amid 570 acres edged by a peaceful stretch of coastline, every one of the 203 rooms of the property has a sea view and its own private terrace or courtyard. The resort also boasts a large spa and two spectacular golf courses (an 18-hole and a 9-hole) that run through olive and orange groves and boast stunning sea views. Other properties in the Rocco Forte Collection include Brown's Hotel in London and Le Richemond in Geneva.

www.verduraresort.com



Double dining

The Villa Romana in St Tropez is a famed Italian restaurant that opens for the yachting season. Renowned among celebrities, it boasts an outdoor lounge and can accommodate up to 350 guests, with a huge garden for alfresco dining. Focussing on providing a unique experience alongside excellent cuisine, the owner, Jean-Luc Fournier, now also offers guests the opportunity to enjoy a day on board a Mangusta 24.4m (80') superyacht. Have lunch in St Tropez and spend the afternoon around the bay before cruising to Cannes for dinner at the recently opened sister property of the same name along the Cannes Croisette. www.villa-romana.com

RÉSERVE YOUR ROOM

La Réserve's new property on the French Riviera opens this spring. Located below the medieval village of Ramatuelle, just a short distance from St Tropez, the hotel and spa comprise 23 rooms, 12 villas and a huge spa with 13 treatment rooms, indoor and outdoor pools, and the latest Technogym equipment. Following in the footsteps of La Réserve Paris, the stunning décor features striking lines and



contemporary features. La Réserve is perfect for those looking to improve their overall wellbeing as the spa has a six-day experience. The hotel's restaurant complements the spa serving up fresh Mediterranean cuisine and low-calorie menus for those on the wellbeing programme. This relaxed retreat is also ideal for those looking for a quiet break. www.lareserve.ch

Turkish delight

Having undergone a full renovation, the Pera Palace Hotel re-opened in April. One of the first hotels in Turkey, the Pera Palace has played host to historical figures since it first opened its doors in the late 19th century. It is located in the heart of the city, so museums, galleries and nightlife are just a short walk away. www.perapalace.com



Mandarin twins

The Mandarin Oriental in London (above) announces two gastronomic delicacies. Chef Daniel Boulud opened Bar Boulud this spring (echoing the successful format of its sister in New York, which was recently honoured with three Michelin stars), while later in the year The Fat Duck Group (of owner/chef Heston Blumenthal) will be opening its first London restaurant at the hotel.

www.mandarinoriental.com

New home for Pétrus

London-based Pétrus has reopened its doors at 1 Kinnerton Street in Knightsbridge. It has a stunning open cellar in the centre of the dining room with over 2,000 bottles of wine, including 34 Pétrus vintages. A new European menu is served under head chef Sean Burbidge.

www.gordonramsay.com/petrus

The sound of music

Original Travel (below) launches Original Music Travel — an enthralling portfolio of trips, festivals and concert packages worldwide. From authentic Andalusian Flamenco to salsa in Havana or Samba in Brazil, there is something to suit every musical taste.

www.originalmusictravel.com



Jumby Bay, Antigua

Following a US\$28 million refurbishment, the Jumby Bay resort in Antigua has been transformed. Set on a 300-acre private island off the coast of Antigua, the resort now has a Sense spa, 28 new suites, and refurbished and enhanced guest rooms. There are also two new restaurants, including the open-air Verandah Restaurant where guests can partake in Jumby Bay culinary experiences and learn from the masters.

www.jumbybayresort.com

A trio of stars

Joël Robuchon's Japanese restaurant, Yoshi, has been awarded its first Michelin star. Located in the Hotel Metropole Monte-Carlo, Yoshi's menu was created by Japanese chef Takeo Yamazaki. The Michelin star is the third for the Monegasque hotel, as its Joël Robuchon Monte-Carlo restaurant already holds two.

www.metropole.com



SPANISH MANDARIN

The Mandarin Oriental Barcelona is the latest hotel launch from the well-known chain, and is its first to open in southern Europe. Conveniently located in the heart of Barcelona's commercial and entertainment district on Passeig de Gràcia, the 98-room hotel is housed in an elegant mid-20th century former bank building that has been renovated to a contemporary design. The hotel also boasts a choice of restaurants, a rooftop pool, a garden, and a large spa featuring signature treatments created exclusively by Mandarin Oriental.

www.mandarinoriental.com



Boston style

Joining Morgans' portfolio of carefully curated hotels, the 113-room Ames in Boston opened at the end of 2009. The 19th century Ames building has been transformed to house a mix of historical, old-world aesthetics and contemporary luxury. Original fixtures such as the staircase, lobby mural and robust exterior have been preserved and are complimented by designs with a federal focus that reflect the history of Boston.

www.ameshotel.com

Rooftop retreat

Overlooking the Italian coast and the Apuane Alps, the recently opened Principe Hotel & Spa in Forte dei Marmi has an extensive spa complete with large treatment rooms, a couples' spa suite and indoor pool, and will have access to the hotel's private cabanas and large outdoor swimming pool and lively beach club. Set amid private gardens, the 28-room retreat also boasts a rooftop fusion bar and cigar lounge, and for gourmet fans there is an impressive array of restaurants, including fine dining, sushi, a casual Italian bar and a rooftop restaurant.

www.principehotelfortedeimarmi.com



SPA SHOWCASE



CHILL OUT AT THE COOL SPA

Hidden away in a lush tropical rainforest on the Thai island of Phuket, the Sri Panwa villa resort has opened Cool Spa. Set within beautifully landscaped gardens, the sounds of the rainforest and waterfalls create a calming environment for total wellbeing. The spa menu offers Thai treatments and tailored holistic ingredients using local, natural and seasonal indigenous ingredients, including mango, papaya, rambutan, coconut and tamarind. Plunge pools, vitality pools, rain showers and steam baths are part of the experience, along with a delicious menu of light, healthy nutritious dishes served in the water gardens. www.sripanwa.com

Country health

In:spa has added an idyllic countryside retreat to its portfolio of venues. Located in Provence, Château de Robernier lies outside the charming village of Cotignac and is surrounded by vineyards and olive groves. The retreat offers yoga, hiking, tennis, swimming and, as with every in:spa retreat, there are yoga teachers, massage therapists, nutritionists, chefs and personal trainers on hand to ensure guests achieve their goals – be it weight loss, stress relief, relaxation or improved fitness. www.inspa.co.uk

Spring wellbeing

Experience pure relaxation at the new Eden Roc Spa (below) on Lake Maggiore in Switzerland. The new spa opened its doors in April. Enjoy views over the lake and surrounding mountains from the indoor and outdoor pools and lounges alongside the lake, or explore the hotel's extensive gardens and private beach. www.edenroc.ch



URBAN SPA

Six Senses has opened its first Paris spa (left). Six Senses rue de Castiglione serves up an extensive treatment menu that includes detoxifying facials, Asian-inspired massages, Reiki, Kinesitherapy, and the exclusive Paris Roof Tops Honey Facial. Centrally located close to Place Vendôme and Le Jardin des Tuileries, the new spa has been designed to provide an oasis of calm in the heart of Paris. www.sixsenses.com



Nandana

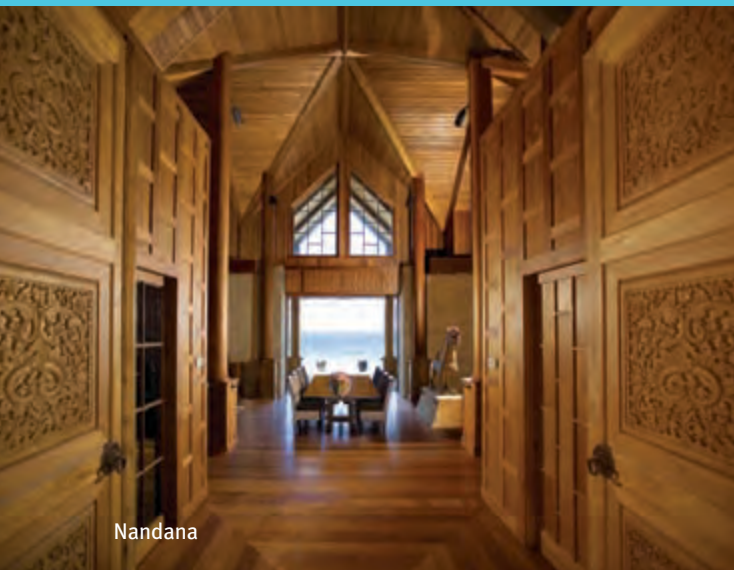
NANDANA, BAHAMAS

Combining all the trappings of a five-star hotel with the intimate environs of a private home, the new Nandana Private Resort on Grand Bahama Island is the ultimate Caribbean hideaway. The resort is designed in the style of a Thai beach mansion and at its centre is a Great Hall with living and dining areas and an expansive veranda leading to a 36m (120') infinity pool. Surrounding the main house are five one-bedroom suites, including two large beachfront pavilions, two garden bungalows and a large canopy suite — all available for rent. The resort provides golf carts, WaveRunners, a gymnasium, spa, library, wine cellar and the latest communications equipment. The estate also has its own landing strip allowing guests to arrive by private jet (Grand Bahama is an hour from Miami), and a deep-water canal leading to two sheltered berths for yachts over 30.5m (100').

For further information visit www.nandanaresort.com

PROPERTY FOCUS

If you are looking to buy, rent or invest worldwide, tune your property radar to the Bahamas, South Africa and the BVIs



Nandana



Aquamare

VILLA MONTAGNE, CAPE TOWN, SOUTH AFRICA

With South Africa being the host of the football World Cup this summer, the country has been priming itself for some time and is thus more appealing than ever. As such, the opportunity to rent one of Cape Town's most exclusive properties is not to be missed. Based in sought-after Bishopscourt (home to Nelson Mandela, the US ambassador and the British High Commissioner), Villa Montagne has spectacular views of

Table Mountain, six en-suite bedrooms, air-conditioning, jasmine and rose-adorned terraces, a gym, a tennis court and an outdoor pool.

The Kirstenbosch Botanical Gardens are just down the street, with all the attractions of the city and breathtaking natural scenery nearby.

For further information, visit www.capeportfolios.com



Villa Montagne



Villa Montagne



Aquamare

AQUAMARE, BRITISH VIRGIN ISLANDS

A private enclave set on the Caribbean island of Virgin Gorda, Aquamare comprises three five-bedroom villas, each situated on a different elevation and surrounded by lush landscapes for maximum privacy. The villas have been created using local stonework, rich hardwoods and travertine marble. Each villa is available for rent and sleeps up to 12 guests with three master suites, one double and one studio. They all boast a vaulted ceiling in the main living area, indoor and outdoor dining areas, and a waterfront infinity pool with access to the private beach on Mahoe Bay.

For further information, visit www.villaaquamare.com



Pure genius

natural beauty

Skincare products that benefit your complexion and help preserve the natural world make you feel even better about looking gorgeous. **sea&i** rounds up a few of the latest beauty treats

1 The Puresha Patyka Family Travel Line is perfect to take on board. Natural, organic and chemical-free in support of healthy beauty and a healthy planet, Perusha also strives to recycle and offset carbon. www.puresha.com

2 Ninety per cent of Aveda's essential oils are certified organic and the company "has played an instrumental role in the development of organic standards in the US cosmetics industry," assures Aveda's senior research scientist Tim Kapsner. Its Aveda Green Science Firming Face Crème helps firm and moisturise.

www.aveda.com



3 L'Occitane Lait Corps Body Lotion helps boost skin's radiance and is made from olive leaf extracts that are Ecocert certified (a guaranteed minimum of 95 per cent ingredients of natural origin and 10 per cent organically farmed). www.loccitane.com

4 pure & true aims to “tread lightly on the earth” in creating products with natural and organic ingredients, offsetting carbon and using green and sustainable packaging. Its pure & true cleansing range is divine. www.pureandtrue.com

5 Liz Earle has long been committed to reducing its impact on the environment and preventing

pollution. The Liz Earle Botanical Essence Eau de Parfum No.1 is a sparkling floral scent with over 98 per cent natural ingredients. www.uk.lizearle.com

6 Origins creates natural skincare products with organic ingredients and 100 per cent natural essential oils. Its Origins Starting Over Age-erasing Moisturizer With Mimosa helps improve the appearance of lines. www.origins.com

7 Oskia is a nutritionally designed natural skincare range that uses no less than 98 per cent natural or nature-identical ingredients — organic wherever possible. Its Oskia Bedtime Beauty

Boost is a nourishing night cream that helps prevent premature ageing. www.oskiaskincare.com

8 Dr Hauschka uses natural essential oils and essences from plants grown biodynamically, organically or harvested in the wild. Soothe muscles post exercise with the Dr Hauschka Birch Arnica Body Oil. www.drhauschka.co.uk

9 Glow is a new range of products made from organic, sustainable ingredients and produced by O Spa London. Try its Glow Skin Support Cleanser and Toner to calm and soothe. www.ospalondon.com

water-kind sports

Be a good sport

Make your charter 'greener' by opting only for non-motorised sports. These aquatic accessories and toys are fast, fun and ocean-friendly



8

1. AQUAGLIDE FREEFALL

The Aquaglide Freefall has three areas for climbing, sliding, and splashing and relaxing – perfect for all the family.

www.aquaglide.net

2. SWIMWAYS SUBSKATE PRO

The Swimways Subskate Pro is an underwater skateboard with skater graphics to appeal to younger water fans.

www.swimways.com

3. AQUAGLIDE SUPERTRAMP

The Aquaglide SuperTramp is an eight-sided waterborne trampoline with outstanding bounce and a huge jump surface.

www.aquaglide.net

4. RTM MAMBO KAYAK

The RTM Mambo Kayak is an easy-to-use, all-round kayak for family fun, exercise, nature trips and fishing. www.totaloption.com

5. OCEANIC V16 FINS

Power along with the Oceanic V16 Fins – said to be 30 per cent faster than conventional flippers. www.oceanicuk.com

6. CRESSI BIG EYES EVOLUTION MASK

Cressi Big Eyes Evolution Mask offers improved visibility and is made from High Seal material for superior comfort. www.cressi.it

7. TIKI CLASSIC PERFORMER PU SURFBOARD

Hop on the Tiki Classic Performer PU Surfboard, a new old-school style long board for all-round performance.

www.tikisurf.co.uk

8. CRESSI GLAROS SWIM WETSUIT

The Cressi Glaros Swim Wetsuit is made from 2mm thick high-stretch neoprene for top swimming performance. www.cressi.it

9. CRESSI LIGHT SNORKELLING FINS

The new Cressi Light Snorkelling Fins are designed for training and muscle-building, but also double up for snorkelling.

www.cressi.it

10. CRESSI EDY II SPEARFISHING WATCH

The Cressi Edy II Spearfishing Watch is an essential for divers – gauging depth, dive time, water temperature and more.

www.cressi.it

11. OCEANIC ULTRA DRY SNORKEL

The ergonomically designed Oceanic Ultra Dry Snorkel virtually eliminates water entry. www.oceanicuk.com

9

10

11

7



nantucket

ISLAND **SNAPSHOT**

Lying 26 miles off the coast of Cape Cod, Nantucket is an essential stop on any New England itinerary. Roam this crescent-shaped island on foot or by bicycle, taking in its beaches, lighthouse, stately period homes and acres of conservation land

By Miriam Cain

*Tuckernuck
Island*



*Dionis
Beach*

For the best sunset, head to Madaket on the west coast of Nantucket Island.

Bikes are available to hire from Young's Bicycle Shop in Nantucket. Bike paths encircle the island, leading past the cranberry bogs, salt marshes and woodlands of scrub pine.

MADAKET

Swim in the still, sparkling waters of Nantucket Sound to the north, or brave the mighty Atlantic Ocean along the island's southern shore.

**MIACOMET
GOLF CLUB**

*Cisco
Beach*

Drop into Cisco Brewers for a slug of Whale's Tale Pale Ale.





Nantucket, the island's only town, is where it all happens. Boutiques and inns fill cobblestone streets while the yacht-filled harbour (home to many of the world's superyachts in summer) is edged with antique shops and galleries.

Nantucket was once a bustling international port and whaling capital of the world, and the Whaling Museum on Broad Street will capture your imagination for hours. Reminders of the island's lucrative past are everywhere, but they are particularly evident as you stroll past the glorious old houses in Main Street.

The White Elephant is an island landmark situated just out of town. This 1920's hotel has a lawn leading to private berthing so you can step ashore and pop in for lunch at the Harborside Terrace or dinner at Brant Point Grill. Or sign up for a suitably nautical seaweed wrap and sea facial at the White Elephant Spa.

The Wauwinet is a glorious 19th century mansion-by-the-sea that is now a hotel. A blissfully isolated spot, it overlooks Nantucket Harbour and is the perfect place to laze away days eating lobster at the award-winning Topper's restaurant. The hotel has its own spa, and bikes are available for trips into town or to nearby Siasconset.

North of Wauwinet, and only accessible with a four-wheel-drive and permit, the Coskata-Coatue Wildlife Refuge is a peninsula of windswept beauty. Here you will find hundreds of seals bathing in the foamy eddies.



Jetties Beach

NANTUCKET

PLAINFIELD

SANKATY HEAD

SANKATY HEAD GOLF CLUB



More than a third of the island is conservation land, so there is no danger of Nantucket losing its quaint appeal due to over-development. Grand clapboard mansions fronted with grey-shingle dot the landscape, and although the island has a simple charm, it is really a haven of extraordinary wealth.

Nantucket has three golf clubs. The Sankaty Head near Siasconset is the older course; Nantucket Golf Club is more welcoming for visitors; and Miacomet Golf is relatively downbeat for a more relaxed game.



NANTUCKET/SIASCONSET GOLF CLUB

SIASCONSET

The pretty, tiny village of Siasconset on the island's east coast has changed little since the 19th century. Spend a morning here and wander past rose-covered cottages and the old-fashioned lamps that line the quaint streets.

Surfside Beach



Rest assured

ethical excellence

Giving back to locals and taking steps to ensure a lighter carbon footprint are just the tip of the iceberg for some resorts. **sea&i** explores five properties that are shining the torch for eco awareness

By Thomas Grant

SONEVA FUSHI, MALDIVES

Six Senses' flagship property, Soneva Fushi, is spearheading environmental strategies in the Maldives with numerous 'zero-emission' initiatives. For example, it is the first resort in its group to offset guests' flight emissions, and it is also phasing out fossil fuels and replacing them with renewable energy sources such as solar, wind and tidal power, and deep-sea water cooling. Other incentives involve transforming rubbish into fertiliser, and using its gardens to supply all its vegetables and herbs. As such, the resort's aim to be carbon free by 2012 is well on track.

For further information, visit www.sixsenses.com/soneva-fushi

TOP TIP Support Soneva Fushi in its efforts to get a nationwide ban on shark fishing



SANI BEACH CLUB, GREECE

Located on a 1,000-acre ecological reserve on the Kassandra peninsula, the family owned Sani resort comprises four hotels and a marina. The resort pledges to continuously improve its performance in energy efficiency, renewable energy use, water conservation, waste minimisation and sustainable procurement. Sani has also undertaken a tree-planting scheme in an effort to reforest an area of Halkidiki damaged by forest fires of 2006.

For further information visit www.saniresort.gr

TOP TIP Join Sani's initiative to plant a tree and leave a growing reminder of your visit



RANCHO PACIFICO, COSTA RICA

This luxury resort is a shining example of resourceful, sustainable, responsible hospitality. Its carbon footprint is very low, its septic systems are non-polluting, electrical output minimal and materials recyclable. Set on a 250-acre private rainforest reserve, it is a wonderful place to appreciate nature and learn about a fascinating country while luxuriating in exotic comfort.

For further information, visit www.ranhopacifico.com

TOP TIP Connect with nature during a night hike through the rainforest

SASAAB, KENYA

Nestled in the remote Samburu area of northern Kenya, you can observe rare Kenyan wildlife while supporting traditional tribal bush life. Situated on the Ewaso Nyiro River, Sasaab's nine lodges have been built predominantly from recycled materials. Solar panels supply electricity and the gardens provide most of the vegetables. There is also a communal dining and living area, and a large pool and spa. Sasaab also supports its local school, and, in time, the lodge will be run by the local community.

For further information visit www.sasaab.com

TOP TIP Visit a neighbouring village for a rare insight into local culture

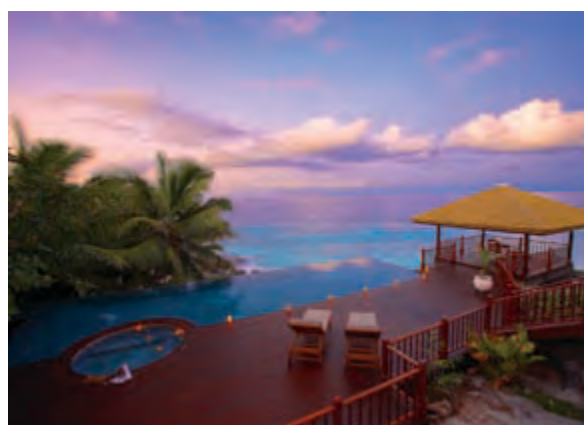


FREGATE ISLAND, SEYCHELLES

Fregate Island is the original eco hideaway. Having planted over 70,000 indigenous trees, the island's conservation team has recreated a natural habitat in which to nurture endangered species. Enjoy everything you would expect from a five-star resort secure in the knowledge that you are not damaging the island but are, instead, supporting its rehabilitation.

For further information www.fregate.com

TOP TIP Adopt a baby Aldabra Giant tortoise at the island's sanctuary, and help preserve its future



singapore the island garden

At the crossroads of the world, Singapore is an ultra-modern island equally famed for being the corporate and financial hub of Southeast Asia, and for its dedication to quality living

By Laurent Perignon

Singapore's character lies in its constant ability to thrive. A city-state capable of re-inventing itself time and again, it is a country that anticipates the future and adapts before others even think of change. The so called 'Lion City' has its own dash of creativity, identity and intelligence, and is a unique example of societal experimentation that deserves its alternative nickname of the 'Garden City of Asia'.

This is a country where cultures and religions co-exist without issue; where churches sit peacefully beside mosques and temples. And when tough times hit, not only do the people of Singapore hold on tight — with a real sense of belonging — they usually emerge stronger.

As such it is a city worth visiting, an appealing place to live, and a country from which to learn. As this tiny island has an

abundance of luxury on offer, choosing where to go is no easy call. The following is just a taste.

pillow talk

There are a wealth of five-star hotels and palaces. For a sense of style and history, **Raffles Hotel**, named after the founder of modern Singapore, Sir Stamford Raffles, remains the epitome of colonial luxury. Here, one travels back to the golden era of the 1930s when writer Somerset Maugham used to haunt the Long Bar, where the renowned Singapore Sling cocktail was created, and where clients still throw peanut shells on the floor.

Across the river, another classically stylish palace is the **Fullerton Hotel**, the former central post office turned into a magnificent hotel. The **Goodwood Park Hotel** is another classic dating back to 1900. It has been magnificently restored, welcoming visitors with timeless décor and peaceful surroundings just a stone's throw from bustling Orchard Road.

If shopping is on the agenda, you can head for the recently completed **St Regis** (located between the amazing Botanic Gardens and the beginning of the shopping stretch down Orchard Road), or the **Shangri-La Resort**. Home to one of the largest collections of artwork in Asia, it is a beacon of luxury reminiscent of America's best hotels, yet with a modern twist. An alternative is the impeccable **Four Seasons**, also at the heart of the shopping district.

If ease of access from Changi Airport and the main business district is a concern, conveniently located hotel chains include the **Ritz-Carlton**, **Millenia** or **Marina Mandarin**, which sit almost side-by-side and offer stunning views over the Marina Bay area. But for the best view, reserve the top suites at **Swissôtel** →

Below: the Fullerton Hotel
Below right: Raffles Hotel
Opposite: the city skyline
at night





IN THE EVENT...

TIME YOUR TRIP TO COINCIDE WITH THESE HIGHLIGHTS

WORLD GOURMET SUMMIT

11 – 25 April

International Michelin-star chefs join to host celebrity dinners and share top culinary tips at master classes. www.worldgourmetsummit.com

SINGAPORE INTERNATIONAL FILM FESTIVAL

15 – 24 April

This festival brings Asian cinema into the spotlight with screenings of independent films and documentaries. www.filmfest.org.sg

SINGAPORE ARTS FESTIVAL

14 May – 13 June

The hottest ticket for performing arts in the Far East, this juxtaposes glittering stars of Asian and Western dance, theatre and music. www.singaporeartsfest.com/2010/

THE GREAT SINGAPORE SALE

28 May – 25 July

The annual event when the city's boutiques, malls and department stores offer dizzying discounts. www.greatsingaporesale.com.sg

SINGAPORE DRAGON BOAT FESTIVAL

10 – 11 July

Top crews from across the world compete in beautifully decorated boats to the invigorating beat of drums and gongs. www.sdba.org.sg/

SINGAPORE FOOD FESTIVAL

July

Whet your appetite with Singapore's Asian-fusion flavours at this annual epicurean extravaganza.

MID-AUTUMN FESTIVAL

14 September

Cultural shows and a vibrant parade of dragon dances and fireworks abound.

FORMULA ONE: SINGAPORE GRAND PRIX

24 – 26 September

A nighttime thrill of speed. www.singaporegp.sg/

DEEPAVALI LIGHT-UP

October-November

The 'Festival of Lights', Deepavali welcomes in the Hindu New Year. Singapore's Little India blazes with diyas (clay pots), fairy lights and garlands.



The Stamford, which used to be the tallest hotel in the world and remains the tallest in Southeast Asia.

eat, drink, dance

EAT... as much as you can. All cuisines of the world gather here and food festivals take place almost year-round. Enjoy the food courts where stalls serve a one-dish specialty. If you queue alongside the locals you'll be sure to get the best ones. Also, try the breakfast treats with 'kaya' coconut paste toasts and soft-boiled eggs served with 'kopi', the Asian version of milky coffee, at **Ya Kun Kaya Toast**. And don't miss the Sunday brunches in the top hotels: favourites include **Raffles**, **Mezzag** at Grand Hyatt, the **Four Seasons**, **Shangri-La** and **Fullerton**. For dim sum, try **Crystal Jade** at Paragon. Many restaurants also transform into lounges or bars, including **IndoChine** or **Les Amis** (an unsurpassed French restaurant). For an Italian fix, indulge yourself at **Prego** (at the Fairmont Hotel) or **Domus** (at the Sheraton hotel); whilst the best Japanese in town is **Tatsuya** at Goodwood Park Hotel.

Singapore is a city worth visiting, an appealing place to live, and a country from which to learn

DRINK... the island has it all, from famed Irish pubs such as Orchard Road's **Muddy Murphy's** (the best Shepherd's Pie and live music) to the elegant **Post Bar** at the Fullerton Hotel to the trendy wine bar **Que Pasa** at Emerald Hill. This small street off Orchard Road features a row of old Peranakan shophouses turned into quaint bars like **N°5**. **Clarke Quay**, **Boat Quay**, **Empress Place** or **One Fullerton** are classic choices, but **Club Street** in Chinatown offers a relaxed atmosphere, while **Mohamed Sultan Road** has a more local touch. Luxury hotels are good for socialising, with favorites being **New Asia** on the 71st storey of Swissôtel The Stamford, and the **Bar & Billiard Room** at Raffles Hotel.

DANCE... **Zouk** is a world-class club beyond the shores of the island state where guests dance to the beat of famous international DJs every weekend. The **Velvet Underground**, on the same premises, is a sophisticated alternative for fans of soul music.

AT A GLANCE...

Best travel time: temperatures range from 24°C in the morning to 32°C in the afternoon, year round. It is best outside the rainy season

Currency: Singapore Dollar (SGD)

Language: English (the local version, Singlish, is difficult to follow but amusing) Chinese (in many dialects), Malay and Tamil

Culture: the clubs, restaurants, bars, boutiques and parks all reflect Singapore's sophisticated yet cosmopolitan vibe, which is an intriguing mix of Chinese, Malaysian, Indonesian, Indian and European — both old and new

see and shop

SEE... **Esplanade – Theatres on the Bay**, the two concert and theatre halls that look like halved durians were inaugurated in 2002 and quickly became landmarks in the same vein as the Sydney Opera House or Hong Kong Convention and Exhibition Centre. They are located in the riverside area. Take time to view some of the island's Colonial buildings, which include **Raffles Hotel**, **St Andrew's Cathedral** or the **Cathedral of the Good Shepherd** (the oldest Roman Catholic church in Singapore), and spot the Colonial houses known as 'black & whites'. Stroll down **Orchard Road**, pay a visit to **Chinatown** and **Little India**, and head for **Singapore Port** — one of the world's busiest.

SHOP... until you drop. Favourites include **Ngee Ann City** and **The Paragon** along Orchard Road, **Chinatown** and **Little India**, and the local markets in the island's many neighbourhoods. If lacking time, **Changi Airport** is open for shopping 24 hours a day, 365 days a year.

do and dare

DO... with no less than 19 golf clubs on an island that is roughly 700 square kilometers (250 square miles), golf is a national pastime. The most celebrated are the private clubs of **Tanah Merah**, **Raffles Country Club**, **Laguna National** or **Sentosa Golf Club**, which hosts the Barclays Singapore Open and has two 18-hole courses. Also make time to visit the magnificent **Botanic Gardens** — a jewel in the heart of the city, with a fabulous rainforest and National Orchid Garden.

DARE... The famous Pepper and/or Chilli Crabs are hot but tasty. Find them at restaurants along the beach at the **East Coast Seafood Centre**, such as **Jumbo Seafood** or **Long Beach Seafood**. The more extreme adventurer can try a durian with its spiky shell and a smell worse than most French cheese. Its odour can be so disturbing that it is forbidden to carry durians in public, yet it remains a delicacy to locals. The daring can also walk Singapore's red-light district in the **Geylang** area, where there are great joints for late-night food. ■

Opposite, clockwise from top left: Raffles City; market food; the city at night; classic colonial architecture; island flora; Sri Mariamman Temple; durian fruit; a Chinese temple; Changi Airport; the Esplanade





france & italy Riviera EXTREMES

The serene Ligurian Sea is the perfect antidote to a hedonistic charter along the Côte d'Azur. Cruise from the port of St Tropez along the glamorous French Riviera before turning to idyllic Portofino and the vertiginous Italian Riviera

By Miriam Cain

The stretch of coastline between St Tropez and Portofino has it all — shimmering light, southern heat and northern elegance. Made famous by the movie and rock 'n' roll glitterati of the 1950s, the Côte d'Azur exudes an eternal glamour that captivates all who cruise there. Yet for all their silver-screen fame, the towns and villages strung between beaches and mountains have never lost their quaint allure.

Sun-drenched sands

The Riviera is all about glamorous beaches, and the Provençal coastline is arguably the most fashionable seaside resort of all time. From Pampelonne Beach near St Tropez and the Porquerolles islands to the sandy coves around St Jean Cap Ferrat and Juan Les Pins, the beaches string together like a dot-to-dot of iconic hotspots. The best thing is, while you have the glitziest ports known to man at your manicured fingertips, you likewise have tranquil islands that seem a million miles from bustling St Tropez.

Known as the Golden Isles, the Iles d'Hyères and Ile de Porquerolles have small bays bordered by heather, scented myrtle and pine trees. Surrounded by a marine reserve, the waters are teeming with fish — don your flippers and snorkel as these are well worth a day's exploration. When you want to return to the jet-set throng, simply set a course for Nikki Beach or Club 55 on the lively Pampelonne Beach.

Life at Pampelonne rarely starts before midday, so as the morning sun gathers heat enjoy a few hours of water sports and peace before hitting the most hedonistic strip of sand on the Côte →



ITINERARY

- DAY 1 *St Tropez to Pampelonne to St Tropez*
- DAY 2 *St Tropez to Iles d' Hyères (20nm)*
- DAY 3 *Iles d' Hyères to Cannes (52nm)*
- DAY 4 *Cannes to Cap d' Antibes (7nm)*
- DAY 5 *Cap d' Antibes to Villefranche to St Jean Cap Ferrat (17nm)*
- DAY 6 *St Jean Cap Ferrat to Monaco (28nm)*
- DAY 7 *Monaco to Portofino (90nm)*
- DAY 8, 9 & 10 *Portofino — Cinque Terre — Portofino*

d'Azur. Further along the coastline, follow the locals to Paloma Beach in the beautiful, exclusive Baie des Fourmis, St Jean Cap Ferrat, or La Garoupe on Cap d'Antibes.

Palm-shaded streets

Cool sophistication oozes from the ancient towns that line the coast. Charming boutiques and designer shops nestle in narrow streets that come alive with the glamorous bars and restaurants that have long defined the area. Stroll around the boutiques of the stylish Croisette in Cannes before dinner at the Michelin two-star restaurant Le Palme d'Or at the Hotel Martinez, followed by a late night at Le Palais – the summer hot spot of the Riviera. For those looking for a quieter nightcap, try the lounge bar at Le Loft. Further along the coast, Monaco is one of the most glamorous capitals in the world. Roll the die and try your luck at the ornate casinos, and dine at Yoshi at the Hotel Metropole (Joël Robuchon's first Japanese restaurant), before checking out live session musicians at Monaco's Sass Café, or dancing into the early morning at the new Black Legend club.

Pit-stop gems

The medieval Provençal villages of Eze and Grasse are a must on any cruise, purely for their dramatic locations perched on the hills behind the fashionable seaside resorts. And then there's the cobbled streets of Antibes' old town that house an impressive Picasso collection in the Musée Picasso – the artist is said to have been inspired by the sunlight here. Further along the coast, anchor in the spectacular natural harbour of Villefranche-sur-Mer to see the exquisite villa Ephrussi de Rothschild. Cruise around a few of the headlands to Monaco, then venture to the Grimaldi royal palace in the old town of Monaco, which enjoys a spectacular vantage point with views over the principality and beyond.

Turning Italian

An overnight cruise along the Italian coastline brings you to the pocket-sized harbour of Portofino. Italians love the good life, and nowhere is this more evident than in the harbourside of this enchanting village. This Ligurian hideaway was first discovered by the jet set when the Duke and Duchess of Windsor signed the visitors' book at the Hotel Splendido in the early 1950s while visiting Rex →

Previous page: Vernazza's port area
Above right, clockwise from top left: fishing boats dot the Mediterranean coastline; St Tropez; the famous Santiero Azzurro path winds its way along the Cinque Terre; the Cannes Carlton Hotel



YOUR PERSONAL GUIDES

From planning the best itinerary and finding the most suitable yacht to restaurant recommendations, CNI's charter experts have first-hand knowledge of all the yachts and cruising destinations. Here, CNI's charter experts and yacht captains offer a few personal recommendations on the French and Italian rivieras.

**Tamsin Priestley,
CNI London**

"This rugged stretch of Ligurian coast is best approached in fine weather. Not all the villages are accessible by boat so abandon your yacht at Portovenere and



join the stunning Cinque Terre trail on foot. Five miles of coastline, beautiful olive-clad terraces, enchanting villages and the local grilled anchovies will all make the trek an experience to remember."



**Tina Montzka,
CNI Antibes**

"Having visited this coastline, many of my charter clients particularly love Cinque Terre, and return there year after year. These villages give a taste of the real Italy. I suggest charterers walk to a few of the villages and enjoy a drink in one of the little bistros. The best way to visit the 'five lands' is to anchor in the nearby bay of Portovenere and visit the islands by tender. The beautifully protected bay is just a few minutes from Cinque Terre and is a great place to spend the night. Don't forget to try the local homemade pesto for which the region is famous."

A taste of the yachts available in the Mediterranean rivieras...



CLOUD 9, 60m (196'), 12 guests.
Prices from €315,000 per week



XANADU, 60m (196'), 12 guests.
Prices from €325,000 per week



LAZY Z, 51.4m (168'6"), 12 guests.
Prices from US\$303,000 per week



ANJILIS, 49m (161'), 10/11 guests.
Prices from US\$280,000 per week



PERFECT PERSUASION, 46m (150'), 10 guests.
Prices from €120,000 per week



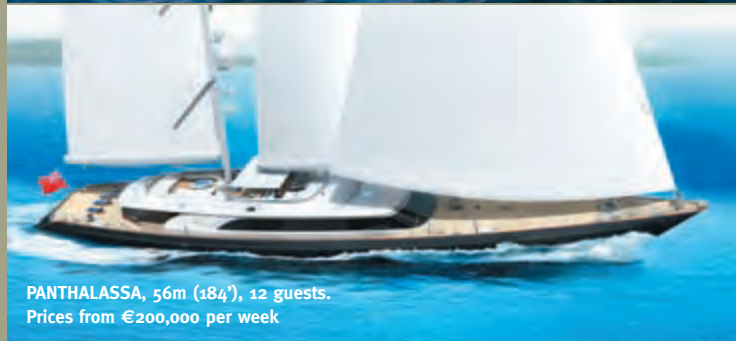
NATORI, 41.8m (137'), 10 guests.
Prices from €135,000 per week



CASUARINA, 38m (124'), 8 guests.
Prices from US\$70,000 per week



SALU, 30m (98'5"), 8 guests.
Prices from €70,000 per week



PANTHALASSA, 56m (184'), 12 guests.
Prices from €200,000 per week



ALLURES, 30.3m (99'4"), 8 guests.
Prices from €55,000 per week

Harrison and Lilli Palmer. Richard Burton also proposed to Elizabeth Taylor here in Punny's restaurant in the port. Follow in their footsteps with a drink in the harbourside while feasting on *risotto al curry e gamberi*. Behind the portside restaurants, the cobblestone streets are lined with boutiques the likes of Armani, Dolce & Gabbana and Dior, but for relaxation set your heights higher. Way up on the hillside

Below: superyachts and small fishing boats share the waters in the horseshoe-shaped harbour of Portofino

Way up on the hillside is the exclusive Hotel Splendido, with views over the horseshoe-shaped harbour below

is the exclusive Hotel Splendido, with views over the horseshoe-shaped harbour and bustling activity below. A former monastery (converted over 100 years ago), the Splendido boasts celebrity status having hosted the world's most coveted icons over the years — black and white images of whom line the walls. The excellent outdoor restaurant, La Terrazza, and the perfectly positioned pool both boast a panoramic view over the port and coastline and your yacht anchored below.

The five lands

Spend a morning cruising to the Cinque Terre National Park — a UNESCO World Heritage site. Named after the five neighbouring towns of Monterosso al Mare, Vernazza, Corniglia, Manarola and Riomaggiore, Cinque Terre is one of Europe's most beautiful coastlines. Built into the cliffs on the coast of Liguria, north of Tuscany, the area has managed to escape the hubbub that afflicts so many coastlines thanks to its steep terrain, which limits access for vehicles. In fact, cars are banned in most of the villages, which only adds to their charm. →





Linking one lovely village to another, the famous Sentiero Azzurro path affords spectacular vistas. Leading you through shady olive groves, along the cliff-tops and past pebbly beaches, the complete trail can take several hours for those wanting to take it at speed, or a day's leisurely hike at a slower pace. The first 20-minute stretch is the most spectacular, with sections of the path from Riomaggiore to Manarola tunnelling beneath overhanging rocks and emerging at various vertiginous spots lined with semi-tropical aloe. The path then winds through olive groves and vines between Corniglia and Vernazza. It is the steepest stretch, but also the prettiest.

Ochre-coloured houses are carved into a rocky headland crowned by an 11th century castle in Vernazza

Considered by many to be the loveliest of the five villages, Vernazza dates to Roman times. Ochre-coloured houses are built into a rocky headland crowned by an 11th-century castle, and cobblestone streets lead to the natural harbour edged by the village, castle and terraced vineyards.

Finish in Monterosso al Mare — the perfect place for a dip in the sea and *spaghetti al mare* at Ristorante Ciak. As the land-based tourists rush to catch the last trains out, stay for the sunset accompanied only by the locals, and savour a magical taste of what this deserted, idyllic village would have been like centuries ago. ■

For more information on chartering in the Mediterranean, please contact your nearest CNI charter broker. See page 6 for contact details.

Above: the imposing Santa Margherita d'Antiochia parish church, with its octagonal belfry, overlooks Vernazza

Opposite page, top: olive groves and vines line the path between Corniglia and Vernazza

Right: the Hotel Splendido boasts spectacular views over Portofino



YOUR PERSONAL GUIDES

Captain Colin Boyle aboard Cloud 9

“World-class gastronomy and the unrivalled backdrop of the French and Italian Mediterranean region remains, for me, the attractive combination that keeps the Riviera number one in the charter armory. Portofino is a delight with its bakeries selling simple focaccia straight from wood-fired ovens, and one of my favourite restaurants – the rustic La Taverna del Marinaio, with its signature dish Penne Taverna. Many fond memories have remained with me from my first bite 15 years ago. Further around on the promontory, a lunchtime stop at the tiny fishing village of Camogli is great for any guests that like to explore off the beaten track. Get dropped off by tender for a lovely alfresco lunch, or walk around the coast to San Fruttuoso, with its crystal-clear deep-blue bays and waterside abbey dating from the 12th century.”



Captain Jonathan Kielty aboard Anjilis

“With so much attention focused on key areas of the French Riviera, some of the best experiences are often overlooked. I always take guests to the anchorage at St Jean Cap Ferrat. From here they can dine at the Michelin-starred Château Eza in the village of Eze, peering down at their yacht. Also easily accessible from the small harbour at St Jean is the Villa Ephrussi, a spectacular palazzo with nine gardens. Given the chance in Monaco, I turn left where others turn right and head to the old streets of Monaco Ville as a more serene and historic alternative to the crowds of Monte Carlo. On the Italian Riviera, I love the anchorage at Portovenere for its protected location, its quaint colourful buildings and its proximity to the Cinque Terre.”





CLOUD 9

**EMBARK ON AN ADVENTURE
THROUGH THE MEDITERRANEAN
WITH CLOUD 9 AT THE HEART OF
YOUR CHARTER**

charter life

CLOUD 9

Sleek, stylish and still sparkling from her recent launch, the 60m (196'7) Cloud 9 is a heavenly charter yacht

Photography Jérôme Kélagopian & Jeff Brown



ANCHOR UP MILES FROM ANYWHERE IN TURQUOISE SEAS, THEN SOAK IN THE JACUZZI OR HEAD ASHORE TO EXPLORE





**AFTER A LONG, LAZY DAY,
DRESS UP TO THE NINES
AND PREPARE TO PARTY**

C L O U D

DOUGLAS





ON BOARD CLOUD 9

Those looking to charter a low-key, beach-club style motoryacht in the Mediterranean this summer will find the recently launched Cloud 9 is the perfect choice

From her nautical, contemporary interior to her alluring exterior deck spaces, Cloud 9 is a stunning yacht offering a wealth of facilities that will impress even the most discerning guest.

The owners of Cloud 9 were looking for something fun but challenging and, being relatively new to the yachting industry, and located in Australia, they certainly set themselves up for an adventure by choosing to build a 60m (196'7) superyacht in France. Fortunately they had a good build team, comprising themselves, CMN, Andrew Winch Designs, and build captain Colin Boyle.

Although Cloud 9 was built for charter, her contemporary, comfortable and calm interior has plenty of personal touches to ensure she remains special to her owners. Warm woods and subtle blue and cream tones appear throughout, in harmony with the marine environment outside. In her foyer, a central atrium of sea-green oxidised bronze panels combine with a water-effect spiral staircase that frames a stunning glass sculpture. This is the area of the yacht that has the most eye-catching features, while throughout the remainder of her main guest areas a combination of creams, taupes, leather and tan fabrics, and various woods combine to create an understated luxurious interior.

Outside, the vast sun deck includes a large Jacuzzi and generous lounging areas, some of which have glass screens that can be closed to provide shelter from the wind. A large wet bar, barbecue and flexible table arrangements allow for alfresco dining under shaded awnings, while further dining options can be found on her main aft deck, upper deck (where there is an inside-outside dining area aft), and the formal main deck dining room inside.

Guest accommodation includes the vast, open-plan owner's suite on the main deck, with private observation lounge; a VIP with private balcony on her bridge deck; and four guest cabins on the lower deck. ■



SPECIFICATIONS

LENGTH	.....60m (196'7)
BEAM	.....11.2m (36'8)
DRAFT	.....3.45m (11'3)
BUILDER	.....CMN
YEAR	.....2009
STATEROOMS	.....7
GUESTS	.....12
CREW	.....15
CHARTER GROUNDS	.....Mediterranean (summer); Caribbean (winter)
PRICES FROM	.....€350,000 per week



**TAKE A DEEP BREATH AND
A RUNNING JUMP INTO A
STUNNING SEA AT SUNSET**

It is a curious situation that the sea, from which life first arose, should now be threatened by the activities of one form of that life. But the sea, though changed in a sinister way, will continue to exist; the threat is rather to life itself *Rachel Carson, The Sea Around Us*

As much as three-quarters of the oxygen in the atmosphere is produced by marine plankton
Planet Earth/Discovery Channel

To sustain an environment suitable for man,
we must fight on a thousand battlegrounds.
Despite all our wealth and knowledge, we
cannot create a redwood forest, a wild river,
or a gleaming seashore
President Lyndon B. Johnson (1966)

Whatever befalls the earth befalls the sons of the earth.
Man did not weave the web of life, he is merely a strand
in it. Whatever he does to the web, he does to himself
Chief Seattle, circa 1855

thinkgreen

There are no passengers on Spaceship Earth. We are all crew
Marshall McLuhan (1964)

The earth will not continue to offer its harvest, except with faithful stewardship. We cannot say we love the land and then take steps to destroy it for future generations
Pope John Paul II (1987)

think

Forward focus



The wellbeing of the environment has long been a topic of intense international debate; thankfully the world is now doing more than merely talking. In this 16-page 'green' supplement, **sea&i** brings you up to speed on the yachts, builders and designers that are shining a light on the future of more responsible yachting

With 70 per cent of the planet's surface covered by water, oceans have become a hot topic and awareness has recently risen exponentially. In 2009 we saw the first World Oceans Day, which concluded that environmental impact on our oceans has largely gone unnoticed. Furthermore, the Interagency Ocean Policy Task Force set up by President Obama last year set out its policy for protection and restoration of the seas. These measures couldn't have come soon enough as the UN estimates that 90 per cent of stocks of all large fish have already been depleted, and at the current rate of pollution there may be no fishing by 2048.

The increasing volume of sea traffic is naturally of particular concern to yacht owners, and has resulted in environmental regulations in all areas of industry that relate to vessels on the water. For the superyacht industry, the Italian-based classification society RINA has launched a goal-based class notation called Green Plus. This is given to new vessels that make a significant investment in design solutions, on-board equipment and operational procedures, thereby contributing to an improvement in environmental performance beyond minimum levels required by official international regulations. This incentive-led classification is based on an environmental performance index that covers all aspects of the vessel's impact on the environment, including its carbon emissions.

Design and equipment categories assessed include innovative engine design, alternative fuels, high-efficiency propellers, optimal hull designs and biodegradable oils. Operational categories include correct use of equipment, planned itineraries and crew training in environmental awareness. The new Green Plus classification was first awarded to the 62m (203') RoMa from Viareggio SuperYachts. RoMa's owner, who was seeking the ultimate in performance, used the latest materials and technological innovations and was prepared to invest in the most innovative green technologies to ensure that their yacht achieved the highest levels of efficiency and the lowest environmental impact.

This is just one example of how the industry is taking steps to reduce its impact on the environment. Over the following pages, **sea&i** highlights further efforts that pave the way for a more ethical future on our oceans. ■

Our oceans face many complex environmental issues, from marine pollution to deep-sea trawling, dying coral reefs, whaling, climate change and a substantial increase in sea traffic. It is time to right the wrongs



Opposite page and above:
the 62m (203') RoMa from
Viareggio SuperYachts



ETHEREAL

The world's most eco-friendly yacht has just outdone herself, adding 'CarbonNeutral' to her long list of energy-efficient virtues

“Exquisite... almost as light as air... celestial... spiritual...” The dictionary definition of the word ‘ethereal’ perfectly reflects the principles on which this remarkable 58m (190’5) Royal Huisman yacht was built. Created to be the most efficient and eco-friendly superyacht afloat, Ethereal is a masterpiece of green design.

Launched in 2008, she is the product of sheer innovation on behalf of Royal Huisman, Ron Holland Design, Pieter Beeldsnijder Design and her owners Bill and Shannon Joy. Her design and build are so groundbreaking that new technologies and research in bioengineering were required to create her, and she is all the more appealing for her grace and beauty, which belie the extraordinary level of technological innovation, energy conservation and sustainable, autonomous operation that lies beneath her clean lines.

Technologically speaking, Ethereal is a first. Her hybrid electromechanical propulsion system allows her to charge batteries instead of using generators under sail. These batteries enable Ethereal to raise anchor, motor-hoist sails and run the ship’s systems for hours at a time. The batteries also negate any noise and vibration associated with generators, meaning she can run silent for long periods.

But it is not just at this fundamental level that Ethereal excels. Her brief for energy efficiency extends to every aspect of her

Her design and build are so groundbreaking that new technologies and research in bioengineering were required to create her, and she is all the more appealing for her grace and beauty, which belie her extraordinary level of technological innovation

specification and décor. Her lighting, which is largely dimmable LED, not only uses less energy than standard systems but also produces less heat, which lightens the load on the air-conditioning units. Her water system recycles energy, and her watermakers use less than half the energy of a conventional system. She also has only eco-friendly water sports equipment. You’ll find no motorised jet skis here, instead kayaks, dive gear and dinghies offer planet-friendly distractions. Even all the linens and towels on board are made of natural, organic fibres. The benefits of these measures are multifold — not only does Ethereal have less impact on the environment, she is also less obtrusive to her guests, running almost silently when needs be and offering a more wholesome, natural lifestyle.

Not content to break yacht-design boundaries thus far, Ethereal’s owners have since made their yacht even more planet-friendly by making her CarbonNeutral (see page 8).

It would seem that the important message to take from the Ethereal project is that designing and building an eco-friendly



thinkgreen

yacht is not only realistic, it can also be exciting and rewarding. Such a project not only challenges the skills and creativity of industry minds, it also demands that we increase our knowledge of the environment in order to protect it. As a knock-on effect, as more people get involved, either in the build or later chartering the yacht, interest in more eco-friendly yachts will surely increase and bring demand for further ‘green’ measures to be introduced.

A yacht such as Ethereal deserves to be hailed a leader in her field, but judging by the volume of interest she has already garnered, her crown as the most eco-friendly yacht afloat may soon be challenged. For the oceans’ sake, let us hope so. ■

For information on chartering Ethereal, contact your CNI charter broker, see page 6.

SPECIFICATIONS

LENGTH	58m (190’5)
BEAM	11.4m (37’5)
DRAFT	4.9m (16’)
BUILDER	Royal Huisman
YEAR	2009
GUESTS	10
CREW	10
CHARTER GROUNDS	Mediterranean (summer)
PRICES FROM.....	€225,000 per week

Ocean initiatives

Increasingly, new initiatives for the preservation of our environment are focusing on our oceans. **sea&i** looks at some of the key projects worldwide

4myplanet

Launched during the Monaco Yacht Show 2009, Alexia Barrier's 4myplanet project (outlined in **sea&i** 17) is a bid to raise awareness about the importance of protecting our oceans for future generations. The project aims to highlight to sailing and yachting communities that, by collecting data, everyone can contribute significantly to the wellbeing of the environment. So far, the combined scientific and educational approach of the project has met with great success.

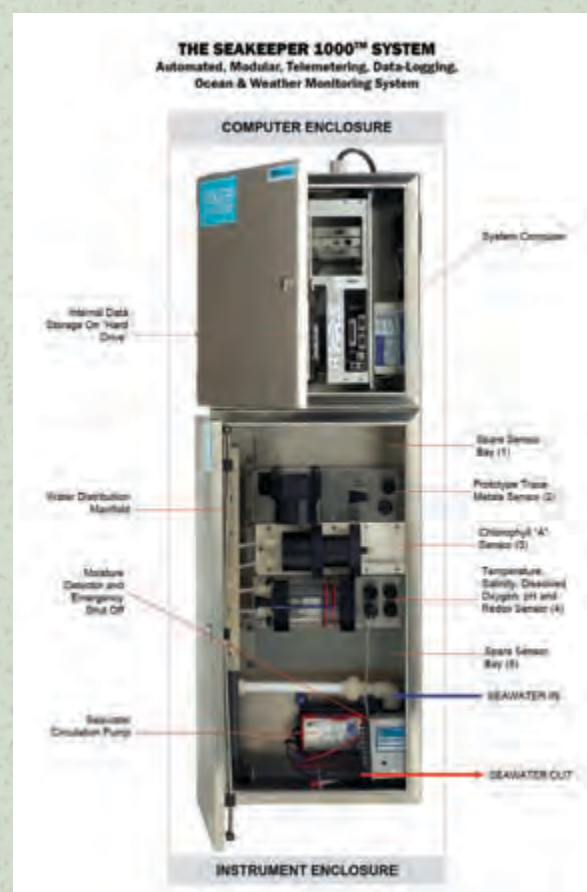
Barrier is currently undertaking a solo circumnavigation, for which she has partnered with SeaKeepers International (see below), using its SeaKeeper 1000 system to collect essential marine data for two scientific research institutes: Ifremer in France, and the National Oceanic and Atmospheric Administration (NOAA) in the US.

Following her circumnavigation, Barrier intends to fly the 4myplanet flag while taking part in the internationally acclaimed Vendée Globe Challenge in 2012 on board her racing boat, supported by Wally Yachts and Only Yacht, among others.

For more information on Barrier's projects, see page 80, and visit www.4myplanet.eu

The International SeaKeepers Society

The International SeaKeepers Society was established in 1998 by a small group of yacht owners who were concerned about the deteriorating state of our oceans. Their initial intention was to develop (and install on their yachts) a compact, automated and cost-effective ocean and atmospheric monitoring system in order to supply scientists with data on the health of the world's oceans. The resulting award-winning SeaKeeper 1000™ oceanographic and meteorological monitoring system is a fully automated, modular, scientific data-acquisition device designed to monitor weather and surface ocean →





"SeaKeepers symbolizes the luxury yacht community's care and concern for the oceans. Yachts aren't the biggest users of the sea, but they are the most visible, and so we hope that those of us fortunate enough to enjoy the beauty of the sea from the decks of yachts can be the most visible supporters of efforts to resolve the challenges to its health"

Jim Gilbert, Board President of SeaKeepers & Co-Founder of Showboats International

parameters continuously, transmitting data via satellite or other wireless communications. The SeaKeeper 1000 needs very little human intervention and requires service calls only a few times a year, if that. As such, agencies can save significantly on labour costs compared to using conventional oceanographic monitoring systems.

The SeaKeeper 1000 is now deployed in more than 45 locations worldwide, including on yachts, cruise ships, ferry boats, buoys and piers, and is endorsed by the United Nations and the World Meteorological Organization (WMO). As the developer of this innovative platform, the International SeaKeepers Society recently decided to make its sensor-interface and overall architecture available *pro bono*. By encouraging the ocean-monitoring community to use the freely licenced SeaKeeper system, it hopes to make this kind of data collection less expensive, to expand the market for new sensors, and to contribute to an enhanced global ocean-observation system. The SeaKeeper 1000 chest can be installed on any yacht and it costs US\$75,000 to underwrite the system. Those who acquire the system in support of 4myplanet will see part of their funds contributed to Alexia Barrier's project. The cost is then US\$10,000 annually to maintain and calibrate the system. Although this may seem a high investment, all donations are fully tax-deductible in the US and countries such as Monaco, where SeaKeepers is registered as a non-profit organisation.

For more information, visit www.seakeepers.org

Project Kaisei

Every year, over 260 million tons of plastic is produced, but it is believed that less than five per cent of it is recycled. In many cases, plastic waste that is not incinerated or put in landfills makes its way into the oceans. Currently, there are no proposed solutions to resolve this issue as there is such a significant amount of waste over such a vast area of international waters, and multiple-government cooperation is required.

The non-profit organisation Project Kaisei was therefore established to increase awareness of the scale of marine debris and its impact on our ocean environment. The association's main focus is the North Pacific Gyre, nicknamed the Plastic

Vortex, which constitutes a large accumulation of debris in one of the largest and most remote ecosystems on the planet. Kaisei means 'ocean planet' in Japanese, and is the name of the iconic tall ship that was one of the two research vessels in the August 2009 expedition used for sampling over 3,500 miles of the Pacific Ocean.

In the summer of 2010, Project Kaisei will launch its second expedition to the North Pacific Gyre, sending multiple vessels to continue marine-debris research and, in particular, to test a variety of marine collection systems. Debris collected will be used for ongoing studies into the feasibility of converting this to fuel or other useable materials.

Project Kaisei was founded by ocean and conservation leaders Doug Woodring, George Orbelian and Mary Crowley from the Ocean Voyages Institute, with the assistance of Ed Kosior, a renowned plastics expert who has been developing a new solution for treating ocean-based plastic waste and



processing it into diesel fuel. The leaders of the project are experienced ocean conservationists, film producers and entrepreneurs based between San Francisco, Hong Kong and London. The team also organises many events worldwide to increase awareness of the project among the general public, particularly on World Environment Day on 5 June, and World Ocean Day on 8 June. This year, its annual marine-debris beach-cleaning will take place worldwide on Sunday 6 June; everyone is encouraged to take part. Project Kaisei is also currently seeking sponsors, participants and leaders in their respective industries who can help to make a difference in reducing marine debris.

For further information, visit www.projectkaisei.org and www.oceanvoyagesinstitute.org

Oceana

Oceana is an American-based organisation with branches worldwide. It researches and produces reports on all ocean activity, including the protection of reefs, destruction of marine habitats and Arctic Sea ice destruction, and campaigns to protect and improve the world's oceans. Its team comprises marine scientists, economists, lawyers and advocates who lobby for specific policy changes to reduce pollution and prevent irreversible collapse of fish populations, marine mammals and other sea life. The organisation has more than 300,000 members worldwide, with many celebrity supporters.

For information, visit www.oceana.org

Changing crew tactics

Efforts to improve the impact of yachts on the environment are ever-increasing, but all too often these are focused solely on new-build yachts, and often concentrate on the mechanical and working parts of the yacht, rather than day-to-day practises on board. Therefore, a new initiative is now seeking to assist yacht crew in making more informed choices about the products they use on board. Working together over the past year, Sheila Goddard from Earthly Supplies and Scott Bartle from Yacht Auditing International have surveyed crews' use of more eco-friendly products. They found that most crew use certain products simply because the owner of the yacht prefers it, or because certain stocks are difficult to find when on the move, or, most usually, that they simply had not thought of changing to different brands. In light of this, Yacht Auditing International has devised an online Green Survey that rates yachts according to their crew's environmental awareness. Earthly Supplies, meanwhile, has come up with an 'awareness tutorial' that helps crew assess what is eco-friendly.

Goddard believes that it is essential to educate crew on the environment and product use. Bio-fuels, pollution and efficiency are big issues that receive attention, but rarely are the volume and type of chemicals used on board considered. Polluting waste could be reduced by 90 per cent if the International Convention for the Prevention of Pollution from Ships (MARPOL) requirements were to be extended to chemical products.

Fortunately, with the new MARPOL 2010 regulations, yachts will now have to be vigilant when it comes to what they put into the black and grey tanks. However, Goddard states: "My concern is that they [the crew] are doing it based on regulations rather than because they are aware of the damage being done to the marine environment. Instead, it should be well known that the amount of chemicals discharged via the grey tanks is a main polluter of the seas. The products are, in many cases, not only toxic but create havoc in the tanks; uncontrollable smells being the main issue." Many engineers are now highlighting the issues to their stewardesses, so hopefully change will be forthcoming.

Gradually, awareness of alternative, effective and more eco-friendly cleaning products is growing among the yacht community, but the process remains slow. Crew training in this matter is thus essential, and all yacht owners are encouraged to pursue the matter further.

For information, visit www.earthlysupplies.com and www.yachtauditing.com

In conclusion...

The above initiatives are just a few that sea&i wished to bring to light to underline the diversity of endeavours that can — and will — help to preserve our oceans, provided everyone takes part. These projects support the ever-changing landscape of yacht building that is currently seeing many eco-friendly yachts on the drawing boards of international yards and designers. The carbon-offsetting trend and programmes initiated by CNI within the yachting industry in 2005, and extended to the Monaco Yacht Show (www.monacoyachtshow.com), have also made an impact.

Other efforts include large engineering companies, such as Rolls Royce Marine (www.rollsroyce.com/marine), working on technological improvements to reduce toxic engine emissions, and new construction standards improving the way environmental issues and sustainable development are handled. There are also evermore pioneering techniques involving solar power and other improved means of providing energy. As such, the dream of a bright future with clean oceans is plausible, but it is one that all who enjoy the yachting lifestyle need to embrace. ■

eco builds Wave of change

Superyachts have always been an exceptional way to explore the world, but all too often this is at a cost to the environment. Pollution, fuel and waste have a significant impact and the conscientious yachtsman has long battled to reconcile his passion for sailing with his regard for the environment. Thankfully, with leading yards bringing eco issues to the fore, certain luxury superyachts are now getting the 'green' light when it comes to environmentally aware design.

Maarten Janssen reviews five yards that are leading the field

Kingship

Waving the eco flag for China, Kingship has developed a unique, environmentally-aware superyacht. According to the yard, the 45m (148') Green Voyager was designed for an owner who seeks a low-impact motoryacht on which to cruise the oceans responsibly, yet without compromising luxury and comfort.

The designers of the yacht, Axis Group Yacht Design, have thus developed a yacht with strong, masculine lines and innovative features, such as a large lounging area on the foredeck, a fixed awning over the sundeck (which is equipped with sophisticated automated blinds), and large sliding doors in the main saloon, opening up to folding bulwarks.

Green Voyager will be able to comfortably accommodate up to 10 guests. The full-width master is located forward on the main deck and features large windows and a private balcony; perfect for coffee or an intimate dinner. On the lower deck, four spacious guest cabins comprise two twin cabins and two doubles. The yacht will be offered with three different propulsion and generator packages:

- **CONVENTIONAL** using conventional generators and main engines, but of a smaller size than on a regular yacht.
- **SEMI-HYBRID** using conventional propulsion but fitted with high-tech battery banks and a power-management system to allow silent overnight operation.
- **FULL HYBRID** using shaft generators and the Siemens Siship system to allow silent running on batteries when under way.

The foundation of Green Voyager's lowered environmental impact is compliance with RINA's Green Class notation. This demands specific technical and operational systems to ensure the superyacht's build and functionality is in excess of MARPOL and other regulatory requirements.

This tri-deck Kingship features a full displacement steel hull with transoceanic range and an aluminium superstructure, and she will be built to Lloyd's and MCA requirements. She is expected to be launched in 2011. →



Above and below:
Kingship's Green Voyager





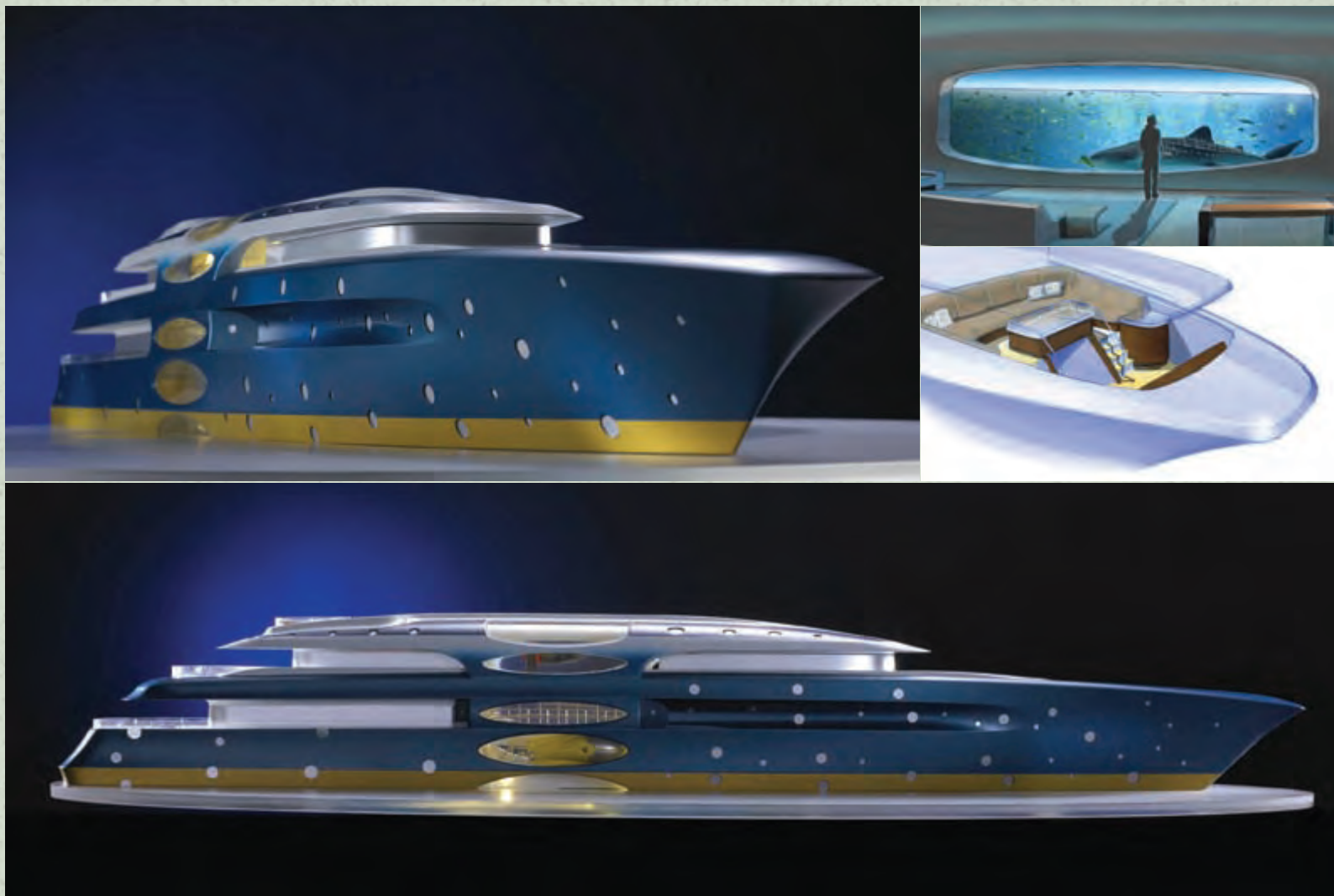
Curvelle

Having previewed its new solar yacht concept design at the Abu Dhabi World Future Energy Summit in January 2010, luxury yacht builder Curvelle has taken green yachting a step further. This new design is for the production of a 23x9 solar hybrid catamaran, with solar power for silent propulsion and domestic energy needs. The cruising speed on solar power and batteries alone is six knots, and up to 12 knots with the assistance of diesel electric. For the past 18 months, Curvelle has focussed on technical aspects and still needs to style the platform into an attractive yacht envelope.

The underwater body of the larger Curvelle 33x9 catamaran is based on a very efficient fast ferry design platform and, compared to some monohull configurations, uses about one third less fuel per nautical mile at higher speeds. Besides less pollution, this efficiency enables a much longer, even transatlantic, range with a very smooth ride and stability.

Curvelle is also one of the first superyacht builders to carbon-offset its construction process. With the assistance of Yacht Carbon Offset Ltd, the Curvelle team has calculated the amount of energy used by the yard during construction of the vessel. By offsetting these carbon emissions, Curvelle offers unrivalled environmental performance, both on the water and during construction. The Curvelle 33x9 has a flexible, six double-cabin arrangement that converts into a variety of layouts.





Aeon

With a rich past and present to be proud of, Feadship places great emphasis on the future. Each year it unveils a concept yacht that fuses advanced design and technological and engineering insights with the latest thinking on how upcoming generations of owners can enjoy life at sea.

After introducing the X-stream, F-stream and C-stream platforms in 2006, 2007 and 2008 respectively, Feadship came up with a highly exciting new platform for 2009: Aeon.

Feadship took the name Aeon as the starting point for a new vision of luxury yachting, and the results may well have a long-lasting effect on the way we perceive and enjoy life on and in the oceans.

Aeon, shaped like a whale shark, is powered by an advanced energy system using green power sources such as bio-fuel and solar energy. Her bow is slightly flat, resembling the front of a whale, and it slopes, which creates space for an observation

area forward. Inside, guests enjoy unique features, such as the ocean observatory on the tank deck, where a giant window provides views on the oceanic world outside.

The propulsion of Aeon is entirely electric, and the yacht runs on hydrogen using fuel cells. As hydrogen is difficult to store it is made on board from synthetic bio-fuel that can be produced from algae — a green source of energy. The 400 square metres of solar panels that provide additional solar energy can be slightly tinted so the windows in the upper superstructure have the same colour, a technique that is already in use outside the yachting industry.

Feadship's chief designer Ronno Schouten comments: "Besides Aeon, we see only a few serious concepts in the industry aimed at reducing the environmental impact of yachting". Although every Feadship is designed to last, this future-concept Feadship is taking things a significant step further. The yard's 2010 innovation is yet to be unveiled. →



Soliloquy

Visitors to the 2009 Fort Lauderdale International Boat Show may recall seeing a futuristic model gracing the CNI stand. It certainly raised a few eyebrows. Alastair Callender, of Callender Designs, is the brains behind this much publicised and radical 58m (190') rigid-wing superyacht concept, which will be powered by wind, solar and Hybrid Marine Power (HMP) technology from Solar Sailor Holdings Ltd. Soliloquy might just be the epitome of a supergreen superyacht. Initially aimed at the eco-friendly owner, Soliloquy pushes the boundaries of yacht design convention as we know it, and points to the future of clean, luxury yachting.

Callender, an award-winning graduate in boat design with a BA (Hons) degree from Coventry University, England, explains the concept of Soliloquy: "In this ever-more environmentally conscious time, I wanted to focus my attention on looking at possible solutions to some of the current issues associated with the superyacht industry. Eco-luxury should no longer be viewed as an oxymoron. 'Soliloquy – the Super-Green Superyacht' is a true metaphor

to show that this ideal is viable. Every opportunity to be environmentally responsible has been ensured."

Soliloquy is powered by quiet, renewable, hybrid-electric energy, which has zero-emission capabilities and results in significant savings in fuel cost. If built, Soliloquy will comply with, and aims to excel in, various industry requirements, including the new Green Class certification from RINA.

The heart of Soliloquy is her unique rigid-wing rig. The innovative overhead beam is designed to house three automated and pivotally mounted, rigid-wing solarsails, each of which can be angled to optimise solar absorption when there is less than 12 knots of wind. Soliloquy's three solarsails can independently rotate through 360 degrees, and can be coupled with the optimised rigid-wing design to add propulsion efficiency. The solarsails themselves are a patented technology by Solar Sailor Holdings Ltd. This technology has received a development grant from the US Navy for unmanned ocean vehicles and is currently used on a series of ferries. Solar energy can be stored in the yacht's batteries which, in turn, can quietly power the on-board electrics without the need or noise of a generator. When not in use, the three solar sails fold into the superstructure, which is clad in photovoltaic surfacing and houses a bright, open interior with several large indoor/outdoor social areas. The use of carefully selected renewable materials, as well as wood from sustainably managed forests, further minimises her carbon footprint.

After displaying the model at the Monaco Yacht Club, at the Lürssen stand of the Monaco Yacht Show, and the CNI stand in Fort Lauderdale, Callender Designs has had meetings with clients to discuss adapting the Soliloquy concept for a bespoke, smaller version of a super-green superyacht. Soliloquy herself, however, is still looking for a client to transform her into reality.



Azure 52

Azure Naval Architects of The Netherlands have recently developed plans for a 52m (170') eco-friendly yacht, designed for efficient operation while remaining under the 500GT mark. Projected fuel consumption of the 52m 'Awareness' is around 30 per cent less than a traditional design of the same length.

The yacht is significantly longer than a traditional vessel of 499GT, while her beam is just 8.5m (27.8'). This allows her to reduce water resistance and 'slide' through the waves. Extra large propellers are powered by smaller engines than one would usually see on a yacht this size, thus lowering fuel consumption.

The designers have cleverly integrated solar panels into the yacht's superstructure. Energy derived from these is used for the on-board domestic services, such as air-conditioning. This in itself is designed to use less energy, and superior window design means less energy is needed to cool the interior, further lowering the carbon footprint. There is also a clever 'green button' that allows the crew to switch all domestic settings to an energy saving mode when not on charter.

When guests are on board, however, they enjoy everything one has come to expect of a contemporary luxury superyacht. She can easily accommodate ten in a large owner's cabin on the main deck, and four guest cabins on the lower deck. The main deck features a spacious saloon and formal dining area with seating for ten, as well as a 'beach club' on the main aft deck, which has a spa and lounge seating. One deck up, the sky lounge features a cinema and breakfast bar. The sun deck has been designed with a Jacuzzi, bar, sun pads and a day head cleverly concealed within the radar mast.

Sea inspiration

sea&i chats to 4myplanet project founder and team leader Alexia Barrier about her environmental initiatives as she crosses the equator

How did 4myPlanet come about?

I've always been passionate and curious about the ocean, and this led to interesting discussions with researchers on marine biology, including the SeaKeepers Society, and scientists in Monaco and France. I was also inspired by reports of HSH Prince Albert II of Monaco's explorations to the North Pole, and by my own visits to the laboratories of the Oceanographic Museum and the Institute of Atomic Energy in Monaco. I realised how important it is to study the oceans, and decided to combine my transoceanic voyages with contributions to scientific research.

Looking at the results from the initial data collected, what conclusions can be drawn?

Most of the planet is covered with water, and therefore the oceans are a prime factor when considering the environment and change. Until recently, most observations have focused on the atmosphere, with data recordings being taken from weather stations based ashore. Ocean studies have, in the main, concentrated on specific areas, be it geographically or ecologically, but in order to have a better understanding we need permanent, global data. Since setting off on my journey around the world on 11 January, 4myplanet has collected over 170,000 measurements and transmitted these to the international ocean observatories Coriolis and the Global Ocean Surface Underway Data Pilot Project (GOSUD). The measurements are also used to benchmark data from the European satellite Soil Moisture and Ocean Salinity (SMOS). I have also collected 15 water samples for analysis of chlorophyll and iodine levels. We've already noticed huge damage to the ocean, notably the waters south of Spain, where the intense traffic of cargo ships results in huge hydrocarbon pollution and an amazing amount of waste.

Do you think that all the yachts that take part in the Vendée Globe Challenge will carry a data collection kit for 4myplanet research?

It is essential that there are as many yachts as possible collecting data regularly. There are many ways to get involved. For example, a yacht can be equipped with a thermosalinograph — as I have done on my yacht.

"We are delighted to be supporting Alexia's courageous voyage to bring attention to the crisis of the seas and to increase scientific understanding of their many challenges. We wish her Godspeed, and are proud she is flying the SeaKeeper burgee on her remarkable voyage."

Jim Gilbert, Board President of SeaKeepers & Co-Founder of Showboats International



Photography: Gilles Martin Roget

The Vendée Globe course is a rare opportunity for valuable data collection from the southern seas. We need dedicated teams for the project as each navigator must be motivated to gather data with a scientific approach. They need to be advised by researchers, and must work with a research management team capable of analysing and distributing the data rigorously. Of course, if all the participants of the Vendée Globe Challenge get involved with the 4myplanet initiative it would be fantastic.

Has your initiative already attracted support?

We are trying to show yacht owners that if a small female solo navigator can do this on an 18m (60') sailing yacht, then anyone on a yacht can do it. A couple of captains have confirmed that they will equip their yachts with the SeaKeepers system, so that's a good start.

What do you foresee happening to the world's oceans if we continue as we are?

Objectively, and without being too alarming, I'm scared for the future of our oceans. I'm worried that the situation will turn so catastrophic that by the time the necessary actions are finally undertaken it may be too late. The examples are many, from hydrocarbon pollution to the radioactive waste that is buried deep in the Atlantic Ocean — it may well be in concrete containers, but no one knows how long they will last. It feels like our oceans are becoming the waste bin of our world at a time when we should concentrate on sustainable development to ensure that all marine species will survive. I hope that the key decision-makers around the world will wake up before it is too late. ■

galapagos WILD ISLES



The Galapagos is an eco haven off the coast of South America — a place where polar penguins strut alongside tropical flamingos, and whales share waves with giant turtles. Visit the islands and step ashore for the ultimate nature high

By Kate Rigby

With our global radar very much focused on the conservation and protection of our planet, a visit to the Galapagos islands has never been more relevant.

A pocket of the world that time forgot, it offers a unique opportunity to step back to a world as it may have been before humans walked the earth. It is also an eye-popping example of how species co-exist with their environment, and how changes to our natural world impact on them.

A journey through the Galapagos is a remarkable experience for anyone, but for nature-lovers it is pure catnip. Prepare to encounter landscapes of wild mangroves, volcanic summits, inland lagoons, cliffs and coasts, and spend days exploring pirate hideouts, spotting dolphins, whales, penguins and giant tortoises, and snorkelling coral reefs amid sea lions, seals and turtles. The islands deliver a revelation every hour, and they're particularly excellent for families as children are knocked out by the opportunity to interact with real-life furry favourites →





FASCINATING FACTS

- *When blue-footed male boobies skip a mating season their feet become bluer, making them more appealing to female birds the following season*
- *Giant Galapagos tortoises can survive a year without eating or drinking*
- *One in five of the 43 threatened Galapagos marine species may already be extinct, prompting new pressure for climate-change policies*
- *In 1976, wild dogs wiped out a colony of around 500 land iguanas. Natural predators, such as dogs, pigs and wild cats, are now strictly controlled.*



and movie-style monsters. This is a highly active, educational and fun holiday for anyone, but for youngsters, as the future guardians of this planet, this privileged insight and appreciation of the natural world is invaluable.

History in the making

The Galapagos islands were first discovered in the 16th century, but it was not until 1835 that their most famous visitor arrived: the English naturalist Charles Darwin. It was during his stay that Darwin formed the basis for his theory of evolution by natural selection. At the time, scientists and the Church held the belief that species were unchanging, and it was Darwin's revolutionary theories on evolution (publicised some 20 years after his visit) that changed all that. Experiencing first-hand the ecosystems of the Galapagos, we can appreciate how, while nature clearly adapts to its environment, it also relies on specific environmental conditions to survive — conditions that we, as humans, are changing day by day. As Sir David Attenborough points out: "Even though Galapagos is recognised as one of the best-preserved archipelagos in the world, due to the consequences of human intervention many species are now threatened with extinction. With prompt and holistic action, however, Galapagos can provide a model of sustainability for the world."

Fortunately, as yet the islands remain a startling reminder of the miracle of nature and the rich diversity of species we have on this planet. The rigorous work of the Galapagos Conservation Trust (GCT), the Charles Darwin Research Station (CDF), the Galapagos

National Park and others aims to keep it that way by raising awareness and preserving the land and marine ecosystems. As such, any trip to the Galapagos promises to be as valuable and educational as it is fun and enlightening. That said, there are very strict regulations regarding visitors. As the Galapagos Conservation Trust acknowledges: "Tourism is an undeniable fact of life and has contributed to bringing the unique wildlife of Galapagos to wider attention, as well as boosting the local economy. The challenge for GCT and its partners is how to raise public awareness of Galapagos without causing a flood of visitors destroying the unique experience they have come to enjoy."

With that in mind, cruising here is a somewhat unique experience. There are numerous regulations regarding which vessels are permitted, a cruising permit is required, and an official guide must accompany the party on board at all times. Your CNI charter broker can organise a yacht for you, and take care of all the official requirements, but bear in mind you'll need to notify them well in advance if you wish to visit.

A natural selection

The Galapagos islands bridge the Equator in the Pacific Ocean, 600 miles from mainland Ecuador. The 13 main islands and hundreds of other islets and volcanic rocks float on one of the most active volcanic regions in the world — the Nazca Plate.

As you sail between the islands you'll be escorted by a circus of acrobatic birds wheeling overhead or dipping in the sea — these include cormorants, pelicans, gulls, penguins, boobies



and albatross. Ashore you'll encounter land iguanas (which grow to over three-feet long and can live up to 50 years) dozing among the cactus in the midday sun, while on the water's edge you'll discover their brothers the marine iguanas (there are several hundred thousand of them in the Galapagos). This is the only sea-going lizard in the world and it is an excellent example of how a species can adapt to its environment.

Due to the fragile nature of the region, and the strong focus on conservation, a guide will escort you to guarantee you have minimum impact on the environment and ensure you get the most from your visit as you clamber over lava and boulders and wade through shallows.

The islands can be visited at any time of year, although the National Park (comprising 97 per cent of the land area of the Galapagos) limits the volume of visitors. Peak seasons are mid June to early September and mid December to mid January. From December to May the temperature is warmer and seas are calm, and despite light rain it's sunny. It's a time when flowers bloom and birds and sea turtles nest. June to November is cooler and can be cloudy, but fish fill the sea and you're more likely to see albatross and penguins. It's also a good time to dive.

Best of both worlds

Your days may well be spent happily clambering over space-like landscapes and wallowing in waves, but rest assured your yacht is close to hand with comfort and excellent service. You can sunbathe on deck while scanning blue skies filled with wheeling

birds, or gaze overboard at an exotic concoction of sea life.

Speaking of which, the Galapagos extends wonderful opportunities for experienced divers who can add sharks, sea lions, fur seals, turtles, rays, mantas, marina iguanas and reef fish to their tick-list of things to watch out for. Only limited, authorised diving is permitted (and never from your own vessel), so again, to avoid disappointment research and planning are required before you travel.

Whether to embrace a new charter experience or to explore a remarkable habitat, a cruise of the Galapagos is a unique opportunity to learn about the world on a new level and become inspired to take action to safeguard the future of these wonderful islands. ■

For detailed information on cruising in the Galapagos, please contact your CNI charter broker, see page 6 for details.

ACT TODAY; SAVE TOMORROW

A trip to the Galapagos brings home the need to protect our planet. As such, CNI is delighted to offer advice on how to offset the carbon emissions of your trip, helping you to travel more responsibly. Please contact your charter broker for more information. You may also like to support the work of conservation projects in this region. For information, contact...

- *The Galapagos Conservation Trust: www.savegalapagos.org*
- *Galapagos Conservancy: www.galapagos.org*
- *Charles Darwin Foundation: www.darwinfoundation.org*

Above, from left: bird life is abundant on the islands; hammerhead sharks; seals waddle across the rocky landscapes; blue-footed boobies



palm beach & fort lauderdale

teamtalk

In this new series for **sea&i**, we focus on how the different departments of CNI meet all your yachting needs. This issue, we visit the USA charter brokers

Above, from left: Diana Lee Mares-Brody;
Agnes Howard; Suzette McLaughlin;
Barbara Dawson



The US charter division of CNI is based in the Palm Beach and Fort Lauderdale offices. The Palm Beach charter team, between them, count around 60 years of industry experience and have worked together for 12 years, meaning they have excellent chartering knowledge and a solid inter-office network, numerous benefits of which extend to their clients. Agnes Howard, meanwhile, heads up charter in the Fort Lauderdale office. Here, they outline the key elements of their role.

FORT LAUDERDALE

AGNES HOWARD

“My life in the yachting industry began almost 20 years ago as a stewardess on a 30m (100’) yacht named Trilogy in the Caribbean. My next role was aboard the Feadship Fifanella (now Kingfisher). We spent time in Japan, cruised the Inland Sea and spent several seasons in Thailand. I ended up back in Fort Lauderdale as I wanted to continue working in this vibrant industry. My position as charter manager and marketing director at Bob Saxon Associates, which was acquired by CNI, formed the basis of my professional knowledge of chartering. I have travelled extensively but only recently had the opportunity to visit the Galapagos and have to say it is one of my favourite destinations. What I like most about my work is seeing how excited people get about their yacht charter experience — I feel lucky to be in on the thrill.”

PALM BEACH

SUZETTE McLAUGHLIN

“I launched into the yachting profession by chance, although growing up in Long Island, New York, I’d always loved the water. In the late 80s, after gaining a Bachelor of Arts degree in marketing and communications from Marist College, New York, I was working for Ogilvy & Mather’s public relations division when I was asked to be part of the start-up operation for the prestigious North Cove Yacht Harbor: a George Nicholson and Emilio Azcárraga project. I spent the next ten years at North Cove before becoming a charter broker and relocating to CNI’s Palm Beach office, where I have been based for 12 years.

I enjoy getting to know my clients and creating bespoke charters, for which I draw from my experience in public relations and event planning. I endeavour to travel to many of the destinations that my clients book; some of my favourites being Greece, Turkey, Italy and the British Virgin Islands. As part of my work I attend industry shows worldwide and I am a member of the Mediterranean Yacht Broker Association (MYBA), The American Yacht Charter Association (AYCA) and the Florida Yacht Brokers Association (FYBA).”

DIANA LEE MARES-BRODY

“Having grown up by the water I cannot imagine anything but a life by the sea. After graduating from Southampton College, New York, majoring in psychobiology and business, I found work on board a classic motoryacht and obtained a USCG captain’s licence. I then began working for CNI. Seventeen years later I’m still a charter broker with the company – and I love every minute.

I’ve arranged charters in the Caribbean, Alaska, Galapagos, Thailand, Bali, the Mediterranean, New England, Seychelles and Florida.

As part of my work, I travel a great deal – it’s a perfect opportunity to explore but it’s also a key element of my work as it is only by personally cruising the pristine waters of Tahiti, swimming with sharks or finding the ultimate Alaskan hot spring that I can truly give first hand advice.”

BARBARA DAWSON

“I have been a charter broker for more than two decades, having joined CNI almost 16 years ago from my own successful company, New Horizon Charters.

I was raised in Virginia and love everything to do with the water. As I became older, sailing became more than a passing interest so it was a natural progression for me to join the yachting industry.

I have been on the board of the Mediterranean Yacht Brokers Association (MYBA) for the past two years, and am Chairwoman of its Charter Committee. I also sit on the board of the American Yacht Charter Association (AYCA), and am an associate member of the Florida Yacht Brokers Association.

I travel extensively to explore the best yachting destinations and I really enjoy creating my clients’ itineraries, and particularly organizing their special events. Attention to detail and knowing your clients’ wishes are extremely important. Whether it’s dinner for 12 on a deserted beach or a romantic candlelit dinner on board, it is a wonderful feeling to know that you have helped create their best ever holiday.”

To contact CNI’s Palm Beach office, call +1 561 655 2121 or email: info@pal.cnyachts.com

To contact Agnes Howard in Fort Lauderdale, call +1 954 524 4250 or email: info@ftl.cnyachts.com

DOWN BUT NOT OUT

Everyone in the yachting industry surely agrees that 2009 was an unexpected year, with much drama, business down on almost all fronts, and anxiety early on as to what the year ahead might hold. The reality, once figures are thoroughly reviewed, is both reassuring and concerning in equal measure, as the new CNI (super)Yachting Index will reveal

From the end of 2007 to the end of 2008, the brokerage marketplace experienced a sudden spike in the number of listings coming onto the market, with a whopping 70 per cent increase in the fleet available for sale. Correspondingly the number of interested buyers dropped so sharply that there was very limited superyacht sales activity between October 2008 and March 2009, particularly in the medium to large size range. Excess supply over demand increased so abruptly that prices immediately started to plunge, yet with little impact on the number of yachts sold. Statistics indicate that it was the upper segment of the market that suffered most, with a 65 per cent drop that no one expected and which affected the brokerage houses specialising in the medium to larger yachts market – who therefore lost overall global marketshare to companies specializing in selling smaller yachts. Although these companies were similarly struggling to make sales, they fared better over this period as they had begun their recession earlier, well before October 2009. This was especially true in the USA where prices had already declined steeply as they had entered an economic downturn earlier than Europe and the rest of the world.

Adjustments made by the market during the first quarter of 2009 and a number of distress sales being snapped up by willing Buyers resulted in a bounce back for the industry in the second quarter, both in volume and value. This was the case in all size segments, and so figures overall were only marginally down from 2008. Interestingly, the larger yachts

market was then quite active, and many believed that the downturn might already have bottomed out in this area. The medium-range market segment remained affected, as supply in that segment remained high, demand low, and price reductions still very much the norm. The third quarter confirmed this overall trend, with the larger brokerage firms catching up and the volume of business overall up 50 per cent on 2009 over the same period – which although impressive, was actually not too difficult to achieve given the downturn experienced the year before.

But the market has remained unsteady. While the fourth quarter is, even in good times, generally a period of lower activity, the fourth quarter of 2009 revealed that the upward trend of the six previous months had not been sustained.

The activity remained chaotic, with no clear trend, and business was done on the grounds of good opportunities and some further market adjustment. Does this mean a W-type of recessionary curve for yachting as well, as some people believe may occur to the finance markets? Or has the yachting market already fully bottomed out? The CNI (super)yachting Index 2010 (due for release in May) will help its readers grasp the full reality of where things stand. Until then, all interested buyers should be aware that there are still many good opportunities to buy from the 2,000+ superyachts for sale on the pre-owned marketplace; those recently listed by Camper & Nicholson's brokers and displayed on the following pages being only a small sample of what we have on offer. ■



PRINCESS MARIANA 78.59m (257' 7") Royal Denship, 2003/2006



ICON 62.5m (205') Icon Yachts, 2009



BEVERLEY 36.58m (120') Benetti, 2008



MOON GODDESS 35m (114' 8") Danish Yacht, 2006



CHRISTO H.E. 32.95m (108' 1") Baglietto, 1991



AMMOUN OF LONDON 30.5m (100') Heesen, 2000



JE T' AIME TOO 29.9m (98') Bilgin, 2007



KATHLEEN M 28m (91' 9") Rayburn, 2007



MM 27.4m (89' 9) Pershing, 2008



SOLARIA TOO 26m (85' 3) Esterel, 1973/2006



MIA & ALEJANDRA 25.7m (84' 4) Princess, 2001



TECHNO DIAMOND 23m (75' 4) Arno Leopard, 2002



young designer award

DESIGNS ON THE FUTURE

sea&i speaks to the recipient of the Camper & Nicholsons sponsored Young Designer Award 2009, Maila Speitkamp, about her projects and views on the future of yacht design

Interview by Laurent Pérignon



sea&i What sparked your interest in designing yachts for a career?

MS I grew up in an old industrial area of Germany known for coal mining. It was nowhere near the ocean, but when I was a child my father took us to the North Sea on a small sailing yacht. We also spent holidays by the Mediterranean Sea. When you are on the water you feel as far from everyday life as you can be. The freedom to explore beautiful shores, the ocean and islands under an endless sky is the greatest feeling, and I have always been passionate about the sea. My interest in designing yachts came later on and I was able to merge both passions by studying industrial design at the University Duisburg-Essen in Germany.

sea&i Who are your mentors in yacht design, and why?

MS I cannot say that one particular designer or piece of design has affected my thinking and work more than others. In fact, I think it's the variety of completely different designs that makes the yacht market so colourful, fascinating and unique. I like authentic and true designs that are just as individual as their owners. Ultimately, it is the detail and the innovation that make a strong design.

sea&i You won the 2009 Young Designer Award for Draconis: can you tell us more about the concept: how it came about and how it developed?

MS I love sailing, but unfortunately sailing and sailing yachts often come across as traditional and dowdy for many people. I therefore wanted to create an exciting, spectacular sailing yacht that would fascinate people who usually prefer motor yachts. As I have always been enthusiastic about wing sails, I thought about developing new versions to be used on a cruising catamaran. To allow calm anchoring and mooring when in harbour, I had to make it possible to lay down the sails, which involved numerous technical issues. It was also very important for me as a designer to give this yacht a distinctive style and a strong character.

sea&i What has such an achievement meant for you?

MS The most important outcome has been meeting a lot of interesting people from all over the world. It is always a pleasure to exchange views and experiences with others in the superyacht industry. The awards' get-together at the Lürssen shipyard was particularly fun. It was interesting to meet the other highly talented finalists of the competition and I hope we will stay in touch both to discuss yachts and their design and to see what has become of each other. The award has also generated more public interest in my work and has enabled me to attract new business contacts and clients for the small design studio I have been running in Essen, Germany, since 2008. We not only design for the yachting industry, but also design products and interiors.

sea&i Do you envisage Draconis becoming a real superyacht, or did you consider it mostly as an exercise to bring innovative ideas forward?

MS I never saw the Draconis concept as a yacht that would be built in the next couple of years. For me as a designer the most important thing about concept yachts is to highlight new ways of thinking. This is the only way to push innovations forward and to design our future. I also wanted to show that even a traditional and environmentally-friendly sailing yacht can co-exist with extraordinary and modern shapes.

sea&i What do you think about recent design evolutions in the yachting industry? Do you foresee environmental concerns becoming a major trend in superyacht design?

MS Foreseeing trends is a serious challenge. A designer always has to keep track of the current market, developments and innovations and be able to sketch out a yacht that will still be up-to-date in several years. But as designers create and support new trends, they also shoulder great responsibility for society and the environment. This is why I think that environmentally-friendly and sustainable design *has* to be a major trend. I am confident this is becoming the case, and not only in superyacht design. ■

Opposite page: Maila Speitkamp in her office with a model of the Draconis

Top and above: Speitkamp's current designs include the Mac 70 and the Zen 40m

before you go

Travel tales from *Bill and Shannon Joy* —
the owners of Ethereal

What are your essential travel items...

- **In your hand luggage en route?** An Amazon Kindle, an iPhone and a book.
- **In your suitcase for when you get there?** Organic fragrance and chemical-free soaps and shampoos.

Which destinations most inspire you with their eco credentials for:

- **A luxury one-night/weekend stay?** The Post Ranch Inn, Big Sur California. We love its Ocean House.
- **A week's charter?** Ethereal, of course.
- **An extended holiday?** Our simple cabins in the Colorado mountains, far away from people and lights with only the stars, moon and planets shining at night.

What are the most significant ways you make a positive difference to the environment in your day to day life?

Bill Joy: My work is in green venture capital, helping new companies to produce renewable energy and resources that are more sustainable. This is particularly important as large developing nations, the likes of China and India, continue to grow.

Shannon Joy: My work is focused on the oceans, helping innovators and non-profit organisations look for ways to bring balance to our relationship with the oceans and sea life. The practises of fishing and whaling nations in particular need to come into balance.

What are your key pieces of foolproof advice when it comes to eco travelling?

If you are flying somewhere, try to stay longer or combine trips so as to minimize the large footprint of jet travel. We also encourage offsetting carbon emissions, as we have done with Ethereal.

Dream destination yet to visit/travel ambition yet to experience?

We are looking forward to an oceans' conference we are attending in the Galapagos in April. Also, we haven't yet sailed in the South Pacific so we're very much looking forward to that.

Take home only photos – or shop 'til you drop for mementoes?

We usually bring back only digital photographs.

For further information on Ethereal, please contact your CNI charter broker, see page 6. ■

Photography: Jeff Brown

The 58m (190'5) Ethereal



MANGUSTA 165'



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