



The 120-foot Heesen *La Bella 2* was repaired at Fort Lauderdale Shipyard after a towing company claimed salvage rights to her. PHOTO/LUCY REED

Intended to save boats, salvage laws ruin, too

By Lucy Chabot Reed

April 25 started out as a nice day. The skies were clear and there was a small chop on the glistening waters of Miami's Biscayne Bay.

Perfect day for a sea trial.

With a broker, a potential owner and the man's wife on board, Capt. Paul Canavan opened his 120-foot Heesen up to 46 knots. Then he heard a bang. He stopped all the engines, flushed out the jets and had gotten under way again when his engineer reported they were taking on water.

Canavan called the U.S. Coast Guard to advise he intended to drive the *La Bella 2* onto a shoal. An experienced captain of these jet boats, Canavan knew a sandbar would help plug a hole in the relatively flat hull. At least, he said, it would prevent a sinking and buy him some time to figure out what to do.

"I knew once I got on that sandbar I would be OK," he said.

Within minutes of driving on the shoal, several towing companies arrived. And before Canavan knew it, people from one of the companies were on his yacht.

Canavan and his engineer accepted their help to dive under the boat and help patch the hole, and then at high-tide the next morning, to pull them off the sandbar.

It was then – 24 hours after the incident – that Canavan discovered the tow boat company considered their efforts salvage and planned to request hundreds of thousands of dollars in payment.

"After 30 years as a captain, I should have known better," Canavan said.

What Canavan didn't fully understand are maritime salvage laws, which are made up of case law handed

See SALVAGE, page 11

Enforcing hours of work/rest may hurt charter industry

By Lisa H. Knapp

As the sun rises, so does most of the crew of a 105-foot charter yacht. The smell of fresh blueberry muffins fills the air, indicating the chef's nocturnal presence.

The first mate grabs a shower, scrapes the hair off his face and rushes on deck at 5:59 a.m. to chamois dewdrops.

Breakfast is at 8 a.m. The guests want to go diving, so the mate gets the gear ready. By 9:30, the captain says, "Stow the scuba. The wind blew from the other direction and they're going fishing. We leave at 10:15."

The mate leaps onto the tender and starts bait. The chef and steward scramble to get a take-along lunch ready, but are inwardly relieved; a fishing trip means they might get a quick nap at noon.

The guests return for cocktails at

4 p.m., eager to have their fresh catch for dinner. After cleaning the gear and galley, it looks like it might be an early night. The last guest is served at 2 a.m., muffins and sun coming up in less than four hours.

This is a typical day on charter. Most crew members work at least 14 hours a day with guests on board, more when the guests want to be entertained.

"Working on a yacht is akin to working on stage; it's showtime," said Kristen Cavallini Soothill, owner of American Yacht Institute in Fort Lauderdale. "You're working for the world's elite. There are no 10-minute breaks for every four hours worked or two days off after five."

A crew member's ability to work long hours may not only be governed by personal stamina and guest desires; it may be against the rules.

See WORK/REST, page 10

Captains have love/hate affair with management companies

FORT LAUDERDALE – Welcome back to the Bridge, *The Triton's* monthly gathering of captains. While the attendees are identified

in a photograph on page 7, individual comments remain anonymous to encourage frank and open discourse. The discussion was facilitated by *Triton* Editor Lucy Reed.

We gathered this time to discuss yacht management companies and their role in the operation of yachts. Though it wasn't planned this way – and no one knows

the topic for discussion until after they arrive – the room contained one captain who owns and operates a yacht management company and another who used to run one.

"Yacht management companies are, in some instances, fantastic, and in some instances, the worst," one captain said. "If you have a captain who's gone up the ranks and has management skills or experience, [the yacht management company is] just backing up the captain."

One captain objected: "For a captain with management experience, there's absolutely no need for them."

See THE BRIDGE, page 7



FROM THE
BRIDGE

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Visit Italy with an American megayacht engineer, page 13



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USCG to enforce 96-hour advance notice of arrival for foreign flags

By Lucy Chabot Reed

The U.S. Coast Guard in South Florida announced on May 21 that it will begin enforcing a nearly three-year-old rule that requires foreign-flagged vessels and all commercial vessels (foreign or domestic) entering a U.S. port or place from a foreign port to give a 96-hour advance notice of arrival (ANOA).

Coast Guard regulations dating back to the 1980s stipulate a 24-hour advance notice. On Oct. 4, 2001, three weeks after the Sept. 11 terrorist attacks, the Coast Guard instituted a

temporary rule that rose the advance notice to 96 hours. By the end of 2001, it was permanent.

Until May 21, the regulation had not been enforced in South Florida. Capt. James Watson, captain of the port in Coast Guard District 7, said his bosses have recently asked him to enforce it. Other USCG districts have been enforcing the rule, he said.

Effective immediately, foreign-flagged vessels less than 300 gross tons must file an ANOA with the captain of the port (COTP). In South Florida, the COTP can be reached at (305) 535-8701.

The ANOA form – download it at www.the-triton.com/anoa – must be faxed to the COTP. In South Florida, the number is (305) 535-8761.

Foreign-flagged vessels larger than 300 gross tons must file an ANOA with the National Vessel Movement Center (NVMC). The same form can be filed electronically to sans@nvmc.gov. For more details or to ask questions, visit www.nvmc.uscg.gov, or call (800) 708-9823.

U.S.-flagged vessels are exempt from the requirement as long as they remain “recreational” in the eyes of the Coast Guard.

For vessels less than 100 tons, being considered “recreational” means that they carry no more than six passengers. Vessels more than 100 tons can carry no more than 12 passengers.

U.S.-flagged vessels that exceed those limits are considered commercial by the Coast Guard and must comply with the 96-hour ANOA rule.

A narrow niche of foreign-flagged yachts would also be exempt, Watson said: those that do not carry the certificates to take passengers for hire.

For boaters leaving a foreign port with a cruise of less than 96 hours but

greater than 24 hours, U.S. authorities must be notified prior to leaving the foreign port.

If the cruise lasts less than 24 hours, U.S. authorities must be notified 24 hours prior to arrival at the first U.S. port.

The Coast Guard suggested boaters say in their ANOA that they will be following a trip itinerary, *weather permitting*.

If weather causes a delay, the Coast Guard said boaters should notify the authority of the change in arrival time. Changes of less than 6 hours do not need to be reported, Watson said.

If an ANOA is not filed, the Coast Guard said it will require the vessel to remain outside U.S. waters until the information is provided. Resulting security precautions could include boardings, the Coast Guard said.

According to the Coast Guard, first-time offenders may be issued a warning; second-time offenders will be subject to civil penalties; and “continual” offenders (those with three or more failures) will be required to remain outside U.S. territorial waters for 24 or 96 hours, depending on the last port of call.

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Take a clue from other professional industries: written agreements work

In my 20 years of captain service, I enjoyed long runs with only three owners, the last for 12 years. On the last two terms of employment, I had contracts for both. This was mostly thankful to the second owner, who owned a professional baseball team and was very familiar with employment contracts. [From the Bridge, May 2004]

It was during this time I asked him why I did not have a contract since I thought of the players' situation similar to mine as his captain. He agreed and we designed a contract that spelled everything out and gave us both a safety net so as not to get caught short or rely on the "well you said" problem. I enjoyed many years with this owner and we remain friends to this day.

I carried this same approach to the third owner and this also worked well. Although he got out of yachting five years ago, we went on to do other business together and had dinner together last week. We continue to talk regularly as friends, as there were never any employment misunderstandings.

Contracts have worked for me.

Capt. John Dial

How captains should be hired

Every captain should pay his dues to every size of vessel, starting from small sizes and going on to larger yachts.

[From the Bridge, April 2004]

Every captain should spend at least two years on vessels of 60 feet to 80 feet until they move to vessels from 80 to 100 feet. After two years in that size, they should spend three years on vessels from 100 to 120 feet. After that, they should spend at least two more years on vessels between 120 and 150 feet. It should be at least a six-month consistent sea time on one vessel for every category.

Then they can apply to any job they think they are qualified for. That will take care of the problem of inexperienced captains joining large vessels, without anyone getting upset.

There should be an official seaman's book that they can log the sea time for every vessel they have joined. It will be recognized and notarized by any port authority in the world. The sea time should be signed and logged in by owners or managers of the vessel and notarized by the coast guard agency or official authority in any country in the world every three months. I think that is a fair system and only captains who prove their capabilities and knowledge can move to larger vessels.

I have been a professional seaman since the age of 18. I have been licensed captain for 12 years. The marine profession is the only one I have done and it needs the respect it deserves.

Capt. Yannis Zagorakis



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Captain: 'It's better not to talk to the owner about money'

THE BRIDGE, from page 1

The discussion then shifted a bit into management skills for captains. How do they learn to run a yacht that has become, in effect, a small business? Some captains have parlayed experience in other careers onto their yachts.

"I have a background in restaurant management, so I know how to be a manager," said one captain, who suggested yachtsmen with other experiences may be better prepared to be managers. "In this industry, [training] is all just geared for operation. They don't teach you how to work with people."

"That's one reason a 21-year-old shouldn't be running a 150-foot boat with 10 people's lives at stake," a captain said.

"People can hire you cheaper, but they are going to pay for your inexperience," another said. "It takes experience to know how to manage a boat. You don't get that stuff in a seminar."

One captain said he tries to pass along his management experience to his crew – particularly his first mate who has aspirations of being a captain. But he acknowledged it isn't easy.

"I have a first mate and I want him to watch the chef and stew. He's not interested. He's got the attitude that 'I'm going to be a captain, why do I need to know this?'"

"But he's going to have to hire for all those jobs when he's a captain. If he's never done them or even knows how they are done, how is he going to know when someone overstates their abilities in an interview? How's he going to know if someone's doing a good job?"

College-level management courses are plentiful, but several captains agreed that a course especially for captains was needed.

"A course that would teach management skills to captains would be a fantastic idea," one captain said as others nodded in agreement.

"A management course just for captains isn't out there and one really needs to be," one captain said.

Several captains suggested a captain's management course teach financial reporting skills as well as how to give performance reviews and evaluations, and how to work with crew members on such issues at motivation and inspiration.

One captain referred the group to a software company in Antibes, France, called Techman, that has taught such a course.

"It's our obligation to run their boats like a business, to make it more



The captains of *The Triton's* third luncheon are, from left, John Leder, Scott Sanders, Peter Vazquez, John Campbell (front), Joan Elly (top), Herb Magney, Chris Berg, Stephen Pepe (front), Alexander Proch (behind), Laura Moss (back), David Fulton and Peter Wahn.

PHOTO/LUCY REED

professional," one captain said.

"But each crew member is different, each boat is different, each owner is different, each management style is different," another said. "It's hard to teach that; you have to learn it by doing it."

That's where yacht management companies may come in. Some can and do handle every aspect of a yacht, particularly those on charter, theoretically teaching captains as they go. Other companies handle only back-office sorts of duties such as payroll and bill paying.

Feelings about them from the Bridge captains were mixed.

"You either love 'em or you hate 'em," one captain said. "I've never worked with one but I've drunk with a few of them."

"For a boat with four or five crew, they're probably a great thing to take the stress off the captain."

"It would be nice to have a management company take care of the liability issues, like payroll tax and paying the bills," another captain said.

Most captains were protective of their roles as managers of their yachts.

"It could be an asset, but I think I can handle the job, so I don't need it," one captain said. "My worry is they would interfere too much with the operation of the boat."

One veteran captain recounted how one management company was so involved as to give authorization before the yacht could be moved. Though he was unhappy with that situation, other companies he has worked with were more supportive in nature and worked out well.

Several captains agreed that yacht

management companies would be helpful in serving as a middleman between the owner and the captain over bills for repairs or maintenance.

"I think it's better not to talk to the owner about money," one captain said. "In that situation, I'd be happy to have a middle guy."

One captain pointed out that

owners can be skeptical of high bills. A yacht management company can give an owner a second opinion, he said.

"It comes down to the owner's perception of who's watching out for his interests," this captain said.

Several captains were resentful of management companies' attempts to manage the captain and crew.

"They don't manage me," one said. "They're a service for me."

"Yacht management companies are very removed from the boat," one veteran captain said. "You have to learn how to handle it by being there."

A few captains resisted the belief that yacht management companies can help run a boat better. Or that they could teach captains some of the management skills that would make their jobs a bit easier.

"There are so many regulations today, how do you keep track of it all?" one veteran captain asked. "You need an MBA out of Harvard and a psychology degree from some other school to manage a boat these days."

Do you think yacht management companies are a blessing or a bane? Write Editor Lucy Chabot Reed at lucy@the-triton.com.

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Jungle Queen captain maneuvers through New River, life

By Julie Blankenship

A 36-foot SeaRay glides up the New River in Fort Lauderdale, a full moon casting light on the river's swift current.

The four people in the boat are relaxing with cocktails, Jimmy Buffett blaring so loudly that they wouldn't hear the VHF radio even if they had thought to turn it on.

As they approach the Third Avenue bridge, they are unaware that the *Jungle Queen* is on the other side, making its approach.

At 80 feet long and with a 30-foot beam, it's obvious there is only room for one vessel to pass. This conclusion comes to the operator of the SeaRay a little late, and he slams his boat into reverse, spilling drinks and toppling guests.

Careening sideways across the bow of the *Jungle Queen*, it is a near miss. Capt. Gary Bobrick looks down from the wheelhouse, perched 28 feet above the water, and shakes his head.

"Just when you think you've seen it all."

Anybody who has cruised the New River en route to a shipyard in Fort Lauderdale has probably had an unexpected encounter with the *Jungle Queen*, which has cruised these waters for about 70 years. For 24 of those years, Bobrick has been at the helm.

Growing up in Miami and Key Largo, Bobrick spent his childhood diving and fishing. He sat for his captain's license in 1975 and began his career on the *Nikko*, running tours on Biscayne Bay.

In 1980, when business waned in Miami, he headed north.

When he started at *Jungle Queen*,

"you only had two weeks to train," he said. "Either you got it or you didn't. Now, we give a potential captain two to three months to train."

"There is so much more boat traffic to contend with now that wasn't here 20 years ago," he said. "And with all of the construction on the river and the seawalls being extended, the river is smaller in some areas."

Courtney Day, owner of Cape Ann Towing, credits most of his business to the *Jungle Queen*. Most captains, he said, would rather have their yachts towed through the river than run it themselves.

"They don't want to meet the *Jungle Queen*."

Still, Day said, "the problems most of the larger yachts and tow boats encounter are with the small boats and sailboats. [When] they see anything big approaching them, [they] get that deer-in-the-headlight stare. They just need to listen to their radios and monitor the traffic, which would alleviate most of the close-quarters situations."

Pulling away from the dock south of the charter fishing fleet at Bahia Mar Yachting Center, Bobrick slides the 96-ton vessel from her slip.

Twin 671 Detroit Diesels power the *Jungle Queen*, and topping out at 10 knots with 500 passengers on board "can make maneuvering around tight turns and out-of-control small boats a handful," he said. "The bow thrusters help."

As the boat continues toward the mouth of the New River, Bobrick picks up the microphone to the VHF radio: "*Jungle Queen*, inbound, New River, markers one and two, standby channel nine."

"Monday mornings can be busy,"



Capt. Gary Bobrick has seen more than his share of strange happenings along the riverfront. PHOTO/DIANE BRADFORD

he said. "You've got the yachts coming out of the yards who didn't want to deal with the weekend boat traffic."

"Others have met us before in a tight spot, lost an engine or steering and decided it was best to get towed or wait and follow us."

Being able to maneuver around potential problems has earned Bobrick high marks with his boss, *Jungle Queen* owner Jerome Faber.

"I have complete faith in Gary's boat-handling abilities," Faber said. "It is something you cannot teach a captain when he comes to work at *Jungle Queen*. A captain must already possess these boat-handling skills before his resume reaches my desk."

Throughout his 24 years making this trip, sometimes three times a day, Bobrick has learned to adapt to many situations. He has seen countless

medical emergencies onboard, including heart attacks, seizures, asthma attacks and, of course, the occasional case of seasickness.

He and his crew have fished a few folks out of the river who jumped in desperation from one of the bridges. And he's even had to have a few unruly passengers arrested.

And once, Bobrick and his crew helped put out a fire on a boat docked in front of Shirttail Charley's restaurant.

"Every trip is different, and you never know what you'll get," he said. "Keeps the job interesting."

Before joining the *Jungle Queen*, Bobrick ran fishing boats and yachts. His calm demeanor and sharp sense of humor has made him popular with passengers, some of whom ride regularly, year after year.

A few years ago in New York City, he met a fellow traveler while ice skating with his kids at Rockefeller Plaza. Turns out the woman had been one of his passengers.

His patience as a captain even extends to the never-ending line of questions from passengers, which he is more than willing to accommodate ... if he can.

Just before leaving the dock one evening, a woman frantically asked for directions to the restrooms on the boat.

Fearing she would be left behind, she asked, "Does the bathroom leave when the boat does?"

Bobrick laughs remembering this question. "Just when you think you've seen it all."

Julie Blankenship is a freelance writer based in Fort Lauderdale. Contact her through editorial@the-triton.com.

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For feedback to work, give it honestly, immediately, regularly

By Don Grimme

The American Heritage Dictionary defines *feedback* as "the return of information about the result of a process or activity."

Feedback is information given to and/or received by people regarding their behavior. Although feedback itself is simply information, its effect is a form of behavior modification. Given properly, there is no underhanded manipulation or subliminal message. You are sharing your perception (and honestly stated attitude about that perception) with the recipients' conscious minds, for them to do with as they see fit.

Pay attention to the subject of feedback – behavior – not character or personality traits. Volunteering an unsolicited evaluation of an employee as a person is bound to trigger defensiveness and is unwarranted in the workplace.

Feedback is best given as close to the time of the behavior as possible.

Like any form of behavior modification – whether you are training a puppy or coaching an adult – feedback needs to be immediate (or as soon after behavior as possible).

Waiting for an annual performance review or the next time you interact

with the person is meaningless and unproductive.

Feedback is a continuous, interactive process.

Since adult behavior tends to be stubbornly resistant to change, feedback is not a one-shot activity. Desired behavior must be frequently reinforced and undesired behavior regularly redirected.

Feedback is necessary because it is difficult for us to see ourselves objectively, especially the impact our behavior has on other people or on complex work systems.

Feedback is like a mirror that another person can hold up for us to look into. The best mirrors are those without distortion, untarnished by either animosity or fondness.

Use positive feedback to reinforce appropriate, productive, desirable behavior. Use these guidelines for giving positive feedback:

- Describe the behavior, not the person.
- Use specific language and examples.
- Describe the impact of the behavior on you, others or the task.
- Show appreciation for the person's effort.
- Be sincere.

All employees are worthy of

respect and consideration as people, regardless of specific behaviors (short of clearly illegal or immoral actions, of course). If you keep telling them all of the things they do right, they'll feel like superstars.

For example, you can say something like this: "I appreciate your working late this week, Karen, to keep the boat clean and stocked. You helped us make the guests happy and that keeps the owner happy. Thanks for the extra effort."

Try this exercise: Identify someone your work with – a crew member, a guest, a vendor – who

deserves positive feedback. Using the guidelines above, write what you would say to this person.

Next month, we'll examine how to give constructive feedback and how to both correct bad behavior and reinforce good behavior in the most productive way possible.

Don Grimme is co-founder of GHR Training Solutions in Coral Springs, Fla., which helps managers reduce turnover and attract excellent job candidates. Contact him at (954) 720-1512 or dgrimme@comcast.net.

U.S. captains, crew can exclude some foreign-earned income from taxes

By Crystal Wong

While most employees in the United States get a paycheck with federal income taxes withheld, it is uncommon for yachting professionals to be paid this way. Domestic employers are required by law to withhold taxes from the paychecks of their employees and then to furnish their yearly wage totals to the IRS.

These laws may not apply to foreign employers, who make up a large part of the yacht charter industry. This means that many captains and crew members may not be required to have taxes withheld from their pay and hence, may not receive a Form W-2.

At tax time, they can only substantiate their income by bank statements that show wire transfer confirmations or by simply stating an earnings amount to their tax preparer. These circumstances can make for unclear, and potentially costly, tax situations.

Every U.S. taxpayer is required to report all of his or her worldwide income in an annual tax return. There is often confusion among yachting professionals about how to do this.

Without proper planning and

guidance, a captain or crew member has the potential to unnecessarily report this income as self-employed income, possibly resulting in the overpayment of federal income and self-employment taxes.

According to the IRS 20-element checklist, many positions held by crew members on a yacht would be defined as employee positions even without a W-2, requiring that individual to report that income as wages rather than self-employed income. That could mean the difference in paying 15.3 percent more tax than necessary. On an \$80,000 salary, that could mean an additional \$12,240 in tax.

Many yachting professionals are eligible to take advantage of other legitimate tax-saving techniques, including the foreign-earned income exclusion where individuals working outside the United States are eligible to exclude up to \$80,000 of their foreign-earned income for federal income tax purposes.

Crystal Wong is tax manager at Accounting & Business Consultants in Fort Lauderdale. Contact her at crystal@aabconline.com.

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Governments admit regulations may be impossible to enforce

WORK/REST, from page 1

Hours of work and rest are regulated – in theory – by two international conventions: the IMO Standards of Training, Certification and Watchkeeping for Seafarers (STCW) of 1995 and the International Labour Organization Convention (No.180) of 1996.

“The aims of both are the same: to reduce fatigue,” said Lee Adamson, a spokesman with the International Maritime Organization. “Internationally, manning requirements are set in the SOLAS [Safety of Life at Sea] Convention [of 1974] regulation V-13, which requires that ships shall be ... sufficiently and efficiently manned ... which applies to all ships on all voyages.

“Charter yachts are not defined in SOLAS and can fall into a legislative gray area,” Adamson said. “The actual levels of manning on any ship to which a safe manning certificate is issued will be determined by the maritime administration of the flag the ship flies.”

With a majority of the world's yachts flying either U.K. or U.S. flags, focus is given those countries' manning levels. Both countries defer to the STCW and ILO guidelines.

Both require mariners to have 10 hours off in a 24-hour period, taken in no more than two breaks with one of at least six hours. STCW also requires the mariner to have 70 hours off each week; the ILO 77 hours.

STCW regulations apply to mariners traveling country to country. It is unclear how they apply to crew traveling to various ports within one country, such as the

Bahamas or in the Mediterranean.

Revisions to the United Kingdom's Large Yacht Code are expected to include manning restrictions similar to STCW and ILO. Under this code, work is defined as being at the employer's disposal to work, said Tony Drury, deputy chief examiner of the Seafarers Training and Certification branch of the Maritime and Coastguard Agency, which is drafting the code.

Because the code would apply to any U.K.-flagged vessel – as opposed to just vessels on international voyages – it could cause problems for the charter industry.

“Crew are always at work, even if they're not actually working,” said Graeme Lord, a charter broker with International Yacht Collection in Fort Lauderdale. “I would have a concern that all pleasure crafts would decrease guest/owner pleasure if something like unions became involved to regulate hours worked.”

U.S. crews face few local regulations, if any. The U.S. Coast

Guard relies on STCW regulations, but said yachts fall into a gray area that is impossible to police.

Because of Sept. 11, 2001, commercial charter yachts on international voyages must report to local port, comply as a commercial vessel and give notice of arrival to

the appropriate USCG district. Such security regulations, which have begun to filter down to 100-ton yachts, may increase USCG boardings.

“If a vessel is a commercial yacht, yes, it will be boarded periodically for security exams,” said Lt. Commander G. Zeitler of the U.S. Coast Guard's Marine Safety Office in Miami Beach. While onboard, USCG authorities “might be able to enforce regulations on hours worked.”

The idea of time on/time off regulations – let alone the notion of enforcing them – is unreasonable, some say.

“Who can take off in the middle of the ocean on a long passage?” asked Soothill, whose school trains interior crew. “This profession is unlike any other. A number of hours off per week, regardless of the circumstances, is near impossible and would disrupt the whole idea of yachting.”

Even worse, regulations might stifle the very market they intend to protect.

“Yes, there are abuses, as in everything, but it is a great business and the job of a lifetime for many,” said Leslie Adams, charter manager with Palmer Johnson Yacht Charters. “More rules and regulations could put an end to this kind of private chartering.”

Some larger yachts, such as *Gallant Lady*, have taken cues from the cruise ship industry and hire two people for each position, enabling crew members to rotate off and rest. Such efforts may not be financially feasible for all yachts.

What really determines crew size, several people noted, is as fundamental as yacht design. A 118-foot yacht, for example, might only have three cabins, so it could only run with a crew of five or six, regardless of guests or itinerary.

“In the 1990s, designers started downsizing crew quarters, thereby limiting crew numbers, which is where some of the problems are arising on some of the larger yachts with too few crew berths,” Soothill said.

Design changes coupled with more regulatory pressure may mean the industry is poised for change.

“A typical day is 12 to 14 plus hours with guests,” said one captain. “It may not be safe or legal to work so many hours, but you're left with no choice. Would you turn down a \$100,000 charter for time off? You'd better pack your bags.”

Lisa H. Knapp is a freelance writer living in Aventura, Fla. Contact her through editorial@the-triton.com.

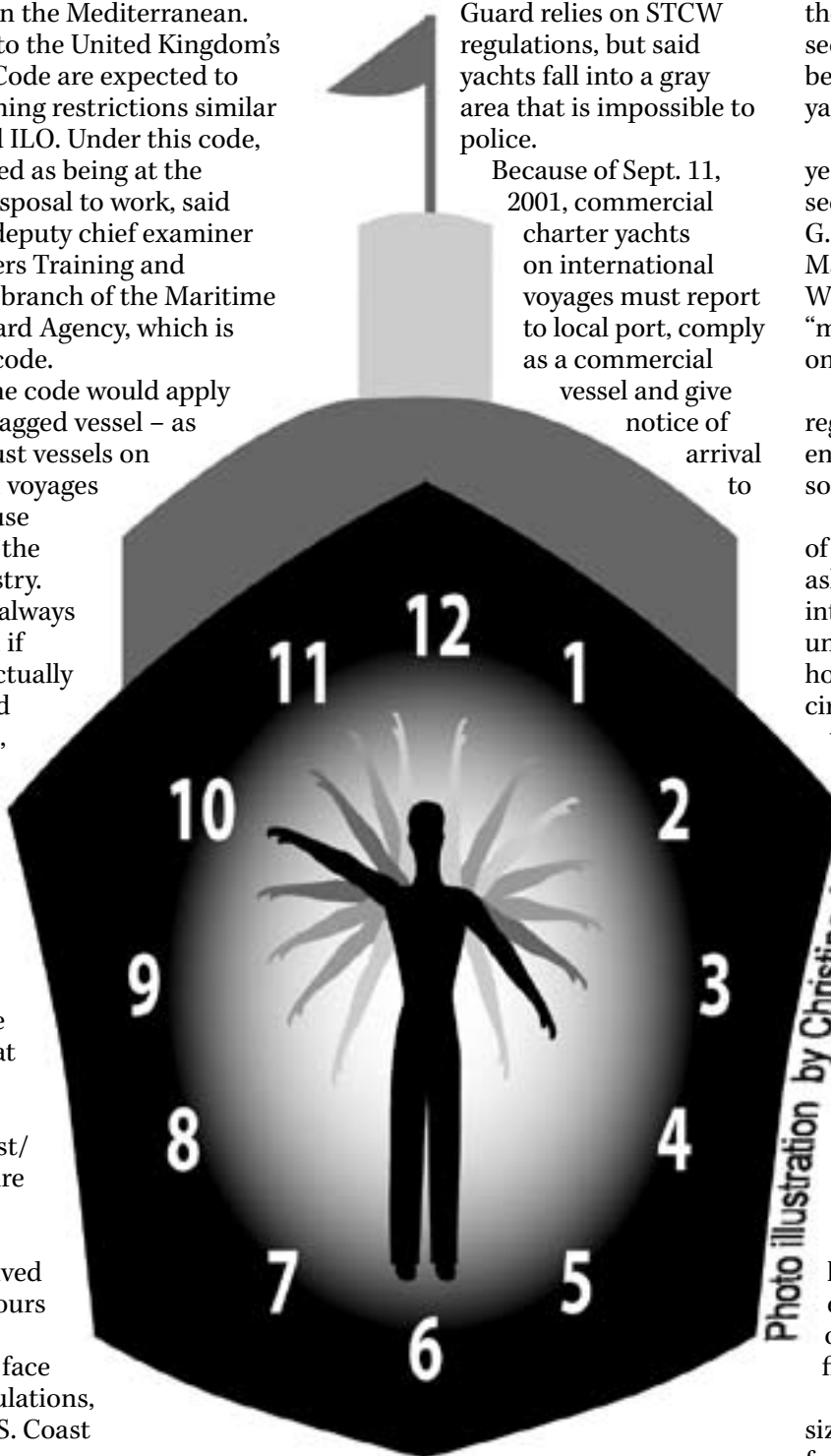


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Salvage laws come from 135-year-old British cargo ship case

SALVAGE, from page 1

down over generations. The genesis of the laws stems from an 1869 U.S. Supreme Court case about the British cargo ship *The Blackwall*.

Thanks to that case, salvors are entitled to payment for saving vessels, a gesture to encourage people to help boats in peril and return them to their owners, said Miami admiralty attorney Michael Karcher.

Today, a salvage award is based on several factors, including the post-casualty value of the vessel and the nature and degree of danger. A normal award can be 15 to 20 percent of the value of the boat.

La Bella 2 owner Joe Jacoboni said he offered the towing company \$15,000 for its efforts, but the men requested \$400,000. Because he won't pay that, the company has sued him, asking for \$1 million, he said.

Part of the problem, Canavan and Jacoboni said, is that in an emergency, everyone is under pressure to minimize the damage. When you are offered help – whether you need it or not – you take it.

"We let them [help us]," Jacoboni said, "not knowing what the ramifications were."

The ramifications are that if a boater accepts help voluntarily given – meaning there is no existing contract – and the boat is saved from peril, the salvor is entitled to compensation.

Debate often arises over the definition of *peril*, which can be slight, Karcher said. An award is based on the degree of peril. If the parties cannot decide what that is, a judge will.

"It goes on all over the world," Karcher said. "A lot of this we inherited from the English but salvage law is largely universal."

Salvage companies fill an important need in a boater's life. Like mini fire departments – though manned and equipped at their own expense – they are prepared to respond to any emergency. Then they sit and wait for that emergency.

"The equipment we need to do that service is expensive" said Tina Cardone, who handles public relations for TowBoatUS Fort Lauderdale. "It only gets used when that happens, and that doesn't happen very often." TowBoatUS was not the company that boarded *La Bella 2*.

"The problem comes in when boaters are being salvaged but not told," Cardone said. "What [a tow company is] supposed to do is say, 'Mr. So-and-so, this is a salvage, and there will be an insurance claim. Do you accept my services?' If the answer

is no, we'll get our people off. But if we're going to save the boat, it's going to cost [them] some money."

If the salvor says "Will you take a Lloyd's open form?" or a "no-cure/no-pay agreement," be aware that that's a salvage form, said Mark Ercolin, a maritime lawyer in Fort Lauderdale.

"I've talked to everybody about this, and nobody, nobody, knows what these guys can do," Canavan said.

"The laws need to be changed," Jacoboni said.

The yachting industry, under a barrage of new regulations since the Sept. 11, 2001, terrorist attacks, is

resistant to more regulations.

"It's more an educational issue than anything else," Karcher said.

"Once the owner and the captain know exactly what they're getting into, they can make informed decisions, especially when it's a less-than-perilous situation."

Jacoboni said he'll never get in that situation again.

"This has driven me out of the yachting industry forever," he said. "I'll never own another yacht."

His advice: If your boat is sinking and life is in jeopardy, accept any help to save people first and the boat

second. If your boat isn't in peril and you have any other alternatives, take those alternatives.

"Until the laws are changed, don't take help from these guys," he said. "They know how to orchestrate the situation to put themselves in the best legal position they can be in. They know all the rules and laws and you don't."

E-mail comments to Editor Lucy Reed at lucy@the-triton.com.

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PICTURE GALLERY

Getting Under Way

Technical news for captains and crews

In the Yard: PJ's new location accommodates

By James Barrett

Savannah, Ga.-based Palmer Johnson Shipyard has recently completed an engine overhaul and painting of the megayacht *Katana* (formerly *Ecco*).

Now based at the old Inter-Marine facility on the Savannah River, within Savannah's city limits, the yard was able to accommodate the 244-foot yacht.

As a Lloyd's Register-classified yacht, *Katana* is required to undergo a machinery inspection every five years, which includes the jet propulsion system.

Katana entered the Palmer Johnson facility in December. Subsequent to the original work order, it was also decided to paint the hull.

Lloyd's-certified inspectors

Built at Blohm and Voss in 1991, the 32-knot yacht required that the jet propulsion shafts be inspected by a Lloyd's-certified inspector.

The 1,150-gross-ton yacht was dry docked in the 535-foot graving dock facility.

For the shafts to be removed meant that major disassembly need to be carried out.

The Kamewa water jets were removed under the supervision of Rolls Royce engineers and sent to their Fort Lauderdale facility for a complete rebuild.

The two 112S steerable jets and the single 160B booster jet were removed by building a scaffold around the transom.

Shims and chain hoists were then used to remove the jets, and cranes were used to lift them out of the graving dock.

Overhaul took two months

The overhaul, which took about two months, was contracted directly by the yacht.

The yard provided the facilities, labor, tools, and packaged the jets for

See **IN THE YARD**, page 14

SARTs send 'electronic flares' to rescuers

Search and Rescue Transponders (SARTs) are electronic units that react to the emissions of X-band radars. Each time

a SART detects a pulse from an X-band radar, it transmits a signal that is displayed on the screen of the radar that activated it. This can greatly help a would-be rescuer locate a life raft. Under the GMDSS, a SART is one of the recognised distress signals.

SARTs can be thought of as "active" radar reflectors, as they electronically enhance the echo received by a radar set or, as a friend suggested, think of them as electronic flares.



JOHN CAMPBELL

All vessels up to 500 tons that are required to be GMDSS compliant must carry at least one SART. Vessels more than 500 tons must carry two. Non-compulsory vessels are often strongly advised to carry at least one to aid in any possible rescue or to alert others to their distress situation.

In this day of the ubiquitous cell phone, all too many people have a false sense of security that they will be able to summon immediate help if needed. Failing the cell phone, there is the radio, or maybe you are carrying an EPIRB, which, via satellite, is able to alert rescue authorities worldwide.

All these are valid arguments, but in the event of the authorities being alerted, they have no real way of contacting vessels that may be near you. Why wait for a coast guard vessel

to possibly travel many miles to reach you, when there is another vessel just a few miles away that could rescue you in moments if it knew you were in distress? A SART is an ideal way to let passing vessels know you are in distress and pin-point your position.

A SART has a receiver that scans for UHF signals between 9.2 and 9.5 GHz – the frequencies on which an X-band radar transmits its signal.

As soon as the SART detects a signal, it transmits its own signal on the same frequency. This signal consists of a series of 12 pulses, and these are displayed on the screen of the radar as a series of 12 echoes, with a gap of 0.6 miles between each.

The first dot is at the position

See **SART**, page 15

Engineer learns of people, place during new build

This is the first of three reports by Chief Engineer Joel Antoinette of his experience with a new build in Italy.

By Joel Antoinette

I have been an engineer in the megayacht industry for five years or so, and last summer, I was attempting to upgrade my U.S. Coast Guard engineer's license to an unlimited horsepower.

As I was studying one night, the phone rang. It was a captain doing a build of a 38-meter (125-foot) high-speed yacht named *Bellissima* at the Baglietto shipyard in Italy. He asked if I wanted to help complete the build and deliver the vessel to California.

I was, and I sold myself to him. He must have liked what I said because we kept in touch, though he didn't come right out and offer me the job.

On the day I passed my test, I got a message on my cell phone. The company wanted to fly me to Europe, all expenses paid. It felt like a good omen.

Capt. George and his mate, Lars, were waiting for me at the Pisa airport. Funny how you can always pick out the yacht people in a crowd. We all shook hands and got under way. Italy was more beautiful than I could have imagined as we traveled the *autostrada* (Italian for highway, just like *autobahn* in German).

Italian traffic travels on the same

side of the road as in the United States, so we were traveling along in the right lane of a two-lane highway. Cars passed us at unimaginable speeds. I asked if there was a speed limit.

"Well, there is a speed limit but I am not sure what it is because I have yet to see a speed limit sign," George said. "I do know, however, that the left lane is the passing lane and you should only be there when passing. Other than that, if you drive in the right lane, all will be fine."

Sure enough, all the road's passengers drove that way. It was a courteous road to drive, regardless of the Ferraris and Alfa Romeos passing at 200 mph.

I never did find out what the speed limit in Italy was. Every time I asked someone, I got the same response: "I don't know, but I think it's ..."

As we were traveling, I started asking questions about the boat. I asked if they were implementing any PLCs into this build.

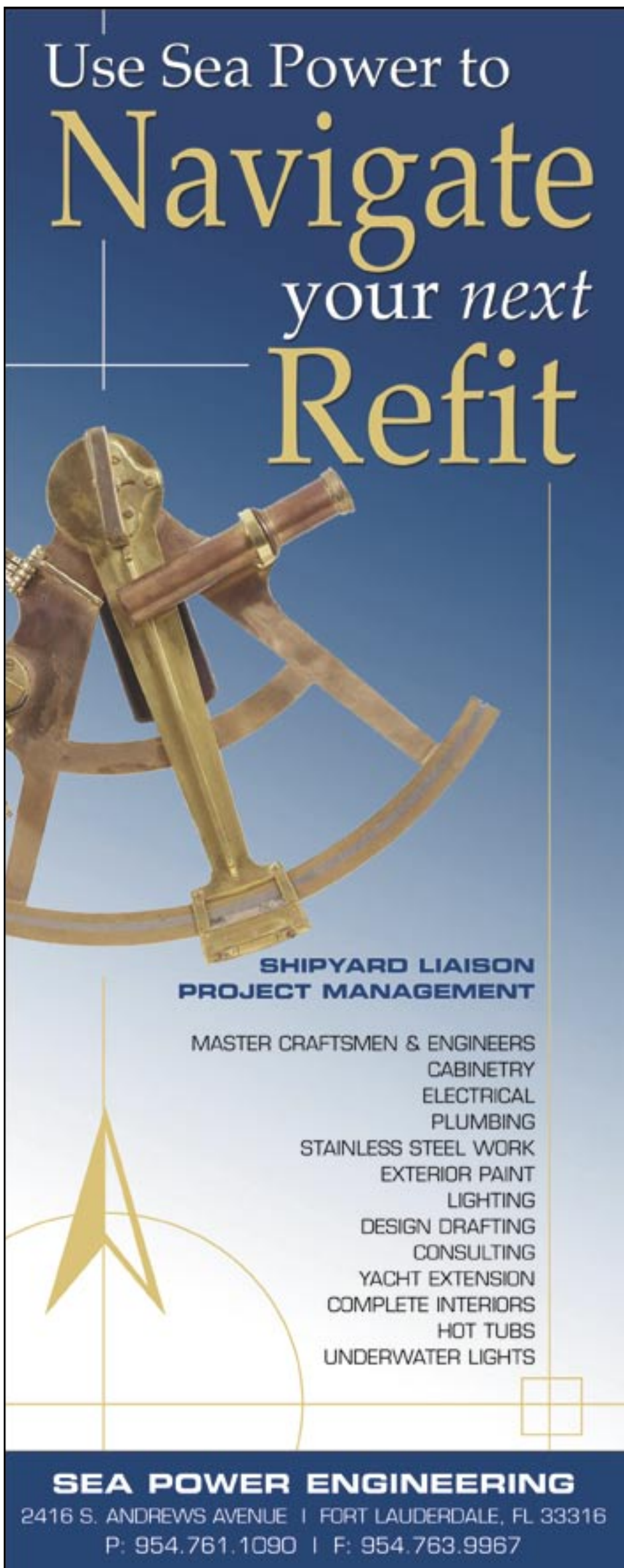


Antoinette, wearing sunglasses, joined First Mate Lars (left), Steward Tiff and Capt. George in Italy for the build of *Bellissima*. PHOTO COURTESY OF JOEL ANTOINETTE

"Well, we put a Speak-and-Spell in the engine room," Lars said, and we laughed.

We stopped at Viareggio along the way and saw where about 75 percent of all Italian boats are born. Azumit/Benntti, Perini Navi, Codecasa, Ferreti and many more are all in this small, old town. I imagined huge facilities producing these yachts. The smaller shipyards along Marina Mile in Ft.

See **NEW BUILD**, page 16



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On schedule, shipyard added paint job to the work order

IN THE YARD, from page 13

shipment by truck to Florida.

The port main engine – a 5,000 hp MWM Deutz BV16 M628 – was rebuilt in place.

During this process and due to the prompt removal of the machinery, the decision was made to paint the hull.

Using three mobile sheds that overlap, the yacht was covered.

The steel hull was prepared for painting and the few areas of corrosion were addressed by the yard's painting department.

The entire coating system was by Awlgrip.

"We were on schedule and confident that we could fit in the extra work," shipyard sales manager Leslie Lallande said.

Repeat business signals success

Although no formal quote was given and with a lead time of about two months, Lallande said the project was a success.

"The yacht left toward the end of April, which was right on time,"

Lallande said.

"The owner's other yacht, *Ronin*, has just entered the yard, so they must have been pleased."

The 192-foot *Ronin* is the former *Izanami*.

When asked if they would have done anything differently, Lallande said the project went as smoothly as possible.

"They [the captain and engineering crew] knew exactly what they wanted. All we had to do was facilitate them doing it."

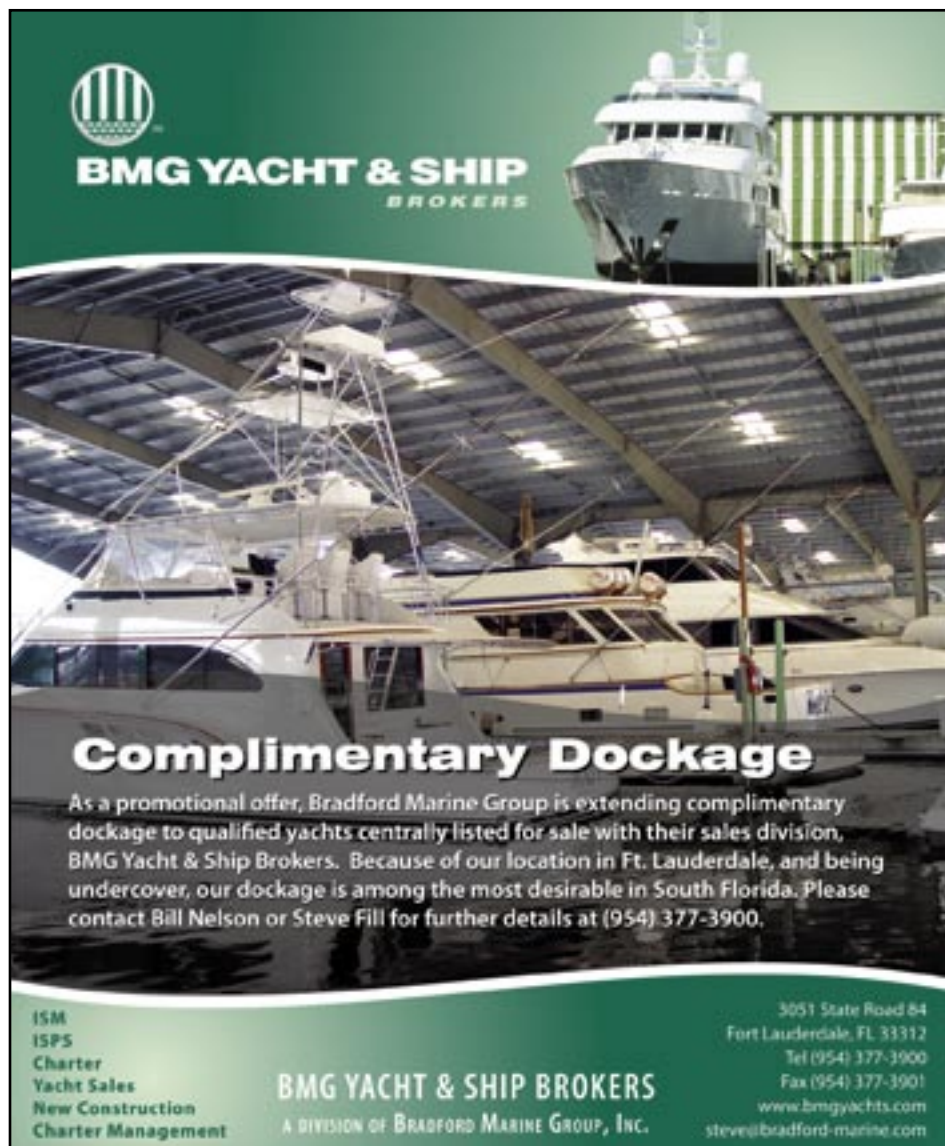
The new Palmer Johnson facility has a graving dock with a 1,000-ton railway system.

The graving dock has 65 feet between pillars.

Depending on tide, the average working depth is between 22 feet and 25 feet.

The air draft of the Savannah Bridge is about 195 feet at low tide.

James Barrett is a director with Custom Yacht Consultants in Fort Lauderdale, London and St. Thomas, V.I. Contact him at james.barrett@customyachtconsultants.com or visit www.customyachtconsultants.com.



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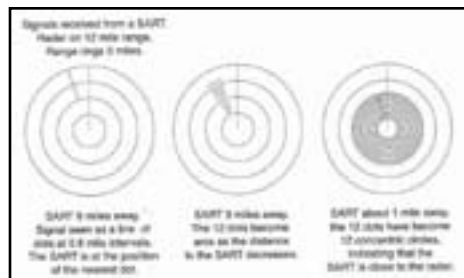
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SARTs can be detected 5 miles away by sea, 30 miles by air

SART, from page 13

of the SART, with the remainder radiating in a straight line toward the edge of the screen.

As the rescue vessel approaches the SART, the 12 dots each become short arcs. These arcs increase in size as the vessel gets closer, until the signal from the SART is permanently activated by the weakest side-lobes from the radar transmission. The signal from the SART becomes 12



SART signals received at long, medium and short ranges.

Illustration courtesy of John Campbell

concentric circles on the radar screen, and this tells the would-be rescuers that they have more or less arrived.

When a SART is switched on, it will show a light to indicate that it is working. An approved SART should have sufficient power to operate in this stand-by mode for at least 96 hours. When it receives a signal from an X-band radar and transmits its own signal, it will either flash this indicating light, a second light or even a buzzer. This will serve to let the distressed persons know that an approaching radar is activating the SART. If the survivors have a handheld VHF, this would be the time to try calling the approaching ship.

Since the radar UHF signals can only effectively travel in a straight

line, the distance from which a SART can be activated by a radar is dependant on its height, and that of the interrogating radar scanner.

Most SARTs have an extendible handle to help in positioning it as high as possible in the life raft or life boat. The SART must be secured outside the canopy of the life raft. Operating it from inside the life raft will greatly reduce its effectiveness. The International Maritime Organisation stipulates that a SART mounted at a height of 1 meter must be detectable by a ship's radar with a scanner height of 15 meters, at a distance of at least 5 miles.

It has been found from tests that a ship's radar will usually detect a SART laying flat on the floor of a life raft at about 1.8 miles. If the SART is upright on the floor, the detection range increases to about 2.5 miles. It should be possible, under most conditions, to mount the SART at least 2 meters high, when its normal detection range is about 7 to 10 miles. However, a search aircraft should be able to detect it from at least 30 miles.

All SARTs should be checked on a weekly basis for damage and batteries. It is permitted to check the operation of a SART by briefly turning it on and exposing it to the transmissions of the ship's radar.

If done on board, the radar screen will be flooded with the concentric circles, showing the proximity of the SART.

Such tests should be conducted monthly, and should be kept short, so as not to shorten the life of the battery too much, and to reduce the risk of other vessels seeing it, resulting in a false distress alert.

There are some SARTs that have a so-called anti-collision mode. When

operated in this mode, they transmit five pulses instead of the normal 12.

Such a unit may well help the radar operator on an approaching ship to see you, but there is a danger that it might be mistaken for the distress signal, and the ship may possibly try to rescue you, even if you were not in distress. Such use of a SART is not encouraged.

Under distress conditions though, there is no doubt that a SART is a valuable aid for any vessel to carry. It will greatly facilitate any search and rescue operation.

Capt. John Campbell is the author of four books, including "Understanding the GMDSS." Contact him through editorial@the-triton.com.

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Hurdles arise when engineer realizes the Italians speak Italian

NEW BUILD, from page 13

Lauderdale are huge in comparison.

Some of these yards are so small that the bows of their yachts being built hang over the street, too large to be accommodated by their shed and facility. They just toss blue mat tarp over the bow to protect it from the weather.

The Baglietto shipyard where we would work and live near was Cantieri in La Spezia, about 45 minutes from Viareggio. Pisa and Genova fought for centuries over which would control La Spezia's

harbors. Castles built for its defenses were nearly 1,000 years old. During WWII, it was prime real estate for Hitler, who kept part of his naval fleet stationed there.

La Spezia is at the base of a large bay, and is surrounded by mountains. The harbor was easily defended from attack with anti-aircraft gun turrets on the peaks of these mountains that you can still see today. The British had constantly tried bombing the Nazi ships in the harbor but rarely could make target on them.

In September, on my first day as engineer on the new build, I went

straight for the engine room. It was so far from completion, I could hardly make out what was going on. I walked in as they were trying to align the engines with the gear boxes as they had a Z-drive system in place. I could tell they were having some problems with the cardinal pin shafts lining up with the gear boxes and I asked the mechanics what was wrong.

They only spoke Italian.

Of course, they do. I have come to their country, and I do not speak their language. I would need to think of ways around this, but for now, I needed to figure out what is going on.

The boat had been under construction for over a year. I had some serious catching up to do. Learning from yard personnel and engineers was not an option with the language barrier. Trying to crawl around the engine room to figure it out was not an option either with an army of workers in there every day.

I walked into the tech department and found out who spoke the best English: Petra. I asked him for all the blueprints. He gathered up heaps of drawings, books, papers and whatever else he could find for me.

I was making my way back to the office when I realized all these papers were in Italian, too. I went back to Petra to see if they had anything in English. He thought for a moment, shuffled through some piles on his desk and tossed me an English-Italian dictionary.

I did manage to order blueprints in English, but they would not arrive for a couple weeks. That gave me perfect time to not only learn the design of the boat but to learn some Italian.

Joel Antoinette is under way to California. Next month, read about his attempts at Italian punchlists. E-mail him at joelg31@aol.com.

"BICCS has revolutionized the process of chart correcting."

Graeme Stoner, 1st Officer m/y Battered Bull



A strong statement indeed, but just one of many we've gotten regarding BICCS. Leading megayachts including Aussie Rules, Battered Bull, Renegade and Cakeswalk have been unanimous in their praise. As one First Officer put it, "BICCS has not only made my job easier, it's simplified it considerably!"

BICCS stands for Bluewater Inventory & Chart Compliance Service. It is a comprehensive suite of software and services designed specifically to handle chart updating, correcting and folio management aboard large megayachts. BICCS is a dramatic improvement over traditional methods.

BICCS was developed in response to tough new regulations.

"BICCS helps us save time and meet compliance regulations— it's a better way to handle chart correcting."

Brett Ellis, 1st Officer m/y Aussie Rules

The latest ISM and SOLAS regulations are quite clear and the implications obvious. Maintaining accurate, corrected and up-to-date charts is no longer a matter of prudent seamanship but a legal requirement.

SOLAS Chapter V-Regulation 20

All ships shall carry adequate and up-to-date charts, sailing directions, list of lights, notice to mariners (NTM), tide tables and all other nautical publications necessary to the intended voyage.

ISM

Requires an auditable system for the update and correction of charts and publications.

With traditional methods, meeting these regulations is tedious, time-consuming and error prone. Mariners must wade through thousands of hardcopy text NTM's, identify only the necessary ones and then tediously convert them

"It does everything except apply the actual corrections."

Captain John Fitz-Patrick m/y Renegade

from text onto charts. The same has to be done for Light lists and other official publications. In far away ports, crew often have to chase down the post for the latest hardcopy NTM's. It's no secret that traditional chart correcting is one of the least favorite activities onboard.

"Customer support and service has been fantastic."

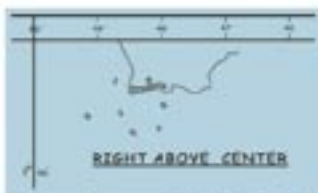
Graeme Stoner, 1st Officer, m/y Battered Bull



Fred Lawson, 1st Officer m/y Cakeswalk, reviews BICCS software.

BICCS offers a better way. At the heart of BICCS is the innovative software program Digitrace. Originally developed for the commercial shipping industry, Digitrace has a proven track record in over 500 ships worldwide, including all the major cruise lines.

With BICCS/Digitrace, the appropriate NTM's are automatically



BICCS corrections are transmitted by email and printed out as graphics that match the chart being corrected.

charts. Of course the system also handles official publications in a similar manner.

Not just software but a full set of services customized to each megayacht. BICCS is much more than a better way to correct charts. It is a fully customized suite of software and services to help you manage your folio of charts and publications. It provides an auditable record of charts onboard, corrections applied, date applied and notifies vessels of new editions and revisions.

You can even store your off-season charts with Bluewater for maintenance and correcting. While you're in the Med, your Caribbean charts are being updated and corrected at Bluewater. And because the system is customized to your particular chart folio, the entire process is streamlined. It's not unreasonable to expect up to a 50% reduction in the time required. Bottom line is that BICCS is the most efficient and accurate system available for managing these critical tasks.

See for yourself. The only way to really appreciate what BICCS can do for you is to see it in action. Feel free to stop by our store for a demonstration. We are located in the heart of Fort Lauderdale's yachting community by the 17th street Causeway.



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Bermuda (St. George)	443/NA
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GPS device for trucks can now track boats live on the Internet

Securacom GPS of Detroit, Mich., has accidentally stumbled onto a whole new market for its GPS tracking devices that until now had been used in trucks.

Securacom President Gary Ryan was visiting his father in Oregon in mid-May when he noticed barges and tugs moving along the Snake River.

He called the commercial tug company Shaver Transportation of Portland, and the next day had his tiny GPS devices on their boats.

What makes these units different is their cost. At about the size of a pack of cigarettes, Ryan said he developed this device because "people didn't want to spend so much money for the systems on the market." He charges \$700 for the basic unit.

The units have enabled Shaver Transportation Company to track their tugs practically live over the Internet.

"It's doing a good job of tracking our tugs," said Robert Rich, operations manager at Shaver.

The device has various input capabilities that can alert the remote operator of battery strength, bilge levels and location variations. It even

can include an inertia sensor to let a remote operator know if the boat has hit something, or was hit.

It can interact over a laptop with navigational charts to get real-time transportation location on any vessel, Ryan said.

The tracking aspect can be set to view location in any increments, from once a month to once a week or as often as once every 5 minutes.

Beginning later this summer, Ryan said he expects to switch from using a digital overhead control channel – which gives the system strength to about 40 miles offshore – to a satellite radio, which would enable worldwide coverage.

For more information, visit www.trackmygps.com.

– Lucy Chabot Reed



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Visions East wins innovation award at SEAS 2004

Robotic marine solutions company Visions East has won in the Innovation category in the International Superyacht Technology & Innovation Awards.

Ft. Lauderdale-based Visions East earned this award for its computer-controlled robotic fairing and painting system, which is also used in automated mold making.

The ISTI awards were created by *The Yacht Report* to acknowledge excellence in technological advancement in the yachting industry. They were presented in association with the Superyacht Equipment and Services Event in Nice, France, from May 25-27.

Dozens of entries were submitted. The new Visions East system, which incorporates the sophisticated technologies of computer-aided design, computer-aided machining and advanced coatings development, fully automates the marine vessel fairing and painting process.

For more information about ISTI award winners and SEAS2004, visit www.seas2004.com.

ABA picks TACO Metals

TACO Metals, Inc., a manufacturer of marine extrusions and hardware,

has been named Supplier of Choice for marine vinyl gunnel moldings and other vinyl extrusions by U.S. buying group the American Boatbuilders Association (ABA).

The five-year exclusive agreement stipulates that new boats produced by the 14 ABA member companies will use vinyl rub rail and related products manufactured by TACO.

"We found TACO Metals provides our group with the best overall value in terms of products, cost and service," said ABA President Jay Patton.

"This agreement establishes the framework for a long-term business relationship with ABA member companies."

In addition to product quality and performance, the ABA awards its Supplier of Choice designation to manufacturers based on an evaluation of customer service and satisfaction.

"TACO Metals has been supplying the marine industry with quality products for over 40 years," said TACO Metals President Jon Kushner. "Our focus is to partner with boatbuilders to optimize efficiency and productivity, and achieve mutual profitability.

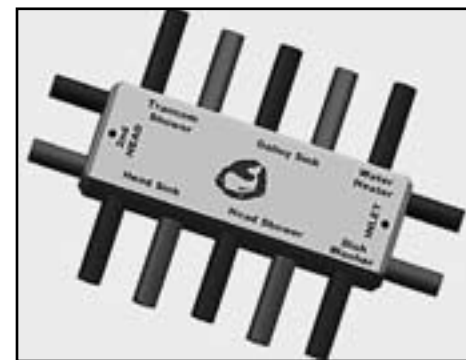
"We're driven by our customers'

needs, from product development, to distribution and supply chain management," he said.

ABA member companies include Chaparral, Cobalt, Correct Craft, Ebbtide, Grady White, Monterey, Pursuit, Regal, Rinker, S2, Stingray, Thunderbird, Tiara and Triton.

Whale Water launches new system

Whale Water Systems has introduced Waterweb, a compact, maintenance-free distribution system for delivering water efficiently throughout a boat.



The lightweight, 14-port unit can be customized to meet OEM requirements and is fully compatible

See **TECH BRIEFS**, page 19

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NMMA offers forklift, hoist courses

TECH BRIEFS, from page 18

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For information, contact Massachusetts-based Whale Water Systems at (978) 531-0021 or www.whalepumps.com.

NMMA offers forklift course

NMMA is producing industry-specific courses to assist members with in-house employee training tailored to the marine manufacturing environment.

The first course – titled “Marine Forklifts and Hoists” – is now available, highlighting the “do’s and don’ts” of safely moving boats and marine equipment around a boat plant.

While generic forklift training is available, this course concentrates on industry instructional needs.

It demonstrates proper forklift and hoist operation while moving such items as boats, drive shafts,

shower stalls, and other marine equipment that demand special skills to maneuver safely and without damage.

To preview the course, visit www.nmma.org. For ordering information, contact Chris Keil at ckeil@nmma.org.

Boater's World to carry EchoPilot

Boater's World has agreed to carry the sonar and speed log products of England-based EchoPilot Marine Electronics.

The retailer is the second largest marine chain in the United States, with more than 110 locations coast to coast.

EchoPilot promotes its patented technology as the only real-time, forward-looking sonar. Other sonars have a delay of up to 16 seconds, the company said.

The EchoPilot Bronze Pro, Gold Pro and Wreckfinder models will debut in the Boater's World summer 2004 catalog.


For more information, visit www.echopilot.com.

For Boater's World catalog and store information, visit www.BoatersWorld.com or call (800) 682-2225.

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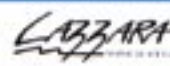
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Getting a visa more work now than ever before

By Larry Behar

Crew members will require the assistance of the captain or owner in securing a C/D visa at a U.S. embassy or consulate abroad. With new biometric and fingerprinting requirements at ports of entry (POE), the consular process may take longer today than ever before. Applicants are being scrutinized on a case-by-case basis, and a rejection may bode negatively against the Prospective employer.

Once the visa has been secured, the crew member will be interviewed by an officer of the Department of Homeland Security to make a lawful entry into the United States.

The officer will verify documents to ensure the crew member is only staying in the United States temporarily. To ascertain that, the officer might require documents that show evidence of strong ties to the home country, such as bank records, utility bills or mortgage statements.

Some entrants are permitted to enter on a B1 visa if the stay will be longer than 29 days. Such a visa has previously been issued for such concerns as long boat repairs.

Respect of the allotted time on the I-94 Arrival/Departure record card has never been more critical.

An immigration officer will carefully scrutinize the exact date of departure to ensure that there are no overstays. There are also no extensions that may be filed from the C/D visa, with a maximum of 29 days per entry into the United States.

Larry Behar is an immigration attorney in Fort Lauderdale who specializes in yachting and crew issues. Contact him at lbehar@immigrationflorida.com.

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To invest wisely, decide first if you are an activist or a passivist

By Ashley Tittle Goldstein

There has been a lot of talk lately about “the new breed of investor” or “the new investing strategy.”

This new investor is one who participates in the markets by investing in the market indices through index mutual funds and/or exchange traded funds. This style of investing is often called passive investment management and is commonly compared against active investment management.

As the two styles lead to differing investment strategies, let's explore the basics of each.

Passively managed (“index”) mutual funds seek to earn the return performance of their target index (for example the S&P 500 Index) by owning the basket of stocks comprising the respective index. Exchange traded funds (ETFs) invest in a basket of stocks representing a segment or sector of the markets (for example technology, consumer disposables, energy or biotech).

There are no investment managers performing research and due diligence to decide which sector, asset class or specific securities. The mutual fund or ETF simply buys and sells securities to mirror the benchmark index or sector basket. Using these strategies, the investment's risk/return profile should almost exactly mirror that of the underlying index or basket.

By allocating a percentage of the portfolio to many indices and/or sectors, a portfolio can achieve broad market diversification.

The benefits to passive investment management include lower costs, greater diversification, cost efficiency/tax efficiency and ease of entering and exiting positions. If your goal is to invest broadly across all market sectors (including internationally) and earn the respective return, this can certainly be accomplished through a selection of index mutual funds and exchange

traded funds.

On the other side of the coin is active investment management, wherein mutual-fund managers do not simply “own the index” but rather select investments based on comprehensive research. The actively managed mutual fund portfolio allocation would follow a specific investment strategy, aimed at outperforming a chosen market benchmark. Although this strategy can provide returns that are greater than the benchmark, it is also possible for returns to lag the benchmark.

One of the benefits of owning actively managed mutual funds is the knowledge that someone is at the helm of investment decisions. There is an investment professional making security selection decisions on a micro basis and monitoring the macroeconomic environment, as well. The mutual-fund manager is basing investment decisions on a disciplined and research-oriented process.

When researching the mutual-fund universe you want to identify those that have a manager with an attractive performance track record, is long-tenured, has a low turnover ratio and is on the lower end of the expense ratio spectrum.

Another key measure is the mutual-fund manager's performance in market down years. Does the manager successfully manage the portfolio's down-side risk? By investing in a selection of carefully chosen mutual funds, a well-diversified portfolio can be created, allocated across U.S. and international market sectors and asset classes.

Which strategy is best for you? The answer will depend, in part, on your



return goals and risk tolerance. If you will be satisfied to simply “earn what the markets earn,” then an index/exchange traded fund strategy might be the best fit. Keep in mind, however, this strategy will reap the market returns in up years and down years.

If your goals are to create a customized portfolio, earn a greater return than the markets or a strategy that is less risky than the markets, then actively managed mutual funds should be considered.

Another factor when deciding the active vs. passive decision is your level of confidence in your ability to identify those active managers who can achieve your stated risk/return goals. For example, is your prime concern to outperform the markets? Then you should research and identify those managers who beat the index/benchmark by an amount equal to or greater than the related expense differential. Is your goal to reduce the volatility in the portfolio? In this case, you should research and identify those managers whose portfolios have a beta measurement (risk level relative to the benchmark

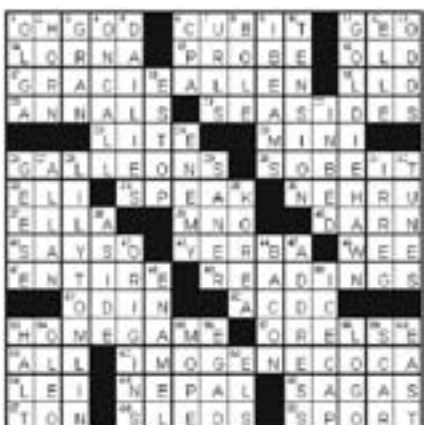
– the benchmark equal to 1) less than the benchmark. Effective research of active managers can uncover those who will have a higher probability of meeting your investment needs.

Two very respected sources for doing your own mutual fund research are Morningstar at www.morningstar.com and The No Load Fund Analyst at www.nlfa.com.

Finally, let's consider a fusion of the strategies. Consider using active managers in those instances where the research gives you a high degree of confidence that the manager will achieve your goals and outperform the peer group. For the remainder of the portfolio, an index/ETF strategy could be in place until a more attractive investment alternative is identified.

Have questions about your finances? After nine years cruising, Ashley Tittle Goldstein became a chartered financial analyst and owns True North Investment Management in Atlanta, which services clients in the yachting community. Contact her at truenorth@bellsouth.net.

Answers to June's puzzle on page 26



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CRETE'S SAMARIA GORGE PULLS YOU DOWN

By Dawn McMullan

To visit Crete is to be shamed into hiking the Samaria Gorge. It is the longest gorge in Europe, after all. It must be done.

"It's all downhill," locals tell you.

But it's 16 kilometers. That's several hours, even if you're trekking at a good pace.

"It's beautiful," they will say.

But it's 16 kilometers. That's 10 miles. Over pebbles. Around streams.

"But when will you be so close to it again?" they will ask.

What can you say to that? You pack a daypack, put on hiking boots, and head out. Even if it is only 48 hours after getting married. Might as well test the relationship early on.

The day my new husband and I hiked the gorge was the first day it was open that summer. The gorge is in the Samaria National Park in West Crete's White Mountains and opens for the season in May (opening day varies each year).

We were staying at Akrotiri Villas near Hania on the island's north coast. The gorge is 42 miles to the south, starting in Omalos and ending where southern Crete meets the sea.

"I remember hiking down the gorge one day, drinking ouzo all the



This river in the Samaria Gorge swells to dangerous levels in winter. The gorge is only open from May through October. PHOTO/DAWN McMULLAN

way down, then hiking back up the next day," said Reg Fairfoot, who has run a resort in Crete for decades.

"I remember you barely made it back up," his wife, Daphne, said.

We opt for the ouzo-free trip, instead packing water bottles and fruit. We eat yogurt, hard-boiled eggs and toast near the entrance and head down about 10 a.m.

Down.

Down.

The hike starts 1,200 meters above sea level, going down to zero. The first two kilometers are downhill, the kind of downhill that requires you

watch every step to be sure you don't go sliding down those pretty white pebbles on your backside.

The Greeks aren't too concerned with your safety. To hike such a gorge in America would require signing a disclaimer form, in triplicate. Here, if you fall over, you had better hope the ouzo softens the blow.

We finally make it to the bottom. We seem the size of gnats. There is no sound but the moving of pebbles under our boots. It is spectacular.

"This is hell," my husband declares.

I am focused on the beauty of it all. Of course, this was my idea, so I keep

complaints to a minimum.

We finally arrive to a group of buildings, which apparently make up the deserted village of Samaria. We have a snack, take off our sweaty shoes and socks for a moment, then prepare to do what we must. We're here. We have to finish.

And we do, through the bottom of cliffs as tall as skyscrapers, over rivers that can now be crossed, through the Iron Gates where the rock wall rises 300 meters on each side and the passage is only 3 meters wide.

The trek ends in the village of Agia Roumeli, where we catch a ferry to Loutros, a small beach village nestled into the mountains. You can see all of Loutros in one glance. But you can spend hours, maybe days, taking in its peaceful aura. Maybe it was the exhaustion of the gorge. Maybe it was the bliss of the honeymoon. But when anyone asks me to picture a peaceful place, this is where my mind goes.

Sure, we were shamed into this entire adventure. But that doesn't make it any less spectacular.

For more information, visit www.west-crete.com/samaria-gorge.htm.

Dawn McMullan is a freelance writer and editor in Dallas, Texas. Contact her through editorial@the-triton.com.

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Fair winds.

What they're reading, watching

Science, art, church clash
in suspenseful mystery

From the moment a shrieking phone jerks Harvard professor Robert Langdon awake, Dan Brown's "Angels & Demons" clutches readers by the throat – and applies steady pressure for 568 pages.

Called to a Swiss research facility to decipher an obscure religious symbol branded into the chest of a murdered scientist, Langdon – a mild-mannered expert in religious iconology – is swept into a deadly clash between science and religion.

An ancient anti-Christian society, the Illuminati, has resurfaced with plans to strike at the very heart of the Catholic Church: Vatican City.

As in his popular 2003 follow-up, "The Da Vinci Code" (Doubleday), Brown combines equal parts science, art and church history with edge-of-your-seat suspense. It's no wonder Pocket Books chose to re-issue "Angels & Demons" in paperback.



– Laura T. Ryan

"The Border" reminds us
that Jack Nicholson can act

If you find yourself annoyed by Jack Nicholson's incessant mugging in any of his recent roles, we forgive you. But if you hope to regain respect for the man, check out "The Border," a mostly forgotten 23-year-old flick just released on DVD. Playing the down-on-his-luck immigration agent Charlie Smith, Nicholson doesn't smirk, sneer or otherwise play Jack. Instead, he loses himself in the role, disappearing behind his aviator glasses for long stretches before emerging to show real rage or tenderness.

The plot of "The Border" is solid but unremarkable: Smith moves to Texas to find the job of turning back illegals seedier than expected, his co-workers more corrupt than expected.

"The Border," directed by Tony Richardson, still looks remarkably fresh two decades later, thanks in part to crisp cinematography. But what makes this flick worth watching again are the understated performances of Nicholson and Harvey Keitel, who plays an INS agent not constrained by Charlie's basic decency.

– Jeff Ostrowski

Cookbooks help keep the crew at bay while the chef is away

There are those in yachting who will argue that the chef is the most important member of the crew. The magic they create in the galley is nothing short of surprising and meal time is always an occasion.

So what does a crew do when its chef is on holiday? A good cookbook is vital in saving a mutiny.

"The One Pan Galley Gourmet: Simple Cooking on Boats" by Don Jacobson and John Roberts (2004, \$15.95, McGraw-Hill) offers more than 170 recipes for pan, pot, oven and pressure cooker that anyone can handle.

Backpackers may recognize the title. "The One Pan Gourmet" has been well read and well used by many an adventurous traveler to turn evening campsites into the highlight of the day.

Now unseasoned galley hands can do the same for their brethren – and minimize clean-up to boot – by following the simple recipes in this book.

The recipes were written for small boats and feed two people, but can easily be adapted for larger crews. Just increase the ingredients.

– **Lucy Chabot Reed**

Big-Time Beef Stew (serves 2)

- 1/2 pound stew beef, cut in 1-inch cubes
- 1 cup flour
- 2 to 3 tablespoons vegetable oil
- 2 cups water
- 2 medium potatoes, cubed
- 1 medium onion, cut in chunks
- 2 carrots, cut in chunks
- salt and pepper to taste
- 1 bay leaf
- 1 teaspoon Worcestershire sauce

- celery seed to taste
- 1 egg, beaten

Place flour in a bowl and dredge meat in flour.

Over medium flame, heat pot and add oil. Brown floured meat, turning to prevent sticking. Save leftover flour.

Add water to pot, scraping bottom with spoon. Add all other ingredients, cover and simmer at least 30 minutes. Stir occasionally.

Add a little water, a few dashes of vegetable oil, and the beaten egg to remaining flour. Mix into a sticky dough.

With an oiled spoon, drop balls of dough into stew. Cover pot again and cook 5 more minutes.

Do not stir stew after you add the dumplings.

Delhi Chicken with Rice (serves 2)

- 1 tablespoon vegetable oil
- 1 medium onion
- 2 boneless chicken breasts, cut in 1-inch cubes
- 1 tablespoon flour
- 1/4 teaspoon ginger
- 1 to 2 tablespoons curry powder
- 2 tablespoons honey
- 2 tablespoons soy sauce
- 2 chicken bouillon cubes
- 2 cups water
- 3/4 cup uncooked white rice
- 1 or 2 carrots, sliced

Heat oil in frying pan. Add onion and sauté until brown. Add chicken and brown. Sprinkle flour, ginger and curry powder into pan and stir.

Add honey, soy sauce, bouillon cubes and water. Simmer for 5

minutes. Add rice and carrots. Simmer uncovered 20 to 25 minutes.

Chilled Sesame Linguine (serves 2)

- 1/2 pound linguine or thin spaghetti
- 1 tablespoon peanut oil
- 1 teaspoon minced fresh ginger
- 4 teaspoons sugar
- 2 tablespoons creamy peanut butter
- 2 tablespoons soy sauce
- 1 tablespoon wine vinegar
- 1/4 teaspoon crushed red pepper flakes
- 2 scallions, cut into 2-inch pieces

Cook pasta. Drain and toss with peanut oil; set aside to cool.

In bowl, whisk together remaining ingredients except scallions. Pour over cooled pasta. Before serving, toss well and sprinkle with scallions.

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On the Horizon in June

June 1 South African singer-songwriter Karma (aka Henry Ate) performs at Churchill's in Miami, 5501 N.E. Second Ave., 10 p.m.

June 9-12 Newport Spring Charter Show, Newport, R.I., Newport Shipyard and Newport Yachting Center. For info, call (401) 683-1616.

June 12 16th Annual Reef Sweep and Beach Cleanup, Fort Lauderdale, Fla. From 9 a.m. to noon, followed by a BBQ party. Organized by Ocean Watch Foundation. For volunteer locations, visit www.oceanwatch.org/reefsweep.htm.

June 16-20 Bahamas Summer Boating Fling to Bimini, departs from Dania Beach, Fla. Limited to 30 boats. \$75, first-come, first served. www.bahamas.com. (954)236-9292 or (800) 327-7678.

June 21-July 4 Wimbledon, London. One of the six grand-slam tennis tournaments with more than 5.8 million pounds in prize money. www.wimbledon.org.

June 23-26 *ShowBoats International Rendezvous*, Monaco. Sponsored by *ShowBoats International*.

EVENT OF THE MONTH

June 17-20

Just a few miles from Sag Harbor, NY, the U.S. Open at Shinnecock Hills Golf Course in Southampton (right) promises to be a popular event for yachts this month. For more information, visit www.pgatour.com.



PHOTO COURTESY OF USOPEN.COM

June 23-27 Bahamas Summer Boating Fling to Walkers Cay, departs from Sailfish Marina in West Palm Beach, Fla. Limited to 30 boats. \$75, first-come, first served. www.bahamas.com. (954) 236-9292 or (800) 327-7678.

June 24 *ShowBoats International Awards*, Grimaldi Forum, Monaco. This event honors the best yachts launched in 2003. Sponsored by *ShowBoats International*.

July 8-11 Bahamas Summer Boating Fling to Port Lucaya, departs from Stuart and Dania Beach, Fla. Limited to 30 boats. \$75, first-come, first served. www.bahamas.com. (954) 236-9292 or (800) 327-7678.

[bahamas.com](http://www.bahamas.com). (954) 236-9292 or (800) 327-7678.

July 13-25 Bahamas Summer Boating Fling to Freeport/Treasure Cay/Marsh Harbour/Harbour Island/Nassau/Bimini, departs from Dania Beach, Fla. Limited to 30 boats. \$75, first-come, first served. www.bahamas.com. (800) 327-7678.

July 15-18 The Open Championship, Ayrshire, Scotland. Formerly the British Open, one of golf's majors tournaments. www.pgatour.com

July 28-Aug. 1 Bahamas

Summer Boating Fling to Bimini, departs from Dania Beach, Fla. Limited to 30 boats. \$75, first-come, first served. www.bahamas.com. (800) 327-7678.

July 29-Aug. 3 Sydney International Boat Show, Sydney, Australia. www.sydneyboatshow.com.au.

Aug. 4-8 Bahamas Summer Boating Fling to Port Lucaya Cay/Marsh Harbour/Harbour Is/Nassau/Chub Cay/Bimini, departs from Stuart and Dania Beach, Fla. Limited to 30 boats. \$75, first-come, first served. www.bahamas.com. (800) 327-7678.

Aug. 9-15 86th PGA Championships, Kohler, Wisc., one of golf's majors tournaments. www.pgatour.com

Aug. 13-29 Summer Olympics, Athens, Greece

Aug. 22-28 Summer Cruise to benefit Boys & Girls Clubs of Broward County. Cruise to New York, Newport & Nantucket. Boat entry from \$4,000. Invitations to private yacht owners and sponsors only. For information, e-mail jennifer.harris@boysclubsbroward.org or call (954) 537-1010.

"FUNNY LADIES" by Holden Baker

<p>ACROSS</p> <p>1 George Burns comedy</p> <p>6 Noah's ark measurement</p> <p>11 Prefix with logical</p> <p>14 Ms. Doone</p> <p>15 Investigation</p> <p>16 Like Methuselah</p> <p>17 George Burns was her straight man</p> <p>19 Law prof.'s degree</p> <p>20 Historical records</p> <p>21 Coastal areas</p> <p>23 Word for the calorie-conscious</p> <p>25 Skimpy skirt</p> <p>26 Spanish merchant ships of old</p> <p>30 "As you wish"</p> <p>33 Actor Wallach of "The Magnificent Seven"</p> <p>34 Command to Rover</p>	<p>36 India's first prime minister</p> <p>37 First name in jazz</p> <p>39 6 on the dial</p> <p>40 Euphemistic expletive</p> <p>41 Authority</p> <p>43 ___ Buena Island in San Francisco Bay</p> <p>46 Tiny</p> <p>47 Whole</p> <p>49 Palmists' fortes</p> <p>51 One-eyed Norse god</p> <p>52 Current letters</p> <p>53 Contest that may give the local team an edge</p> <p>57 Ultimatum's end</p> <p>61 What the winner takes</p> <p>62 Sid Caesar's partner</p> <p>64 Kauai keepsake</p> <p>65 Neighbor of Tibet</p> <p>66 Epic tales</p> <p>67 This weight may be long or short</p>	<p>58 Toboggans</p> <p>59 Kind of coat</p> <p>DOWN</p> <p>1 Gymnast Korbut</p> <p>2 Trumpet or cornet</p> <p>3 The "G" in GTO</p> <p>4 Like some beeper carriers</p> <p>5 Major newspapers</p> <p>6 Number-crunching pro</p> <p>7 Browser bookmarks</p> <p>8 Tree trunk</p> <p>9 Construction girders</p> <p>10 Latent hostility</p> <p>11 "Laugh-in" alum</p> <p>12 Vogue competitor</p> <p>13 Book-maker's numbers</p> <p>18 Bar legally</p> <p>22 Not out of the sack yet</p> <p>24 Arch rival</p> <p>26 They fly in skeins</p>	<p>27 Poe's middle name</p> <p>28 Another "Laugh-in" alum</p> <p>29 Not so nutty</p> <p>31 Like some vbs.</p> <p>32 Top 40 items</p> <p>35 "M*A*S*H" locale</p> <p>38 Comment to the audience</p> <p>42 Beginnings</p> <p>44 What some dads bring home</p> <p>45 Talk to a crowd</p> <p>48 Crown material</p> <p>50 Polar covering</p> <p>53 Sentry's cry</p> <p>54 Substitute spread</p> <p>55 Put on a long face</p> <p>56 Quaint oath</p> <p>58 Corporate symbol</p> <p>59 Al Capone feature</p> <p>60 South's right-hand man</p> <p>63 Trains in the Loop</p>
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HOROSCOPES

By astrologer Michael Thiessen

GEMINI (May 22-June 21) Get down to basics with regard to yourself. Do things for friends but don't allow them to make unreasonable requests. You can make money if you push your ideas on those in a position to support you.

CANCER (June 22-July 22) Delays are evident. Don't let your work and your personal life interfere with each other. Use your creative abilities to come up with new ideas and directions.

LEO (July 23-Aug. 22) Your childlike quality may get you in trouble this month if you neglect your responsibilities. Keep your cash in a safe place. Be careful how you handle friends and relatives; they may take things the wrong way. It's doubtful anyone will stand in your way or cut you off at the pass this month.

VIRGO (Aug. 23-Sept. 23) Art investment will pay big dividends in the long term. Romance could be exciting if you are spontaneous. Stay out of other people's affairs. Try to bend but by no means should you give in completely.

LIBRA (Sept. 24-Oct. 23) Curb the impulse to make lavish purchases; spend time with friends instead. Things at work have been moving quickly and you may be feeling a little uncertain about the changes taking place. Don't bang your head against a wall.

SCORPIO (Oct. 24-Nov. 22) You will inspire confidence in others. Don't overextend yourself in order to add luxury items. You can stabilize your situation if you compromise. Think before you act to avoid friction.

SAGITTARIUS (Nov. 23-Dec. 21) You can expect insincere gestures of friendliness this month. Changes in your residence will be favorable in the long haul. Check into art objects or precious stones. You can do well in group endeavors.

CAPRICORN (Dec. 22-Jan. 20) Your personal life is confusing. Sudden changes regarding colleagues may surprise you. Your charisma will attract a lot of attention. Put your efforts into making constructive improvements to your environment and your state of mind.

AQUARIUS (Jan. 21-Feb. 19) Older family members may take advantage of you by making you feel guilty. Someone you work with may be emotional. You can make some favorable changes to your looks. Don't overindulge in anyway.

PISCES (Feb. 20-March 20) You have to take hold of your life and make some crucial decisions. Your anger may be impossible to contain if you get into debates with family members. Opportunities for new romance will unfold through the social events.

ARIES (March 21-April 20) Your changing philosophies may lead you into new circles and open doors that will give you a unique outlook on life. Get busy. Be aware that minor accidents or injury may prevail if you are preoccupied.

TAURUS (April 21-May 21) You can expect your mate to get fed up and make choices for you or back off completely. You may divulge private information without realizing it this month. You can get a lot done if you get your hands on the right equipment.

Venus takes a cruise across the Sun on June 8

By Jack Horkheimer

The second planet from the Sun – the 8,000-mile-wide Earth-sized Venus – will cross the face of the Sun on June 8, which hasn't happened in 122 years. If you are in the right place and use proper eye protection, you'll be able to see this rare spectacle.

Most of you know that Venus is the second planet from the Sun and Earth is No. 3. Because each planet orbits at a different speed, Venus always changes its position in the sky as seen from Earth.

Earth is 93 million miles from the Sun, but Venus is only 67.5 million miles away. This, coupled with Venus' higher orbital speed, means it can be super far away from us on the other side of the Sun, 160 million miles away. Or it can be super close, as will

be the case on June 8 when it will be at only 26 million miles from us.

If Earth and Venus orbited the Sun in exactly the same plane, we would see Venus cross the face of the Sun every year and a half. But because their orbits are slightly tilted to one another, the only time we can see Venus cross the face of the Sun – called a Venus transit – is when Venus passes directly between the Earth and the Sun, and is at precisely one of the two spots along its orbit that intersects the Sun-Earth plane.

Astronomer Bob Berman, who wrote an article on this Venus transit in this year's *Old Farmer's Almanac*, reminds us that Venus transits always come in pairs. The last pair occurred in 1874 and 1882. So this transit is the first of two, the second in 2012. After that, you'll have to wait 105 years.

So how can you see this event? Nearly everyone in Europe and Asia will see the whole thing.

In North America, most of the transit will have already occurred by sunrise. People in the far northeast of the United States will get the longest view – about 90 minutes – while people in Florida will get 20 minutes. The second transit in this cycle will be visible from all of North America.

One word of caution: do not, under any circumstances, look at the Sun with the naked eye, ever. Use a safe projection method.

For more info and exact times of viewing, visit www.jackstargazer.com.

Jack Horkheimer is executive director of the Miami Space Transit Planetarium. For more about stars, visit www.jackstargazer.com.

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Frequent good-byes leave landlocked loved ones tied up in knots

I remember the last glance I had of my husband, Kevin, a few weeks ago. I saw him in the rearview mirror, throwing his yellow duffel bag over his back, as I drove away from the Waterways Marina in Aventura, Florida.



LISA H. KNAPP

Kevin crews as first mate on the 80-foot Azimut *Princess Sarah* to earn the remaining hours for his U.S. Coast Guard captain's license.

Kevin is still sexy. At 45, he looks just as he did when we met 20 years ago. The physical labor of being a first mate (half of a total crew of two) has made his muscles well-defined.

My dad had muscles like that, too. He was a marine engineer for Lykes Brothers Steamship Company. Every little girl thinks her dad is the strongest man in the world, but mine really was. Twice, I watched him rip the New Orleans Yellow Pages in half with his bare hands.

Dad sailed for Lykes for 20 years. I can't remember a time I didn't miss him. I was just 2 years old when he

went back to sea in 1965, partially to support the Vietnam war effort but also to support his growing family. He was a salty dog, a survivor of three merchant ships that were torpedoed and sunk in the North Atlantic during World War II.

Driving away from Kevin, I remember the last kiss and hug we shared. It was the kind of hug you feel all the way down to your toes, because you know it may be a lifetime or longer until you're dry-docked and together again. I dread those hugs.

Separations are hard at every age. Growing up, I crusaded for my father

to be "normal" and stay home like other dads. As a teenager, I just knew that his having a job that kept him home would fix every family problem. I scolded my parents often and swore that when I grew up, I would never, ever let my husband leave like my Dad did. No way.

As I lost sight of my husband in the rearview mirror, I remembered all those times Mom and I drove Dad to his ship. The Mississippi River and its Godforsaken Tchoupitoulas Street Wharf were nothing like chi-chi Aventura. The wharf was spooky and it was always dark.

Our family had rituals that made our separations a bit easier. When Dad left, we always went out for a meal and one last memory. Sometimes Dad's ship would "run the coastwise" when it left New Orleans. Mom and I would follow it like Grateful Dead groupies. We drove to Galveston or Biloxi or Pensacola just to share one more meal with Dad.

We had rituals around Dad's homecomings, too. Mom prepared Dad's favorite foods, and we all enjoyed a buffet fit for a king on "gift-night." Dad returned from each journey as his own version of Santa Claus; it was compensation for all the sucky holidays and special occasions that left us apart. He brought kimonos and cameras from Japan; jade earrings from Thailand; art and crystal ashtrays from Indonesia.

There were some places, like the islands of Borneo and New Guinea, where Dad did not get off the ship. He said there were real headhunters in Borneo. Kevin says the outer islands of the Bahamas where he's sailing now don't have headhunters, but there are no policemen there, either.

Kevin and I repeat the same traditions we learned from my parents. We have a special meal and a date together before he goes away. And he must have found at least one island in the Abacos with both jewelry shops and policemen; he just called to say he had a gift with my name on it.

It's a treat to be remembered and spoiled with presents. But after all this time, Kevin – live and in the flesh – is the only gift I desire. When I pick him up, he'll sport a savage tan, maybe be a few pounds lighter. He'll likely have a few cuts and bruises, and he'll still swing that yellow duffel bag over his back.

I don't care what's in the bag. I'll just be glad that my husband is home, and hope that we can be together again for just a little while longer.

Lisa Hoogerwerf Knapp is a freelance writer in Aventura, Florida. Contact her at lisakevinknapp@aol.com.



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Building boats, building futures

We spent a weekend in May helping five South Florida high school kids build a boat out of plywood and race it in the Intracoastal Waterway.

They didn't win a trophy, but they won us over.

When we first decided to sponsor a team in the Marine Industries Association of South Florida's 8th annual Plywood Regatta, we weren't exactly sure how it might relate to our megayacht world. Our readers are career professionals, not teenagers.

But Publisher David Reed enjoys working with young people so we signed up.

With everything we have read about the poor quality of public schools in South Florida, we were prepared for the kids to be apathetic, participating out of some obligation to fulfill their community service requirements.

We didn't expect them to be excited, engaged and competitive.

Our team consisted of five 14 and 15 year olds. They showed up at 8 on a Saturday morning with ideas about what the boat should look like and how badly they wanted to win.

By 4 p.m. Saturday, the kids had built a narrow, square-sterned rowboat and oars. Other teams had built catamarans, one had built a paddle wheel.

Sunday brought out paintbrushes and personalities. *Return of the Shaft*. *Piece of Ship* (some kids came from middle school). Our team called their boat *Triton*. We were so proud.

When we bought them sandwiches on Saturday, they were polite and appreciative. When we bought them pizza on Sunday, they invited us back to be their sponsor next year.

The MIA SF says we're building boating's future. Perhaps. We just had fun helping them build a boat.



Our high-school team and their boat, *Triton*. PHOTO/LUCY REED



Industry should take to *Triton* 'like deer to a good salt lick'

My brother recently visited me in Buenos Aires and brought me *The Triton*. The industry should take to this like deer to a good salt lick.

I read the article about problems with inexperienced captains [April 2004]. The solution was right on the money and if this publication gets circulated like it should, hopefully it could force a turnaround in the current inclining trend of incidents.

Capt. Derik Wagner

I'm glad to see an article in the paper about securities. I've met many in the industry who invest in real estate and have had several discussions with crew about the market. The article was easy-to-understand and following the market is now easier with the Internet.

Capt. Joan Elly

You have produced a great newspaper. Congratulations on a very readable news source.

Capt. Michael Howorth
Freelance writer

Thanks for the invitation to the third Bridge luncheon. Some great ideas were developed as a result of the meeting. I wish you continued success with *The Triton*, and hope to be part of future meetings, seminars or gatherings. It's a great publication and you have some wonderful ideas for making this industry better for all of us. Congratulations.

Capt. Peter Vazquez
M/Y *Blind Faith*

I recently read your publication. I am very impressed. I informed the rest of my crew about *The Triton* before we got a copy. At first they seemed skeptical of a new paper in the yachting industry. However, when they read through it, everyone else seemed just as impressed.

The article that got our attention covered the unfortunate incident concerning *Janie II*. My first mate is very good friends with Capt. Steve Ernest and had seen him not too long before the fire. Your paper contained the first full coverage that we had seen after initially hearing of the incident.

I'm glad to hear that *The Triton* has done well so far and hope that it continues to do so for a long time to come.

Capt. Blake A Plyler
M/Y *Imagine*

I read the first two issues online (www.the-triton.com). They downloaded very quickly, which was refreshing. The amount of reporting and writing you did was impressive.

While I don't understand everything in the paper (because I'm a landlubber), it's obvious that *The Triton* is covering its market in depth, and I picked up quite a bit through context.

In only two issues, it's clear how superior *The Triton* is to its competitor. Congrats again.

Michael Koretzky
Faculty adviser, University Press,
Florida Atlantic University

Regarding your article about megayachts and the ISPS Code [April 2004], you are correct, megayachts are not exempt and neither are ports nor port facilities. Unfortunately, this is the way that we have to live in the 21st century, and it would be far better and safer for all if the yachting industry were to accept this and get on with implementation before the July deadline. Blanket exemptions for the yachting industry would be a dangerous thing indeed and, of course, we would not find out how dangerous until it is too late.

My own vessel, M/Y *Esmeralda* (1002gt), has a security plan in place and we will be audited next month before we are, hopefully, issued a document of compliance. The process has been of benefit to the vessel and has raised the overall security awareness of the crew to an appropriate level for our industry.

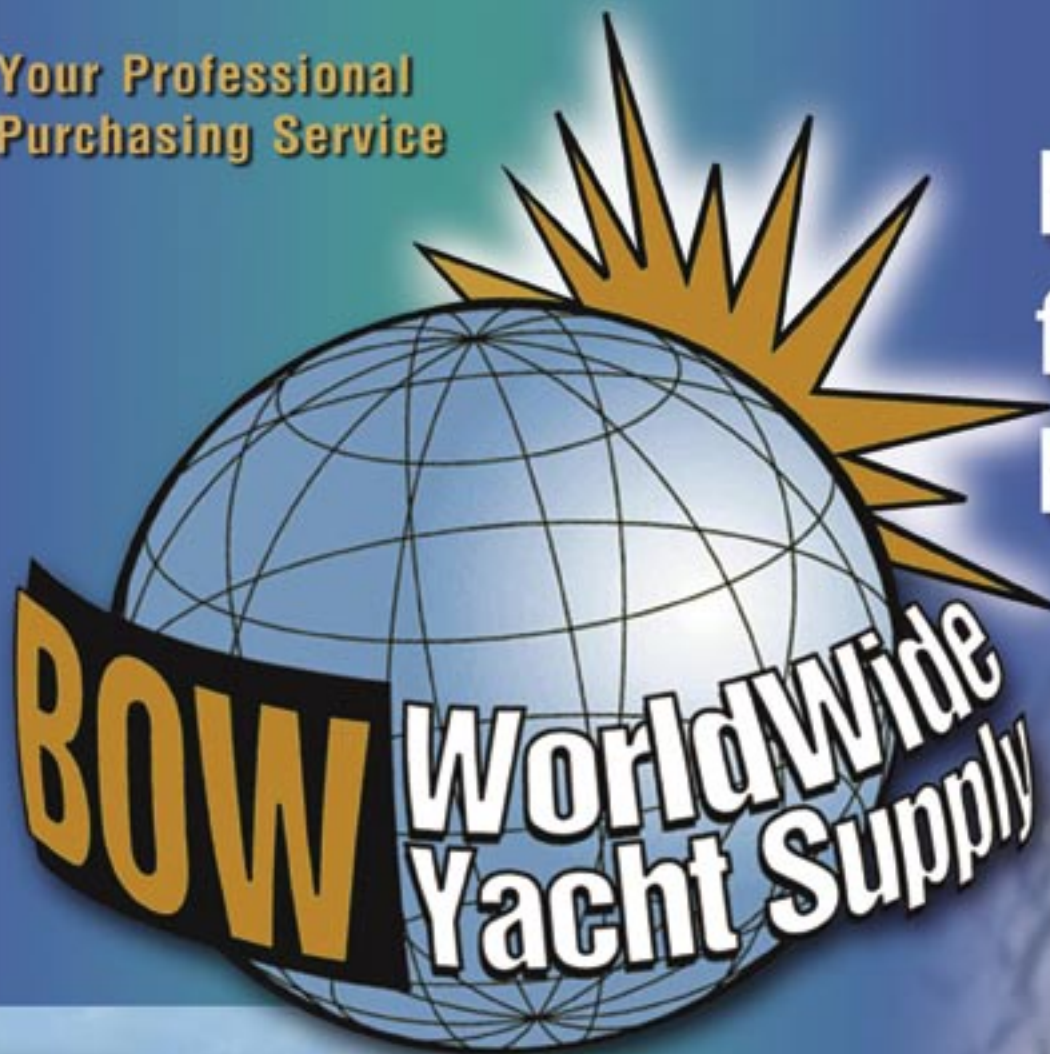
I agree that the biggest problem will be the Declaration of Security. I have yet to find a port that is prepared and, in fact, some port facilities seem blissfully unaware of ISPS.

Your article is worrying inasmuch as it highlights the fact that although the USCG will, on paper, enforce ISPS, it will be difficult for yachts to comply with all the requirements even if they are inherently compliant themselves.

The sooner the industry embraces the spirit of ISPS, the sooner we can all comply. Yachting is potentially a target, of that there is no doubt.

Chief Officer Michael Wyer
Ship Security Officer, M/Y *Esmeralda*

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