

# Yacht Charter Vacation Guide

FOR  
*Lasting Memories*

**YACHTS**  
Yacht And Crew Holiday Travel Solutions

Tips & FAQs  
COVID 19  
Checklists  
Yachting Etiquette  
Responsibilities  
Personal Journal  
& More

YACHTS  
7th Edition 2022

# About YACHTS

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## YACHTS

### Yacht And Crew Holiday Travel Solutions

YACHTS have been successfully organizing group trips and crewing private yachts since 2008. Our group flotillas (a group of boats traveling together) typically with 40 – 50 people, take place in some of the most beautiful sailing areas in the world. These Caribbean and Mediterranean destinations are world renowned for their natural beauty and great sailing.

What makes the experience even more exhilarating, are all the activities and water sports that our guests can participate in at these wonderful destinations. This includes but is not limited to swimming, sailing, fishing, snorkeling, diving, hiking, kayaking, surfing, yoga and stand up paddle-boarding. We welcome your involvement and participation in helping us develop fully customized lifetime travel experiences.



@jetsandyachts



@jets\_yachts

# COVID-19 UPDATE

## Travel Advisory

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We are continuing to monitor and respond to the ongoing circumstances surrounding Covid-19 and local government regulations and therefore we may update our policies accordingly in the future. You are encouraged to contact your Broker / Agent Travel Advisor, for an update on plans relevant to your vacation dates.

We continue to closely monitor all updates and advice issued by the Travel.State.Gov for US residents, Centres for Disease Control, World Health Organization, Travel Health Notices for Canadians, international government entities and global airlines. If you would like to be more informed, please check the important links below for the latest advisories and advice.

### Important Links

For current travel advisories  
please visit these sources:

1. [World Health Organization](#)
2. [Centres for Disease Control](#)
3. [Travel.state.gov for US Residents](#)
4. [Travel.gc.ca for Canadian Residents](#)

As our global charter destinations re-open, our charter partners are hard at work reshaping policies with the safety of charter guests and their staff being of utmost importance. They have aligned their cleaning procedures with the current guidance of the relevant authorities including the WHO, CDC and local operating governments. Rest assured that when you set sail again, our preferred charter partners have taken precautions which endeavor to keep you and your family safe and provide you with peace of mind to make the most of your time on the water.

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# Introduction

We produced this handy booklet after years of working with charter clients. Many similar questions were being asked so this guide was compiled to assist in the planning and making of your best ever yacht charter. We continuously improve and expand on this booklet and always appreciate your feedback. On behalf of our dedicated crew and agents, we wish you as pleasant a journey as possible and hope this booklet will help create great experiences and preserve your memories.

## Suggestions on what to Bring on Your Charter Yacht Vacation

In the next section, we will provide some lists to help plan your charter - you may want to print this section or the entire booklet out to help with packing and planning.

- Items to Pack
- Tech Items to Consider
- Don't Forget!
- What NOT to Pack



An aerial photograph of a beach. The top half shows turquoise water with white foam from a wave washing onto the shore. The bottom half shows a wide, sandy beach with a light tan color. The water transitions from a deep blue to a lighter turquoise near the shore.

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# Tips and Checklists

# Packing Tips

## What to Bring on Your Yacht Charter

Here are some lists to help plan your charter, you may want to print this section or the entire booklet out to help with packing and planning.

## Things to Pack

- Charter Agreement / Boat Papers
- Passport and any Visas required
  - plus a photocopy hidden elsewhere
- Wallets / Purses
  - take unnecessary cards out
- Sunglasses (2 pair)
- Sunscreen for skin and lips
- Bug Repellant if required
- Glasses for reading
- Hats
- Medication if needed
  - if you get seasick, you may want to discuss remedies with your doctor
- Camera (in a waterproof bag)
- Binoculars
- Guidebooks
- Soft sided luggage works best as the storage areas on boats tend to be smaller and irregular in shape.
- Novels, books to read, especially those that are set in the region where you'll be sailing

- Cash or Travelers Checks to pay for deposits, provisioning, tips, etc. in local currency
- Dive mask and equipment if you prefer to use your own

## If you're bareboating make sure you have:

- Motor or Sailing Competence Certificate
  - inquire as to what papers are necessary in the country where you're chartering
- Any other boat training documentation you have (course certificates, etc.)
- Copies of contracts from boats you've chartered previously.
  - this gives the Operators confidence in your abilities
- VHF radio license (if you have one)

## Tech to Consider

- iPhone and/or iPad and or Kindle. These products are durable and work great on a yacht and have hundreds of uses. You can even plot your course on a blog!
- Make sure you have a great playlist of sailing/yachting music on your device.
- Download relevant apps – ask us for some recommendations!
- Try not to bring a tech item just to read emails and increase your stress level!



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# Don't Forget!

1. Hold mail and newspaper delivery.
2. Provide contact details and itinerary to at least one neighbor and family member.
3. Read up on the area you'll be visiting, looking for interesting itineraries and things to do. Although Google and Lonely Planet is great for this, your agent/broker can provide you with marine guides.
4. Arrange for hotel rooms, if required, for your flights. Some charter boats require you to be in port by Friday night on a Saturday-to Saturday charter. You can stay on the boat if you like, or sometimes people want the option of a hotel room.

### Suggested Items NOT to Pack

- Expensive jewelry, clothing, accessories and other non-essential valuables
- Watches etc. that are not waterproof
- Anything that if lost would cause great inconvenience or distress
- Less is more - remember that boats do not typically have large storage areas and you will be plenty busy on the boat

**DON'T  
FORGET!**

# Reminders

## Get a Skipper Orientation for a Day:

We recommend getting a local skipper to familiarize yourself with the boat, its operations and the surrounding area, even if for a half day. This is pre-arranged and sometimes provided at no cost to the charterer.

## Get a Charter Briefing at the Base:

The charter briefing is usually given first thing in the morning in a classroom environment and is highly recommended to understand things to do or not do in the area, places to go, weather briefing and other items of importance. An orientation and familiarization tour is also given to the skipper on your boat reviewing all systems and operation.



# Bareboat Responsibilities

## When Departing the Marina

- Assure you have all the Charts required for your trip, and others in case you change your plans.
- Make sure any personal navigation equipment, such as a portable GPS plotter, is working properly.
- Check all heads, faucet and shower pressure operations are good.
- You may need to inform your Base Operator of your itinerary.
- Test the radio, assure you know the relevant frequencies
- Make sure all passengers know the rules of the boat and emergency procedures.
- Also make sure the crew knows how to use Safety equipment (Lifejackets, Flares, Fire Extinguishers, First Aid Kit).
- Check if there are non-swimmers and take appropriate precautions.
- Make sure you have sufficient money - in the right currencies - to pay for provisioning, docking, water and ice along the way.

## When Leaving the Yacht

- Check with the marina as to your responsibilities regarding cleaning up, but in any case, tidy it in a manner that shows you have respect for the boat.
- Take all your personal belongings with you and remove all food.
- If you have any complaints about the boat, or if anything needs fixing, photograph them and report them to the Base Operator Most operators have a debrief to go over all aspects of your trip.

## Arriving Home

- Post your best pictures to your social media pages so your Fans can see them - everyone likes “real” shots! Don’t Forget to tag us!
- Add comments so others learn from your experience.
- Send comments and suggestions to our team as well as any problems you had to your agent/broker.



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# **FAQs**

**Frequently Asked Questions**

# FAQs

### How Do I Choose a Yacht?

The best type of yacht really depends on your needs, the number of guests aboard, the amount of space you require, budget, the area you are cruising, whether power or sailing yacht, manufacturer of preference along with any conveniences like a generator or air conditioning. The bigger yachts have more cabins and more toilets, while catamarans in general have more room inside and out and require less draft. If you prefer the heeling of a sailboat, stick with a monohull. If you require a skipper, they will need their own cabin. Catamarans and newer boats also tend to be more expensive.

### Catamaran vs Monohull?

As a skipper, you may be excited to sail a nice big sailboat and feel her heel over, but if you plan to do this you'd better make sure your crew does not get sea sick. For this reason, catamarans are fantastic for sailing vacations and help in reducing motion discomfort. The galley area is at the same level as the cockpit and so while under sail it is easy for crew members to go in and out of the galley without getting seasick. The boat does not heel over and this also reduces the likelihood of the crew getting seasick. Catamarans are more expensive but you can also put more people on them to reduce the cost per person. It is true that catamarans don't point as high into the wind as monohulls, but it is only a few degrees off and besides you're on vacation. Some people are intimidated by the size of a catamaran but if you are an experienced sailor, you should not have too much problem. Catamarans are more maneuverable under power than a monohull because of the two engines, one in each hull.

### What is a Flotilla?

Flotilla sailing is an option that exists for large groups of people that enjoy sailing together, but want to take more than one boat. In flotilla sailing, multiple boats are bareboat chartered, and the lead boat is captained by a hired sailor; someone who knows the region, and is very experienced in leading groups of boats. The rest of the boats are skippered by members of the group. Flotilla sailing is wonderful for large groups, who are competent sailors but lack experience sailing in international waters, or do not want to be completely in charge of the course.

# FAQs

### Skippered vs Bareboat?

**Skippered Charters** have a captain of the yacht, who is a licensed mariner in ultimate command of a yacht or pleasure boat. The skipper is responsible for its safe and efficient operation, including navigation,

maneuvering and ensuring that the vessel complies with local and international laws. All persons on board, including passengers and guests are under his/her authority, as he/she is responsible for the crew, passengers and the yacht itself. The skipper ensures the seaworthiness of the yacht (fuel, freshwater, and sometimes the provisions), recommends the best course of the sailing trip and follows the itinerary, if weather conditions allow it. If they are the only crew on the yacht, they are responsible for the cleanliness of the deck and below deck, but do not cook. If he/she has a cook or hostess, this staff cleans the yacht and prepares meals for the passengers. The skipper can be provided by the charter company and the costs may or may not be included. If you engage your own licensed skipper, you should pay him/her (the usual rate is \$185 - \$250 per day), provide the catering and his/her travel to and from the yacht. The skipper also usually requires their own cabin.

**Fully Crewed Charter** yachts have their own professional crew. Sometimes the crew is just a captain and hostess, but on bigger yachts there are other crew members like a chef, steward or stewardess and deckhand(s). You can fully charter a crewed yacht or if you are single or a couple, you can book a cabin charter where you sail with other passengers. Remember however that the captain is the one in charge of both you and the yacht's safety during your travel. You will decide on the itinerary, but the captain may need to alter the route for safety purposes should weather or other obstacles come in the way.

The **Bareboat Charter** means the customer rents the yacht itself without skipper or crew. In this case, the charterer provides their own skipper (if him/herself is not able to sail) or steer the yacht, if he/she has the experience and credentials.

# FAQs

### What Additional Costs Are There?

Besides the charter fee the charterer has some obligatory and optional extra fees to be paid. It's good to be review and be aware of the terms and conditions of the charter when booking. The most important additional expense is the **Security Deposit** and **Yacht Damage Waiver**. The **Security Deposit** is not a real charge, as this cost is refundable. The sum of the deposit depends on the type and value of the boat. The bigger yacht the bigger the sum you should pay, from \$1500 up to \$5,000. This is the part of the insurance deductible, if something goes wrong. If the boat is returned without any damage, the charterer gets back this money. If damage occurs to the value lower than the security deposit you will be refunded your payment less the cost of repair. If the damage incurred exceeds the security deposit value, your payment will not be refunded and you will not be required to pay any additional costs. The security deposit can usually be secured by credit card depending on the charter contract and conditions outlined.

**Yacht Damage Waiver** is a non-refundable fee. This payment is required to cover the possibility of damage to the yacht, or damage to or loss of ancillary equipment or damage caused by a third party. This insurance (usually \$259 -\$600) is typically paid with the charter invoice.

#### **Obligatory Fees (Typical):**

Local cruising or sailing permits, to sail this region including customs fees and tourist taxes. At the end of the charter a cleaning fee is sometimes imposed so that the boat is cleaned thoroughly.

#### **Optional Services (Typical):**

- One-way charter: disembarkation is in a different place than where you embarked
- Skipper has a daily fee, their catering, a separate cabin; see section 'Skippered vs Bareboat'
- Cook / hostess are daily fees, their food and own cabin; see section 'Skippered vs Bareboat'
- Regatta or racing fee
- Pets on board fee, if allowed
- Transfers from and to airport
- Provisions are the food, drinks, supplies for the duration of the trip

# FAQs

### Optional Equipment:

- Outboard motor for the dinghy may be extra or the cost of an extra dinghy
- Spinnaker or Gennaker sail (an extra deposit is usually required if available)
- Extra bed linens and/or towels
- Safety netting (placed on rails for children)
- Scuba gear, kayak, windsurf, SUP and other water sport equipment (Snorkeling gear usually included)
- Fishing gear and licenses

Once you book the yacht charter, there are some other costs to consider for your sailing holiday. Travel to and from the marina. You will need to book flights and / or taxi, ferry transfers from airports and ferry docks to get you to the marina. Or if you are traveling by car, you must calculate rental if applicable, fuel charges and sometimes for parking while you are out at sea.

### Provisions:

During your sailing holiday you will need provisions, whether shopped online or at a local market. Your agent / broker can provide some tips here as we have extensive experience doing this. Most charter operators also offer the option of having them provide food for your journey. This can be more expensive than buying the food yourself, but is more convenient. Don't forget, you're in charge of feeding everyone on board including the skipper and any crew.

### Fuel, Dockage and other Costs:

In the case of the motor yacht charter, you must refuel it before or upon your return. Sailboat fuel consumption is less and may be incorporated into the charter rate or prepaid. When you visit ports and marinas during your sailing trip, you may incur marina fees, mooring rentals, water and ice costs if required. This docking fee is based on the size (length) of the boat. Catamarans may pay 40-50% more in dockage than monohull yachts. The daily fees vary according to the services of the marina such as toilets, showers, laundry, freshwater and/or electricity consumption, etc. Some marinas charge for freshwater and/or electricity. If you do not want to stay at a marina, the other options are mooring buoys or to drop anchor. Please note that some anchorages charge an anchorage fee. When you cross country borders, yachts have to check-in at the immigration and custom office where you may be required to pay an administration fee (typical in the Caribbean islands).

# FAQs

### How do I Choose a Destination?

With over 100 sailing holiday destinations spread across the globe, charter bases can be found in almost every corner of the world, where the sun shines, the winds blows and the living is easy. Themost popular locations are in the Caribbean, Mediterranean, Indian Ocean and South Pacific. Ease or difficulty of sailing, things to do, the experience, facilities, itinerary, costs of air travel as well as the charter costs are all considerations. Perhaps a land and sea holiday appeals to you... a Surf and Turf. We recommend perusing one of our destination catalogs for ideas and general information on the best cruising destinations.

#### The Americas:

- San Juan Islands
- North Passage
- Bahamas
- Florida

#### The Mediterranean:

- Greece
- Croatia
- France
- Spain
- Italy

#### The Caribbean:

- British Virgin Islands
- The Grenadines
- Guadeloupe
- Puerto Rico
- Martinique
- St. Martin
- St. Lucia

#### The Exotics:

- Seychelles
- Thailand

#### The Pacific:

- New Zealand
- Australia
- Tonga
- Tahiti

### How About a Sample Itinerary?

We recommend and publish sample itineraries for many destinations. However welcome discussing with you your perfect route based on what experiences you would like. We will provide you with an up to date Cruising Guide well before your trip starts for the specific area you are traveling, which will give you much insight and information on places to go and things to do.

# FAQs

## What About Cancellation Policies?

There are cancellation policies with all operators but typically a booking can be rescheduled more than 90 days out with no penalty. If cancelled outside of 90 days a modest fee will apply. Under 90 days' cancellation and your monies paid are forfeited.

## Is Trip Cancellation Insurance Available?

As travel advisors, we can inform you about the various insurance coverages available for Canadians and Americans. Different countries of residence clients from varying countries require the appropriate insurance providers and coverage.

## Does my Charter Have to be a Week Long?

No. Many operators will ask you to charter for a week, usually Saturday to Saturday, but this is most rigid during high season in the Mediterranean for "sleep aboard" charters. The Caribbean is much more flexible, and generally start at 5 days as the minimum duration. In addition, there are thousands of day charter yachts worldwide that provide no accommodations but specialize in giving you a great day out on the water.

## Do I Tip the Captain/Crew, and if so What's the Normal Amount?

Tipping is purely voluntary and the source of endless debate. If you do decide that you want to tip the captain - if they've been professional, helpful, gracious, etc - then it's customary to pay 5% to 15% of the total charter amount before you leave the boat on the last day. We recommend 5% to 10% in the Mediterranean and 10% to 15% in the Caribbean. If there are multiple crew members - just give the tip to the captain and he'll allocate it to the crew for you. Otherwise, it can create disharmony amongst the crew.

## What About Getting Familiarized on the Boat/Area When Bareboating?

If you lack the experience, we recommend you travel with a skipper for at least the first day or two of your journey. When this happens it's still as though you chartered the skippered boat yourself - the skipper will lend his knowledge and skill to your trip, and you are responsible for paying him a daily rate.

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### **Do I Need Certification if I Charter Bareboat?**

Many operators will allow you to submit your sailing resume and apply online to get an approval for a certain area and size of boat. Your submission depends on the country as it differs everywhere so contact us directly for a better answer based on your destination and experience. If you're chartering a power boat, you'll need a day skipper license (theory and practice). The accepted license is the ICC (International Certificate of Competence). If you have a license from your country, normally you can fill out an ICC application, and send it in through your licensing body (for instance the RYA) and you'll receive it. If you belong to a yacht club, they also should be able to help you with courses and licensing. If you're Canadian, you might want to check out the Canadian Yachting Association (CYA) courses in your area and if you are in the USA check out the American Sailing Association (ASA). Contact us if you need help finding a course - there are lots of courses in holiday areas so you can get your certification while you are on vacation.

If you're renting a sailboat, the answer to this question is more varied. You will need a day skipper license in Spain, Greece and Croatia. In France and the BVI it's best to have a license, but often you will be able to take the boat if you can show experience and competence. Any documentation of previous charters you may have will be helpful. Do not leave it to risk however - we will review all of your documentation and qualifications prior to the charter to make sure you can get the boat! If you do not qualify to charter bareboat, we highly recommend you still do the charter but hire a skipper. Most skippers are wonderful and add to the holiday, while also letting you relax when you want to!

### **How Does the Agent or Charter Broker Get Paid - Could I Get a Better Price if I Went Directly to the Boat Owner or Operator?**

As a broker, the boat owner or their agent pays us a commission out of the charter fee for finding the customer and taking care of all questions, paperwork, and payments. Our prices are the same or lower than the prices that the charter operator offers to the public, and they normally will not reduce these prices for individuals. So the price that we propose to you is normally the best price you'll receive. If you are looking for a discount, ask us and we'll see what we can do - we have a lot more leverage with the suppliers than an individual would because we do a lot of charters

# FAQs

with them and know each operator on a first name basis. The most important aspect of booking a crewed charter is your compatibility with the crew, and brokers are often the most convenient way to find a compatible crew. Brokers can also help travelers find rates on bareboat charters. Like travel agents, brokers can provide quotes from different companies, but the boat operator pays for the services, not you the charterer.

### **What Kind of Quality Control do You do on Your Boats - How do I Know They Will be in Good Condition?**

First and foremost, all charter companies must adhere to the local maritime laws and regulations. This is your primary protection, and in most cases the rules are quite strict and all operators also must carry insurance by law. You have every right to see these papers prior to embarkation. Beyond this, we work only with proven operators, who have a track record of success and happy customers. Before we work with an operator, they must agree to meet our high standard of customer satisfaction, and agree to provide boats that are clean and in excellent condition for their age. Finally, of course, the general rule is that the newer the boat, the better the condition. We access mostly newer boats, so please let us know if you would like a model that is as new as possible. In addition, our Brokers go to many charter shows and visiting days to inspect the boats and meet the crew. They can give their personal feedback on the boats that are right for you. Finally, many of our charter yachts have reviews and star ratings from actual clients who have chartered the yachts.

### **Why are Only 12 Guests Maximum Allowed on Most Boats?**

International Marine regulation generally states that once a vessel carries more than 12 passengers, even if it is being used as a private yacht, it is a passenger ship and has to comply with the SOLAS convention (Safety of Life at Sea) set out by the IMO (International Maritime Organization). This is obviously to promote passenger safety. SOLAS involves adhering to a comprehensive list of stringent safety restrictions that are expensive to implement and this is reflected in the chartering cost increase between boats licensed for up to 12 passengers and boats licensed for more than 12 passengers. For many charter yacht owners, the additional cost does

# FAQs

### What is the “APA”?

This is the Advance Provisioning Allowance. The APA essentially creates a bank account for the Captain of the boat to provision on your behalf. Key provisioning are fuel, food, drinks and port fees. Normally a percentage will be added on to the base charter fee - depending on the type of boat and therefore fuel consumption. For sailing yachts expect 20 to 25% to be added on and for motor yachts 30 to 35%. You will pay this with your final charter payment. The Captain is obligated to keep all receipts and balance the account for you, and you can check the expenditure level at any time during the charter. Typical expenditures include:

- fuel for the yacht, tenders and water toys
- berthing fees
- customs charges
- harbour and pilot fees
- divers' fees where required
- shore-side water and electricity when applicable
- food and beverages
- communication charges
- agent fees and other miscellaneous costs.

At the end of the charter, the Captain will give you a full account of your expenditures, and any amounts not used will be refunded to you. There are no mark-ups on the APA - all of the funds go directly to buying fuel, food, etc. The APA is a simple and efficient way of getting the boat provisioned properly, with minimal hassle and straightforward record keeping.

### Once I Book a Charter, How do I Pay?

The two most common means of paying are by bank transfer or credit card. An initial deposit is required of 25 to 30% to secure your reservation and an invoice and contract number is generated with all the details. Review this for any discrepancies as soon as you receive it. The balance of payment is usually due 60 days prior to your cruise start date. In most cases your payment is made directly to the charter operator which we handle for you.



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YACHTS Vacation Guide

# Crewed Yacht Etiquette

**Tips to Optimize Your Charter and Enjoy Yourself**

# Etiquette

## **Tell the Crew What you Want:**

On most luxury yacht charters, you will be asked to fill out a “preference sheet”, where you are asked to detail your food likes and dislikes, desire for privacy, and other items such as whether you want to anchor in quiet coves, or in ports for some night life. You will also be asked to detail whether anyone has any food allergies or medical issues that the crew needs to know about. Please take the time to fill these out completely so that the crew knows what you want and can adequately prepare. Crews like to know how to please you, and this removes a lot of the guesswork.

## **Talk to the Captain at the Beginning and Throughout the Trip:**

Captains are generally extremely knowledgeable, and can provide excellent suggestions about the itinerary, hot spots and undiscovered places. They take great pride in doing a good job for you and can do that better if they know what you want. If something is not right, for instance the crew is not being attentive enough or is being too attentive, please let the captain know and he will do his best to sort the issue.

## **Treat the Crew with Respect:**

Yacht charter crews are generally excellent at taking care of your needs, and put great enthusiasm into their jobs. They are not servants and a bit of courtesy goes a long way including a few compliments and thanks. It is important to remember that they have multiple responsibilities (many that you may not see), and need their time off like any employee.



# Etiquette

## **Be Flexible with Your Itinerary:**

There are many factors, especially weather, that can make your ideal itinerary either risky or not feasible. If your captain recommends against a destination, it's probably because he has assessed the risks and believes it is a bad idea. Generally, they will have alternative recommendations, that, while maybe not in the tour books, are just as fun and memorable. A bit of flexibility on your part can reduce the tension significantly.

## **Remember You're on a Yacht:**

There are intrinsic dangers to being on the water, and unfortunately yachts do occasionally have mechanical problems. Safety has to always come first, and your crew has many safety regulations they must adhere to. Please don't ask them to bend or break the rules, and try to relax and enjoy if something breaks temporarily.

## **Obey the "Barefoot" Rules:**

Teak decks are expensive and fragile, and for that reason most yachts require that you go barefoot when walking on the decks. If you are unsure about whether shoes are allowed in the various parts of the yacht, please ask your captain. Normally the crew will provide a basket to keep your shoes in once you board. High heels and dark soled shoes have no place on a luxury yacht as they can easily damage and mark the decks.

## **Treat Your Broker as a Partner:**

Good yacht brokers provide you with free advice based on their experience and knowledge of yachts and crews. The best brokers go to several yacht shows and many seminars and yacht viewings throughout the year so that they can give you timely, accurate advice on yachts, crews and destinations. They have a strong incentive to put you on the right boat for you, because you will have a great charter and come back year after year. If you establish a trusting relationship with the broker, share your needs, and ask for their advice, you will find that the process is enjoyable and you may learn about new yachts or destination that you hadn't heard about.

# Etiquette

## **Don't Try to do Too Much on Your Charter:**

One of the greatest joys of being on a yacht is relaxing and just enjoying being on the water with no “to do” list. By all means be active, the crew love teaching guests new water sports, just have some downtime as well. If you are hurrying from port to port every day, pushing hard to see and do everything, you will have plenty of pictures when you arrive home but may not have relaxed on your holiday! Plan a day or two of slack in the itinerary, be flexible, and don't hesitate to stay an extra day in a location if you're enjoying it.

## **Don't Put the Crew or Captain in a Difficult Position:**

The most stressful position to be in for a captain and crew is when there is a conflict between what you want to do and their judgment of safety or regulations. If a captain says he doesn't recommend going somewhere because of safety or weather concerns, he has a reason, and pushing him harder puts him in a very difficult bind. An open conversation about the issue, with alternatives discussed, normally can solve this conflict.

## **Babysitting is Your Responsibility:**

Most crews love taking care of kids, and have many great ways to entertain them. But it is not in their job descriptions to be babysitters, and most contracts will be clear on this point. If they genuinely offer to watch the kids while you go shopping or exploring for a few hours, that's fine, but it is inappropriate to bring children and expect the crew to take care of them. A family charter should be about bringing the family together!





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YACHTS Vacation Guide

# Crew & Guest Responsibilities

# Responsibilities

## General Responsibilities:

- While the cooks / hostesses must be of very high standards, they must not be confused with the fully crewed Yacht Chefs. These are two different capabilities.
- Clients need to be aware that crew require a separate cabin.
- Provisioning for the crew is the responsibility of the guests.
- Gratuities are not included and it is customary to directly pay the captain 10 – 15 % of the charter rate, which will then be divided amongst the crew.
- To prepare in advance for the welcoming of the guests, booking agents should send all the information to the booking office in order to help select the best skipper regarding the expectations of the guests.
- The charterer is expected to drop the crew off at the home base or pay costs involved if he elects to drop the crew off elsewhere.

## Skipper Responsibilities:

- The Skipper is responsible for the safety of the vessel at all times.
- The Skipper will ensure that all safety equipment is checked and up to date.
- Engine checks and overall boat inspection.
- Maintaining the yacht to the best of their ability.
- Monitoring of fuel, water levels, refilling fuel/water/gas tanks when required.
- Receiving daily weather forecasts (if available).
- Handle any Customs, Immigration details, or marina entry formalities (where applicable).
- Removing garbage from the yacht.
- Maintaining the deck and cockpit clean and tidy.
- The skipper is not allowed to leave the boat and sleep ashore at night.

## Before Leaving the Dock

- The The Skipper will meet the guests wearing the charter uniform.
- The Skipper will inform the guests of the location of all safety equipment, including life vests and fire extinguishers.

# Responsibilities

- The skipper will help with the storage of the provisioning in the appropriate lockers.
- The Skipper will use his/her local knowledge of weather conditions, day anchorages, overnight stops and general local knowledge to help design the perfect cruise that meets the guest expectations (and dreams). The day's itineraries should be flexible and reflect what the guests want.

## During the Cruise

- If a planned anchorage is not suitable due to weather conditions and could affect the safety of the guests and yacht, the skipper has the right to change the itinerary in the interests of safety and comfort.
- Each evening the next day's plans should be discussed with the charter guests.
- The skipper will allow time for his/her guests to shop or get additional provisions and beverages if need be.
- It is the guest's decision to decide whether or not they wish the skipper to join them ashore for meals.

## Bareboat Cook/Hostess Responsibilities:

***Please Note:** If charter guests take the option of having a Hostess, the responsibilities are the same as that of the Cook, except they will not usually be required to prepare evening meals, but they will be responsible for preparing breakfast and lunch.*

## Before Leaving the Dock

- Cooks or hostesses will meet their guests wearing their designated uniform.
- Before leaving the dock, the cook or hostess will perform a thorough check of the boat in regard to the galley equipment and general cleanliness of the yacht.
- If provisioning has been purchased by the guests prior to their arrival, it is the cook's or hostess' responsibility to ensure it is stowed away correctly.
- Guests may require help in provisioning their yacht if they have not done so prior to arrival. The cook or hostess will discuss food and menus with their guests, then suggest where they can go to shop and offer to accompany them in doing this.

# Responsibilities

## During the Cruise:

- Cook and prepare Breakfast and Lunch.
- Prepare and set the table (inside the salon or in the cockpit).
- Ensure snacks and nibbles are available throughout the day if the guests request them and inform guests where to find these onboard the boat.
- Keep the galley area clean and presentable at all times.
- Remove garbage from the boat when possible.
- Ensure the fridge is well stocked with cold drinks and ice.
- Keep the common areas on the boat tidy and presentable, the cockpit, salon and galley, it is the cook or hostess's responsibility to wash up dishes and keep common areas clean.
- Be available to help with basic crew duties, such as helping to raise the anchor, handling dock lines
- The Cooks/Hostess will share their local knowledge of the area with their guests, where they will find good places to shop, eat ashore and provision for food and beverage.
- During the charter, assist guests in restocking the boat with provisions if necessary.
- Each Morning the day's plans should be discussed with the charter guests.

## On Return of the Cruise:

- The cook or hostess will ensure the boat is left in a tidy condition.
- The cook or hostess will help the guests in leaving the boat.
- All garbage should be removed from the boat.

## Guest Responsibilities:

- To pay for associated expenses ashore, including extra provision/beverages.
- To pay for all Custom, Immigration fees (where applicable)
- To pay for the marina and moorings fees.
- To pay for fuel and water (where applicable)
- To pay the expenses for the food and beverages for the crew.
- Guests oversee their own cabins and heads onboard the boat.

# Responsibilities

- It's the guest's decision to decide whether they wish the crew to join them ashore for meals. If the guests do invite the crew, they normally take care of paying for their meals ashore, however they are not required or obligated to do so, this is purely their decision. Provisioning is put onboard for the crew as part of their package. Guests are not required to take the cook or hostess out when they go ashore and buy them drinks.

Overall the charterer keeps the legal responsibility for the boat and will be held responsible for damage caused to the boat by his own use (up to the sum of the deposit or Security Insurance deductible).

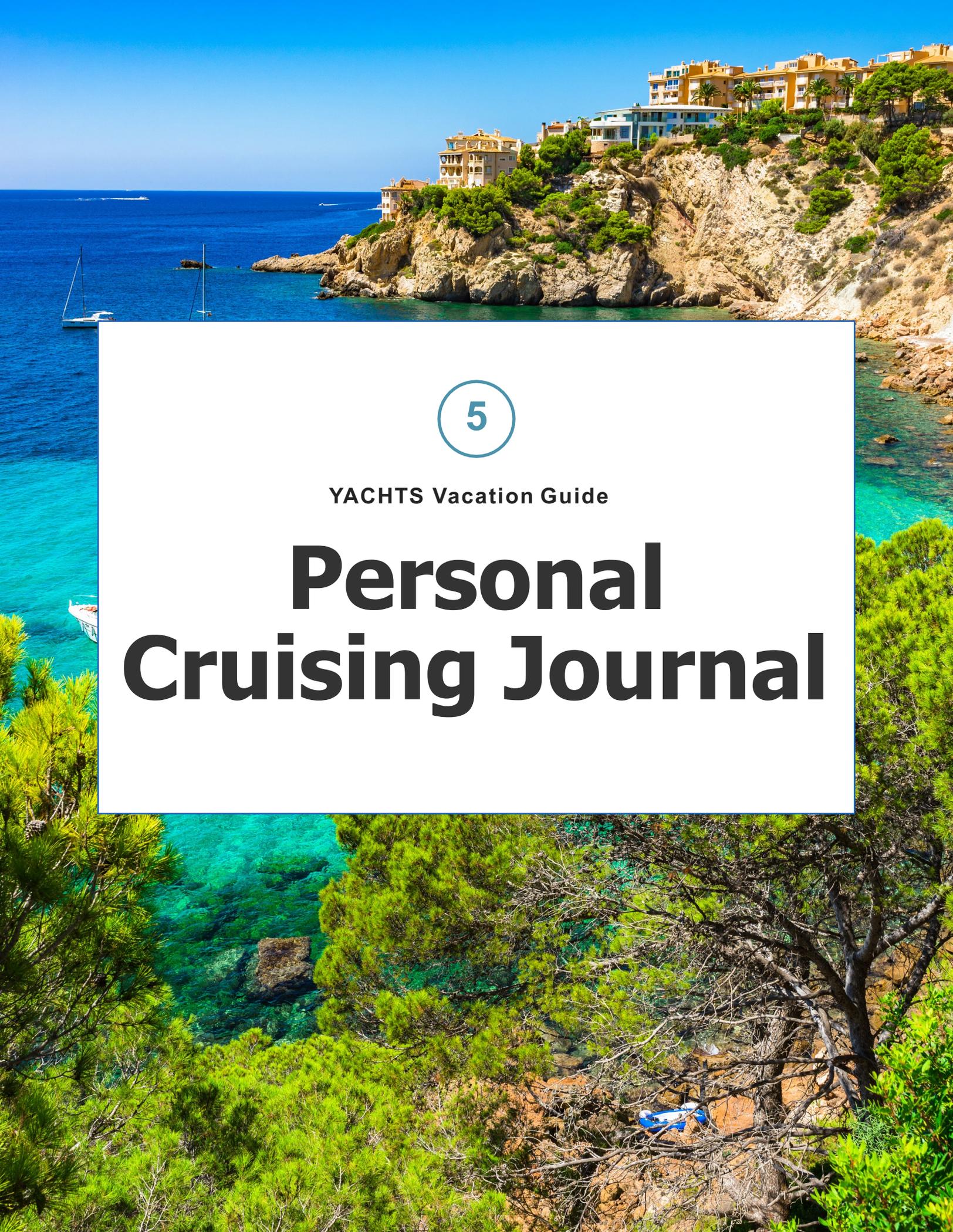
## Relax and Enjoy!

You are on vacation. You have great crew who are trained to help you relax and enjoy. Let the crew make some decisions for you, you don't have to micromanage every minute of the day. Maybe the most important decision is to decide not to stress yourself out with decisions, and let the water, sun, and beautiful landscape draw you in and relax you!

## To Summarize

We take pride in providing a high-quality charter service. We have strong partnerships with the operators in the business and work closely with them to ensure you have a pleasant experience. We book several group and individual charters regularly and have put processes in place to track and identify potential issues before they become problems. We appreciate your business and want to earn your trust.





5

YACHTS Vacation Guide

# Personal Cruising Journal

---

# Journal Day 1

Today's Cruise Day 1

---

Yacht Name & Type

---

Destination(s)

---

Port(s) Departed & Time

---

Port(s) Arrived & Time

---

Skipper & Crew

---

Guests Aboard

---

Weather

---

What Activities Did We Do

---

---

Where Did We Explore & Shop

---

---

Who Did We Meet

---

---

Memorable Things About Today

---

---

---

---

# Journal Day 2

Today's Cruise Day 2

Yacht Name & Type

Destination(s)

Port(s) Departed & Time

Port(s) Arrived & Time

Skipper & Crew

Guests Aboard

Weather

What Activities Did We Do

Where Did We Explore & Shop

Who Did We Meet

Memorable Things About Today

---

# Journal Day 3

Today's Cruise Day 3

---

Yacht Name & Type

---

Destination(s)

---

Port(s) Departed & Time

---

Port(s) Arrived & Time

---

Skipper & Crew

---

Guests Aboard

---

Weather

---

What Activities Did We Do

---

---

Where Did We Explore & Shop

---

---

Who Did We Meet

---

---

Memorable Things About Today

---

---

---

---

# Journal Day 4

Today's Cruise Day 4

Yacht Name & Type

Destination(s)

Port(s) Departed & Time

Port(s) Arrived & Time

Skipper & Crew

Guests Aboard

Weather

What Activities Did We Do

Where Did We Explore & Shop

Who Did We Meet

Memorable Things About Today

---

# Journal Day 5

Today's Cruise Day 5

---

Yacht Name & Type

---

Destination(s)

---

Port(s) Departed & Time

---

Port(s) Arrived & Time

---

Skipper & Crew

---

Guests Aboard

---

Weather

---

What Activities Did We Do

---

---

Where Did We Explore & Shop

---

---

Who Did We Meet

---

Memorable Things About Today

---

---

---

---

# Journal Day 6

Today's Cruise Day 6

Yacht Name & Type

Destination(s)

Port(s) Departed & Time

Port(s) Arrived & Time

Skipper & Crew

Guests Aboard

Weather

What Activities Did We Do

Where Did We Explore & Shop

Who Did We Meet

Memorable Things About Today

---

# Journal Day 7

Today's Cruise Day 7

Yacht Name & Type

Destination(s)

Port(s) Departed & Time

Port(s) Arrived & Time

Skipper & Crew

Guests Aboard

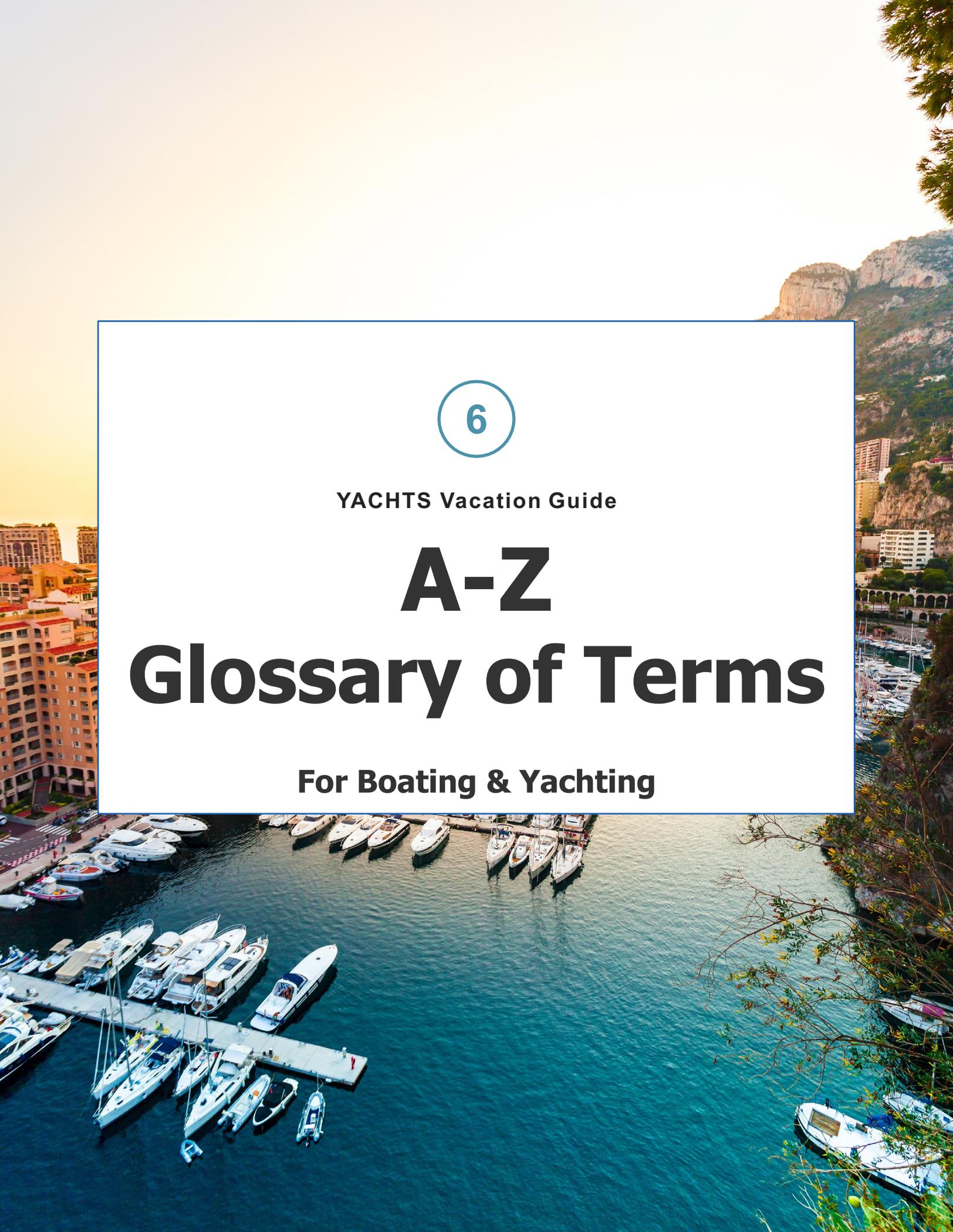
Weather

What Activities Did We Do

Where Did We Explore & Shop

Who Did We Meet

Memorable Things About Today



6

YACHTS Vacation Guide

# A-Z Glossary of Terms

For Boating & Yachting

# A - B

### **Aft Deck**

- On motor yachts, the guest area closest to the back of the boat on the main level. Often the location of the main outdoor dining area.

### **Aft Cabin**

- Sleeping quarters beneath the aft or rear section of the boat (sometimes called a mid cabin when located beneath the helm)

### **Alee**

- The side of a boat or object away from the direction of the wind.

### **Aloft**

- Above deck in the rigging or mast.

### **Amidships**

- In the center of the yacht

### **Anti-Fouling Paint**

- A special paint applied to a boat's hull to prevent marine growth.

### **APA (Advance Provisioning Allowance)**

- The APA is monies paid to a bank account for the Captain of the yacht to provision on the charterer's behalf. Key provisioning are fuel, food, drinks and port fees. The Captain is obligated to keep all receipts and balance the account for the charterer. At the end of the charter, the Captain provides a full account of expenditures, and any amounts not used will be refunded.

### **Apparent wind**

- The direction and speed of wind as felt in a moving boat - the way it 'appears'.

### **Astern**

- The direction toward or beyond the back of the boat (stern).

### **Athwartships**

- Perpendicular to the yacht's centerline. An 'athwartships berth,' means the bed is parallel to the yacht's sides instead of to its bow and stern. This can create uncomfortable motion while you sleep.

### **Aweigh**

- An anchor that is off the bottom.

### **Backstay**

- A support for the mast to keep it from falling forward.

# B - C

### **Bareboat**

- A yacht that you charter and run yourself, without a crew.

### **Base Charter Rate**

- The rate the charterer pays on a charter for the yacht and crew. The base rate does not typically include provisioning or other expenses such as food, fuel, dockage and tip.

### **Beam**

- Measurement of a boat at its widest point. Also, a transmitted radio, sonar or radar signal.

### **Bearing**

- Direction to an object from your current position

### **Bear Off**

- To turn away from the wind.

### **Beating**

- Sailing upwind.

### **Berth**

- 1 - A cabin or other place to sleep aboard a boat.
- 2 - A boat slip at a dock where the boat can be moored.

### **Bow**

- Forward portion/front of a boat.

### **Buoy (normally pronounced 'Boowie', but sometimes 'Boy')**

- An anchored floating object that serves as a navigation aid or hazard warning.

### **BVI**

- The British Virgin Islands is a major sailing and yachting area in the Caribbean, near the US Virgin Islands and Puerto Rico.

### **Captain-Only Charter**

- A yacht that comes with a captain but no additional crew. The captain drives the yacht, and you take care of everything else, including cooking and housekeeping. Often called Bareboat with Skipper.

### **Charter Yacht Broker**

- A person who specializes in booking personalized yacht vacations on behalf of clients. Also, the firm that person works for, as in Charter Yacht Broker Agency.

# C - D

### **Charter Terms**

- The contractual terms under which you charter a yacht. There are different terms used in different parts of the world. Some give you everything on an all-inclusive basis, some give you all meals aboard, some give you no meals aboard, and so forth.

### **Charter Yacht**

- A yacht that is available for charter/rental.

### **Cockpit**

- The outdoor area of a sailing yacht (typically in the stern) where guests sit and eat, and from where the captain may steer and control the boat.

### **Commission**

- The fee a yacht's owner pays to a charter broker for booking a charter. Note - the charterer does not pay the charter broker's commission directly.

### **Crew**

- The team that operates your charter yacht. The crew includes a captain plus any combination of: mate, deckhand, stewardess, engineer and chef. Some crew have additional skills such as wellness/massage therapy and scuba instruction.

### **Crewed Charter**

- The charter of a yacht that has a permanent crew aboard who run and manage all aspects of the yacht and charter.

### **CYBA (Charter Yacht Broker Association)**

- One of the primary professional organizations for reputable charter brokers.

### **Dinghy**

- A small boat that a yacht carries or tows. Used for transfers to and from shore, and short day cruises and, if powerful enough, water sports. Also, called a tender on larger yachts.

### **Displacement**

- The weight of water displaced by a hull. Also, a type of hull that smoothly displaces (pushes aside) water as opposed to tipping up and riding on top of it.

### **Double Cabin**

- A charter yacht cabin that includes a double bed to sleep two guest. Not to be confused with "twin cabin," which means a cabin with two twin-size beds.

### **Draft**

- The depth of a yacht below the waterline, as measured vertically. It is important when

# F - H

### **Fathom**

- Depth measurement equaling six feet.

### **Fleet**

- A group of yachts that are under management by the same company, called a fleet manager or CA.

### **Flotilla**

- A group of yachts cruising together.

### **Flying bridge (or Flybridge)**

- A raised, second-story helm station (steering area) that often also has room for passengers, providing views and a sun deck.

### **Furling**

- Rolling or folding a sail on its boom. Many charter yachts today are 'self furling' which take much of the work out of dropping the sails.

### **Galley**

- The kitchen/cooking area on a yacht.

### **Gulet**

- A type of motor-sailor typically found in Turkey. Gulets originated from sponge boats, but now offer luxury crewed charters, normally with en-suite bathrooms, large deck space and full service.

### **Gunwale (Gun-ul)**

- The upper edge of the side of a boat.

### **Gybe**

- Also spelled jibe. To change the course of a boat by swinging a fore-and-aft sail across a following wind (eg the wind is blowing from behind the boat).

### **Halyard**

- Line (rope) used to hoist a sail.

### **Harbor Fees**

- Charges paid by the yacht, and normally passed on to the charterer, for docking in certain harbors around the world. The rate depends very much on the season and attractiveness of the port.

### **Harbor Master**

- The person at a harbor in charge of anchorages, berths and harbor traffic.

# H - L

### Head

- Toilet room.

### Halyard

- Line (rope) used to hoist a sail.

### Harbor Fees

- Charges paid by the yacht, and normally passed on to the charterer, for docking in certain harbors around the world. The rate depends very much on the season and attractiveness of the port.

### Harbor Master

- The person at a harbor in charge of anchorages, berths and harbor traffic.

### Head

- Toilet room.

### Heel

- To temporarily tip or lean to one side. Monohulls heel more than catamarans.

### Hull

- The structural body of the boat that rests in the water and is built to float.

### “Inclusive” Charter Rate

- The cost of a charter that includes nearly all expenses, including the yacht and crew, food, alcohol (within reason), fuel and dockage.

### Itinerary

- The course a yacht intends to travel while on charter. The itinerary is normally planned in advance, but should remain flexible depending on weather conditions and guest preferences.

### Jib

- Triangular sail projecting ahead of the mast.

### Jibe

- See Gybe

### Knot

- Boat speed measured in nautical miles per hour.

### Lee

- The direction toward which the wind blows.

### Lee Side

- The side of an object that is sheltered from the wind.

# L - M

### **LOA - Length Over All**

- The length of a charter yacht as measured from ‘stem to stern’ This is important because yachts are usually charged a price by the foot for dockage at marinas.

### **Luxury Yacht**

- A crewed charter yacht that strives to provide 5-star service to its charterers including cuisine, water sports, housekeeping and navigation.

### **Mainsail**

- The largest regular sail on a sailboat.

### **Main Salon**

- The primary indoor guest area on a yacht’s main deck.

### **Make Fast**

- To secure a line.

### **Marina**

- A place where yachts dock and receive services such as provisioning, water and fuel. Marinas offer protection from bad weather, and have hundreds of slips for yachts of various sizes. Slips are rented long term or by the day.

### **Mast**

- Vertical spar that supports sails.

### **Master cabin**

- The best/largest cabin onboard any charter yacht.

### **Megayacht**

- A large, luxury motoryacht. No hard and fast definition, but normally crewed luxury yachts 100 feet or longer. Similar to Superyacht.

### **Midships**

- Location near the center of a boat.

### **Monohull**

- A yacht with one hull, as opposed to a multihull or catamaran that has pontoons. While most motor yachts are monohulls, the term typically refers to sailing yachts.

### **Motorsailor**

- A yacht built to sail and cruise under power with equal efficiency, such as a Gulet. They typically look like sailing yachts, but have strong engines and are often skippered like they are motor yachts.

# M - P

### **Motoryacht**

- A yacht whose primary form of propulsion is engines.

### **Multihull**

- A yacht with more than one hull - typically a catamaran (two) or trimaran (three). They can be either powerboats or sailboats.

### **MYBA**

- Originally the Mediterranean Yacht Brokers Association (pronounced 'Mee ba"). An international yacht brokers' association based in the Mediterranean, one of the primary professional organizations for reputable charter brokers.

### **MYBA Contract**

- A contract used for luxury yachts, that has become the standard in the Mediterranean and many other parts of the world. Offers protections for charterers in case of cancellation and clearly states the legal rights of all parties to the charter.

### **Nautical Mile**

- A distance of 6,076.12 feet or 1,852 meters, which is about 15 percent longer than a statute mile. Equivalent to one minute of latitude on a navigation chart.

### **Owner-Operator**

- A person who owns and skippers a charter yacht, instead of hiring a captain to perform charters for guests.

### **Passarelle**

- The passageway you walk on from the dock to the yacht. Often incorrectly called a gangplank.

### **Personal flotation device (PFD)**

- A safety vest or jacket capable of keeping an individual afloat.

### **Pitch**

- The theoretical distance a propeller would travel in one revolution. Also, the rising and falling motion of a boat's bow and stern.

### **Planing Hull**

- A boat hull designed to ride on top of the water rather than plowing through it.

### **Port (direction)**

- The left side of a boat when facing the bow. Signified by Red. Opposite side from Starboard. Trick to remember - 'After a party, there's no red port left'.

# P - R

### **Port (place)**

- A marina harbor or commercial dock for boats.

### **Port (drink)**

- A strong, sweet, typically dark red fortified wine, originally from Portugal. (Well not exactly a nautical term, but lots of yachters like a good port after dinner!)

### **Power Catamaran**

- A multihulled powerboat with two identical side-by-side hulls. Characterized by excellent fuel mileage and less rolling in the water than a monohull power boat.

### **Power Cruiser**

- A motor yacht with overnight accommodations, typically up to 40 feet long.

### **Preference Sheet**

- A questionnaire that guests fill out before a crewed charter. It alerts the crew to allergies and medical conditions, as well as to preferences for types of food, wine and service. As such, it is an invaluable document for the crew to plan the charter and assists greatly in customer satisfaction.

### **Private Yacht**

- A yacht that is not available for charter.

### **Provisioning Sheet**

- A questionnaire that guests fill out before a bareboat charter. It tells the management company what foods and other supplies you want to have waiting for you when you arrive for your vacation. It's not mandatory, as many bare-boaters prefer to provision themselves when they arrive.

### **Pullman Berth**

- A twin-size bed that is atop another bed, in bunk-bed fashion that adds additional sleeping accommodation to the yacht. It often 'pulls' out of the wall when needed.

### **Pump Toilet**

- A marine toilet that requires the user to pump a handle to flush.

### **Reach**

- To sail across the wind.

### **RIB (Rigid Inflatable Boat)**

- An inflatable boat fitted with a rigid bottom, often used as a dinghy or tender.

# R - S

### **Runabout**

- A kind of small, lightweight, freshwater pleasure-craft intended for day use.

### **Sailing Yacht**

- A yacht whose primary method of propulsion is sails. Nearly all sailing yachts have engines in addition to their sails.

### **Sedan Cruiser**

- A type of large boat equipped with a salon and a raised helm or bridge.

### **Semi-Displacement Hull**

- A hull shape with soft chines or a rounded bottom that enables the boat to achieve minimal planing characteristics (see Planing hull). This increases the top potential speed of the yacht.

### **Schooner**

- A large sailboat with two or more masts where the foremast is shorter than aft mainmast.

### **Skippered Bareboat**

- A bareboat that has been chartered with a skipper, but no other crew. The skipper's responsibility is navigating the boat and assuring the safety and wellbeing of the charterer. The skipper may cook and provision, but this is not a requirement. Also, known as a captain-only charter or skipper-only charter.

### **Sky Lounge**

- The indoor guest area on the bridge deck of a luxury motor yacht. Often less formal than the main saloon, and sometimes ideal for cocktail parties, happy hour or children's activities, especially if the weather is not perfect.

### **Starboard**

- The right side of a boat when facing the bow. Opposite of Port.

### **Stabilizers**

- A feature that helps to prevent a motoryacht from rolling too drastically, especially in bad weather, greatly improving the comfort of the guests. The most advanced form is a zero-speed stabilizer, which works both under way and at anchor.

### **Stem**

- The most forward section of the hull.

### **Stern**

- Aft (back) portion of a boat.

# S - V

### Swim platform

- The space at the back of the yacht from which you typically can go swimming or board a dinghy. Lately, these have become entire pool/beach areas on some of the larger luxury yachts.

### Tack (sail)

- The lower corner of a sail.

### Tack (sailing)

- Each leg of a zigzag course, typically used to sail upwind.

### Tandem Charter

- A charter that includes more than one yacht.

### Tender

- A boat that a yacht carries or tows used for transfers to and from shore, and short day cruises and watersports. Also sometimes called a dinghy.

### Transom

- The rear section of the hull connecting the two sides.

### True Wind

- The direction and velocity of wind as measured on land, distinct from apparent wind which is how it appears on a moving yacht.

### Twin Cabin

- A yacht cabin that features two twin beds, often bestsuited for children or friends.

### V-Berth

- A bed or berth located in the bow that has a V-shape.

### VAT (Value-Added Tax)

- A tax sometimes charged to charter guests who book boats in certain nations, most often in Europe. VAT can add 20 percent or more to your bill. Known as TVA in France.

### Very Happy

- The state that most charterers are in the majority of the time they are aboard their yacht!

### VHF

- Very high frequency; a bandwidth designation commonly used by marine radios

# V - Z

### **VICL (Virgin Islands Charter League)**

- An organized group of charter yacht owners in the U.S. Virgin Islands. Membership in this group indicates a yacht owner's willingness to be part of the larger charter community and to follow its standards.

### **VIP Cabin**

- Typically, the second-best cabin onboard any charter yacht.

### **Waterline**

- The intersection of the hull and the surface of the water.

### **Waypoint**

- The coordinates of a specific location.

### **Weigh**

- To raise anchor.

### **Windlass**

- Rotating drum device used for hauling line or chain to raise and lower an anchor.

### **Wet Head**

- A bathroom that serves as both the toilet/sink area and the shower compartment, meaning the sink and toilet get wet when you use the shower head.

### **Yacht**

- A sailing or motoryacht designed for pleasure boating that typically ranges from 40 to 100+ feet long.

### **Yachting**

- The experience of being on a yacht.

### **Yaw**

- To veer off course.

### **Zero-Speed Stabilizers**

- The most sophisticated type of motoryacht stabilizers that keep the yacht from rolling both under way and at anchor, significantly improving their comfort.



# Happy Yachting!

**On behalf of the entire YACHTS Team, we sincerely wish you the best on your future travels and hope you continue to reference this guide and share your favourite bits with others.**

*For more information on Destinations, Charters, Yacht Purchases or our Fractional Ownership Program, please send an email to [info@JetsAndYachts.net](mailto:info@JetsAndYachts.net) or call 1.855.231.4111*

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