



## Charter World Yachting Holidays - Australia's original yacht charter specialists

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Dear Charterer,

Lynn and I recently grabbed a quick 3 days in the Whitsundays (see article below) back to the 'Mecca' of Australia's charter scene. We have been guilty of overlooking our own backyard a little with our major focus being offshore charter destinations, however many of our clients do slot in a quick and easy Whitsunday trip often between charters to long haul flight destinations.

It is a world class venue for sailing that should always be considered in the mix when choosing your next charter.

Winter has arrived and we are in peak season processing documents and files in numbers eclipsing any previous year. I would never like to think we could ever say no to bookings, but like my Dentist (who is a regular charterer) he cannot take on any more clients. I have personally always (and continue to) oversee every charter booking from start to finish. It's what I like to do and I believe that you need extensive knowledge to offer extremely high levels of service.

I say this as I have noticed that larger operators are trying to corporatise Yacht Charter and turn it into a commodity with a press of a button to add a charter to your cart and proceed to check out. I personally don't know why people book charters on the web - our pricing is the same as all reputable operators and our business built on extremely satisfied repeat clients - not a flashy ad words campaign!

Hoping to get you afloat and relaxed soon.

### ▮ THE WHITSUNDAYS

I hardly had time to notice the 3 hour flight to Hamilton Island. I did notice the temperature difference though between boarding in sunny Melbourne and disembarking at Hamilton Island. It had been too long since Lynn and I visited Australia's chartering heart land. Lynn pre-Charter World was Whitsunday Tourism's first employee and later worked for Whitsunday Rent-A-Yacht for the Whitsundays first bareboat operator Bernie Katchor. This one fleet had 74 boats for 74 islands and Australians flocked to enjoy this unique holiday style and environment.

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Hamilton Island is forging ahead with ownership under the Oatley's creating a resort holiday for all - with the 6 star Qualia at one end of the island and family market Hamilton Island at the other. Significantly Qualia was recently rated 'Best Resort in the World', which certainly put it well into Hayman's league (which is reopening after refurbishment in July). The most surprising thing about Hamilton Island to us, was the high levels of service and food quality we experienced at every turn. For most of its existence Hamilton Island had concessionaires running businesses with transient and itinerant staff not producing the levels of service that you would expect from most small business proprietors. These days HIE (Hamilton Island Enterprises) run all of the restaurants and small businesses, and General Manager Glenn Bourke (our triple Laser World champion) has them all running extremely well. Being critical, the main foyer and pool landscaping are looking a little tired however a refurbishment is scheduled over the next year. On the Harbour Side there is a plan to turn Front Street into a promenade. I believe that this will be a great improvement as the golf buggies are now that prolific it is like Bourke Street. Long term charter operator Sunsail may be affected by this move with a longer walk required to reach the base.

After two nights in the marina, we took the direct ferry to Airlie Beach and Abell Point Marina. The new Port of Airlie marina and apartments are now built and the Hamilton Island ferries will soon also shift to this area which is closer to town (in what used to be Muddy bay), on the Eastern end of Airlie Beach.

There has been a significant rationalisation of charter operators in the Whitsundays over recent years. Still some smaller 2 - 5 yacht operators around with no visual presence, but only 6 majors being Sunsail at Hamilton Island, Whitsunday Rent-A-Yacht at Shute Harbour and at Abell Point Marina, Queensland Yacht Charters, Whitsundays Escape, Charter Yachts Australia and Cumberland Charter Yachts. These fleets are approximately 15 - 25 vessels in size with the total bareboat fleet at close to 120 available. This is quite a few less than the 180 plus of the hey days and given bareboating around the world has increased, a concern for these local operators. The market is still 90% Australian with the European and Asian markets still reluctant to travel this far to charter in any great numbers.

Out on the water things are as they have always been, except for a greater number of fixed moorings on offer. Current anchorages to get a meal and drink include Daydream Island \$55 for a mooring Long Island (Happy Bay), South Molle Island (although now backpacker orientated) and Hayman - at some expense to have lunch. With one way direct fares from the East Coast often around the \$120 mark I believe the Whitsundays still offer a convenient, warm and strikingly beautiful environment for a quick 5-10 night escape in boating paradise.

## 🇺🇸 MOORINGS/FEEES

We are constantly being asked how much it is to berth at marinas around the world so have compiled a list as a guide only for all of our cruising areas based on a 42' monohull as an example.

Whitsundays:

- \* Abell point marina \$85 per night
- \* Hamilton Island marina \$100 per night
- \* Daydream Island moorings \$55 per night
- \* Hayman Island resort \$190 per day plus \$50 per person

New Caledonia:

- \* No Marina or Moorings fees

Tonga:

- \* No Marina or Moorings fees

Tahiti:

- \* No Marina or Moorings fees

Phuket:

- \* No Marina or Moorings fees

Langkawi:

- \* Possible stay at Teluga Harbour or Yacht Club Kuah \$50 per night

Croatia:

- \* EU 90- EU 120 at ACI Marinas
- \* EU 1.19- EU 1.70 per meter Town Quays

Greece:

- \* EU 5- EU 40 mostly very moderate - (Town Quays EU 5)

Turkey: \* EU 30- EU 70 per night  
(Marmaris/Gocek/Fethiye)

Italy: \* EU 30- EU 60 per night \* Porto Cervo (arguably the world's most exclusive port) up to EU 300 for prime position \* Bonifacio EU 120 per night

## 🇺🇸 BALI BY BOAT

With more than 13,000 islands, Indonesia is the largest archipelago in the world and Bali has long been a favourite for Australians looking for resort based holidays. However, there is now also an option to explore some of these beautiful islands by yacht.

The 60' Fountaine Pajot Eleuthera 60 Catamaran 'Terehau' offers four double air-conditioned cabins and can be booked by the cabin or even per person from \$1580 per person/per week (plus a kitty of \$230) including meals and the services of a Skipper and Cook/Hostess.

The seven night departures begin Saturdays from Lombok and include the islands across to Bali and

return. White sand beaches, turtle sanctuaries, coconut trees and turquoise lagoons combine with waterfalls, rice fields and a colourful mix of Balinese, Chinese and Arab influences ashore.

With a maximum of eight aboard serviced by two crew, the Eleuthera 60 is an extremely comfortable catamaran offered at exceptional value for the experience.

Please contact us for further details.

## 🌐 **BENETEAU 57 - NOW A BAREBOAT**

The boundary keeps getting pushed as the normally 'Skipped only' Beneteau 57's in Croatia are now being offered as a bareboat this season.

These magnificent centre cockpit cruisers offer huge interior volume and the largest cabins available. With stunning blue hulls, teak decks and cockpits they are laden with extras including, bow thruster, dishwasher, washing machine, ice maker, coffee machine, microwave, toaster, air-conditioning and heating. At \$1435 per night in early June the value is exceptional for anyone that wants to spoil themselves with a large luxury yacht.

## 🌐 **BLISS**

Lynn and I recently caught up with Pete Sheehy the long-time Captain of the Whitsundays based Jutson 60 'Bliss' in Airlie Beach. Bliss is virtually the only crewed charter yacht committed to the Whitsundays on a year round basis and has an outstanding reputation based on client feedback for many years. Built in Australia in 2004 she has been immaculately maintained and presents extremely well. The deckhouse design offers panoramic views from the main saloon and she comfortably accommodates a party of six in a master and two doubles - all ensuited and individually air-conditioned with large Plasma screens and lots of little luxuries like heated towel racks and full satellite communication.

The cockpit has an electric targa roof and a huge duckboard allows great access to the water. The jet powered tender is both functional and fun with the ability to tow water-skiers or donuts. From \$3465 per day (including all meals and services of two crew) I believe Bliss offers exceptional value for a five star experience.

## 🌐 **12 VOLT/220 VOLT/GENERATOR**

I have always said that if you have a Watermaker and sufficient power then going ashore is only an option and not a necessity. These days, especially in catamarans, desalinators are becoming more common, as are generators to run all appliances.

Almost every bareboat around the world has a 12 volt cigarette lighter fitting at the navigation table which is perfect for powering mobile phones etc - some yachts also have 12 volt outlets in each cabin. More and more yachts have small inverters which can

convert 12 volts to 220 volts. With some of these inverters built in and some have small stand-alone units that plug into the 12 volt plug and offer a 220/240 three pin on the other side.

The limitation of an inverter is that while it might cope with charging laptops and cameras, it will not with hair dryers or toasters which draw too much current. To run these high amp units you will either need to have a generator on board or be connected to shore power. In the Mediterranean most vessels now have shore power. Basically this is an extension lead plugging into the marina at one end and being wired to the navigation table and usually cabins. Shore power allows access to all 220/240 volt items as well as charging the 12 volt batteries aboard.

A generator can be started up to run high draw current items such as hair dryers and also charge the boat's 12 volt batteries. Some operators are now recommending yachts run their engine 3 - 3 ½ hours per day to charge the batteries. This they say is to ensure that there is no possible chance that the fridge will not be as cool as possible and that they do not get any charging issues.

That amount of time sound excessive to me and if the gauges are correct, you would be happy to see anything above 11.8 volts and a cool fridge as a minimum before turning on the engine.

***Good chartering!***

Brook Felsenthal  
and the Charter World Team