



THE TRITON

NAUTICAL NEWS FOR CAPTAINS AND CREWS

Network with Triton
Sept. 4 and 18.
Details on A16-17

What's your latitude?

Crew report new jobs, new books and good deeds.

A3

Readers write in

A hard lesson is learned and opinions are shared.

A18-19

Seafarers' is ready

Bill of rights is now in effect for working and living.

B1

Leftovers onboard?

We're in the era of repurposing and reusing everything.

C1

GOLDEN SUN SHINES ON THE GOLDEN SHADOW



Scientists and crew pose on the bow of M/Y *Golden Shadow* in the Tuamotu Islands, French Polynesia in November. Read about their six-year mission on B1.

PHOTO FROM CAPT. STEVE BREEN

GPS test proves vulnerability; keep compass

By Dorie Cox

During a presentation on the limitations of Global Positioning System (GPS), Capt. Andrew Schofield realized the yacht under his command was vulnerable.

He was listening to GPS expert Todd Humphreys explain his experiments where students spoofed GPS and sent a helicopter drone on a new course. Spoofing is when one program masquerades as another; falsifies data, tricks the system and takes control.

Humphreys is assistant professor in the Department of Aerospace Engineering and Engineering Mechanics at the University of Texas and is director of the radionavigation laboratory. He presented his findings at the South by Southwest conference in Texas in March.

As president of the Professional Yachting Association and captain of the 213-foot (65m) M/Y *White Rose of Drachs*, Schofield wanted to see what this could mean for yachts, so he invited Humphreys to run a spoofing experiment onboard the yacht.

"The owner of our boat was happy for the UT team to be aboard and for this information to be

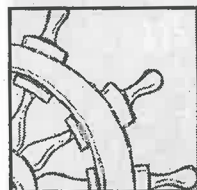
See GPS, page A12

When owner wants out, what happened?

As long as there have been boats, boaters have had a love/hate relationship with their vessels. The famous saying about the happiest days in boating is true: the day someone buys his boat, and the day he/she sells it.

But in yachting, where the "boats" are major financial commitments and happy memories

are made in some of the most amazing places on Earth, just what makes an owner happy to sell his/her yacht? When a megayacht owner wants



FROM THE BRIDGE
LUCY CHABOT REED

out of yachting, captains must ask themselves: How did we get here?

We asked that question at our monthly roundtable discussion with megayacht captains in Ft.

Lauderdale this month.

"The No. 1 reason owners get out of yachting is crew," one captain said. "If they see different faces every time they step aboard, they don't like it."

"They just get used to someone and come to like them – this is especially true of the interior – and then they are gone," another captain said. "This is their personal, private stuff. They don't want to go through it all again."

"It's that inconsistency when they come on the boat," said a third.

Individual comments are not attributed to any one person in particular so as to encourage frank and open discussion from the group as a whole. The attending captains are identified in a photograph on page 6.

Another captain pointed out that captains themselves are just as liable to be the problem.

"My current owner has been with four captains in six months," he said. "They're ripping him off."

"A lot of people think they're being ripped off, but they really aren't," another captain said. "One bad captain, maybe, but by four? That's hard to believe, unless they're finding their captains on Craigslist."

"It's very hard to build that trust relationship with the owner," the first captain said. "I send weekly reports and receipts. He didn't ask, I just do it. Honestly, after what he's been through, I'm really surprised he trusts me. He could have said I've had enough with boating."

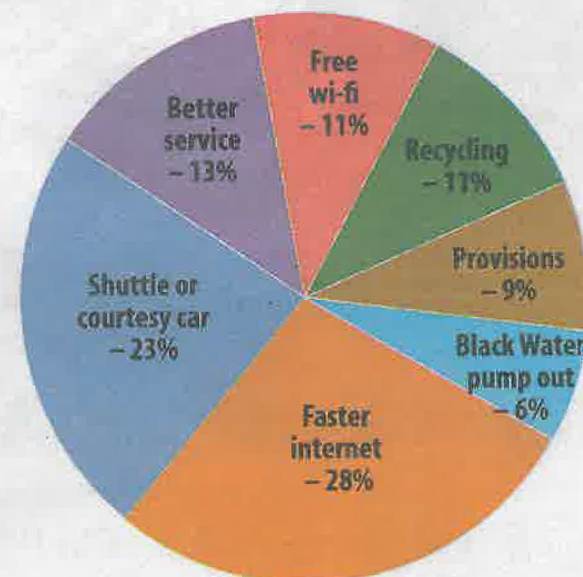
"You'd hate to see the guy get out because he's probably going to buy a bigger boat," said a third.

The conversation took an interesting, albeit brief, detour into captain training, with a couple

See BRIDGE, page A6

TRITON SURVEY: Dockage

What one thing would you like to see at marinas that they don't already provide?



Getting Under Way

TECHNICAL NEWS FOR CAPTAINS & CREWS

It's not your gallbladder
Heart attacks hit young and old. You are not immune. **B2**

From Europe to America
Brokers list and sell yachts around the world. **B12**

Let the shows begin
Cannes, Monaco, Newport, Southampton open. **B14**

Vacation with Triton
Spotters found in New York and Wyoming. **B15**

Out of the shadows



Crew stand by for recovery of M/Y *Golden Shadow's* seaplane. The yacht is on a six-year round-the-world itinerary for scientific research. Below, the yacht under way at sunset.

PHOTO FROM CAPT. STEVE BREEN

Golden Shadow shines on global tour

By Capt. Steve Breen

Over the past two-and-a-half years, M/Y *Golden Shadow* has been fortunate enough to be involved in the Global Reef Expedition, a six-year, round-the-world itinerary playing host to a team of international scientists from the Khaled bin Sultan Living Oceans Foundation.

Starting our journey in the Mediterranean in January of 2011, we have been slowly transiting west, and we currently find ourselves sitting on the dateline in the picture postcard country of Fiji. We have recently returned from another successful scientific mission exploring the Lau Islands.

Under the invitation from host countries, keen to use the unique resources of the vessel and the core team of scientists, we have been comprehensively mapping, surveying and exploring the state of the world's coral and fish populations.

Originally, the 220-foot M/Y *Golden Shadow* was built as the support vessel to the 265-foot M/Y *Golden Odyssey* for Prince Khaled bin Sultan of Saudi

Arabia until he realized it would also work well as a research vessel. It had the ingredients: a professional crew, a seaplane, a hyperbaric chamber, staff accommodations, added fuel capacity and several tenders. Even the 40-foot catamaran serves as an excellent platform for up to 20 divers.

More than a research vessel

For more than a decade, the Living Oceans Foundation and M/Y *Golden Shadow* have been involved in many projects, and our aim is to provide a logistical platform and a quality home for our guests. Few research vessels offer such amenities.

So far, we have completed 15 missions, travelled more than 33,000 nautical miles and catered for more

than 200 scientists.

Logging more than 6,500 dives, equating to more than 250 days underwater, the scientists have been busy. Nearly 25,000 square kilometers of coral reefs have been surveyed and mapped so far.



Organizing and executing such a unique itinerary requires considerable forethought and planning. This is to ensure that all of the logistical aspects for successfully completing expeditions in these remote parts of the world are executed without incident.

Any captain will agree that a ship's agent is a valuable asset, providing information and guidance to the local requirements, and helping to expedite

See **GOLDEN SHADOW**, page B10

Seafarers' bill of rights in effect for work, living

After 12 years of development and seven and a half years since being adopted, the International Labour Organization (ILO) went into effect on Aug. 20.



RULES OF THE ROAD
JAKE DES VERGERS

The Convention, more commonly referred to as MLC 2006, became binding in international law and establishes minimum working and living standards

for all seafarers. More in the merchant shipping side, but also affecting the yachting industry, MLC will also be an essential step toward ensuring fair competition and a level playing field for quality owners flying the flags of ratifying countries.

The MLC 2006 was adopted by government, employer and worker representatives at a special ILO International Labour Conference in February 2006 to provide international standards for the world's first genuinely global industry. Widely known as the "seafarers' bill of rights," MLC is unique in its purpose for both seafarers and vessel owners.

Now that MLC is officially in place internationally, what happens next? Depending upon the flag state of your yacht, there will be specific requirements for inspection and subsequent certification.

On the port state control front, yachts can expect to see the initial round of inspections starting in Europe. The Paris MOU on port state control has included the MLC 2006 as a relevant instrument for its member states. This action makes the MLC requirements officially subject to port state control, including the possibility for more detailed inspections,

See **RULES**, page B6

Educational outreach a hit for crew, kids

GOLDEN SHADOW from page B1

those "emergency spare parts" or last-minute visa issues that are sometimes required. There are always challenges presented to a vessel operating in such far-flung locations, but you quickly learn to adapt and persevere with the resources available.

As always, the primary goal is to conduct our work safely and efficiently. We have a dedicated and experienced team. They are highly trained, and everyone has a part to fulfill, from operating the decompression chamber to maintaining the extensive dive equipment and boats.

The onboard doctor, nurse and dive safety officer are always available to provide backup should it ever be required, and this is important when the nearest hospital can be thousands of miles away.

With so many successful diving operations completed, we are all proud of the fact that we have never had a diving-related incident. There is a great deal of job satisfaction for everyone

See **GOLDEN SHADOW**, page B11



The crew on M/Y *Golden Shadow* are given a traditional Tahitian welcome by school children in Fakarava, French Polynesia in November.

PHOTO FROM CAPT. STEVE BREEN



YOUR YACHT *IN THE SAFEST HANDS!*

Dockwise Yacht Transport is the world's premier yacht logistics company, offering hassle-free yacht transportation to the world's most desirable cruising grounds. Our goal is to help make your yacht shipping experience be as smooth and simple as possible, while offering you the unbeatable service you deserve. Why not choose the **most trusted name** in yacht transport for your next passage?

Dockwise Yacht Transport USA
T +1 954 525 8707 • E dwt.usa@dwt.com

YACHT-TRANSPORT.COM

**DY DOCKWISE
YACHT
TRANSPORT**

WORLD CLASS YACHT LOGISTICS



M/Y Golden Shadow and the dive boat captured somewhere under the rainbow during a research mission in French Polynesia. The yacht (below) at dock in the Galapagos with a blue footed boobie bird in foreground in June of 2012.
PHOTO FROM CAPT. STEVE BREEN

Scientific missions allow dives in protected and off-limit reefs

GOLDEN SHADOW from page B10

involved, as it's certainly a break away from the norm.

Boldly going where few go

The South Pacific is a jewel of a place, and we've had the privilege to visit untouched areas that are generally inaccessible to other vessels. As we are researching for the benefit of the host countries, we have access to Marine Protected Areas and off-limit areas.

Our aims are to study the coral reefs, understand how these ecosystems become resilient to change and ultimately provide information necessary to use their bounty sustainably or, in some cases, increase areas of protection.




We have conducted many educational outreach programs for local schools and marine institutions, and it has been an amazing experience for us all to have the local children visit and welcome us.

Everything is a novelty to the children of these small communities, none more so than a ship turning up with a seaplane on its deck.

As we sit here in Fiji, at the halfway point of our trip around the world, we have much to look forward to.

To track our progress, please see photos and more by following us on www.globalreefexpedition.org.

Capt. Steve Breen has been captain on M/Y Golden Shadow since April 2007. Comments on this story are welcome at editorial@the-triton.com.




FUEL FOR SALE

ALL OCEANS
ALL PORTS
NO WORRIES


GYF GLOBAL YACHT FUEL INC.

Fort Lauderdale
Phone: 954-462-6050
Fax: 954-462-7467
info@globalyachtfuel.com




LIFELINE

Inflatable Boats/Liferafts
Marine Safety Equipment



Inflatable Boats, USCG Approved Liferaft Inspection Facility,
Yamaha Outboards, Marine Safety Equipment



LIFELINE INFLATABLE SERVICES, INC.
1590 NW 159th Street - North Miami, FL 33169
Ph: 305.621.1500 • Fax: 305.621.1730
www.lifelineinlatable.com
Email: sales@lifelineinlatable.com
PICKUP & DELIVERY AVAILABLE

Dealers Wanted



Marine Growth Remover
Safe. Non-Toxic. Biodegradable.

Our **Barnacle Buster™** and **Port-O-Flush Jr™** will effortlessly rid your seawater cooling systems of marine growth and scale buildup. Systems like main engines, generators and air conditioning units can all be easily cleaned in-place within a few hours, all with minimal dismantling.

TRAC ECOLOGICAL Green Products www.trac-online.com
3402 SW 26th Terrace E-11, Ft. Lauderdale, FL 33312 • Ph: 954-987-2722

POF Jr.