



# JOHN B. [REDACTED]

## Skipper/Engineer

MOBILE (US) - [REDACTED]  
WHATSAPP - [REDACTED]  
SKYPE - [REDACTED]  
EMAIL - [REDACTED]

### INFORMATION

- Base : Palma Mallorca SPAIN
- Temp Base : NY USA (through September 2024)
- US Citizen
- Scottish/Global culture
- Native US&UK English
- Fluent French
- Basic Spanish
- Basic Turkish
- Schengen & B1/B2
- No visible tattoos
- Healthy , Fit , Yoga Instructor

### RELEVANT QUALIFICATIONS

- STCW 95 – 2013
- STCW 10 – 2020
- ENG1 – Apr 2024 to Apr 2026
- AEC – 2013
- RYA PB2 – 2020
- RYA Competent Crew – 2020
- RYA Day Skipper Sail – 2020
- RYA Coastal Skipper Sail – 2020
- RYA YM Offshore Sail – 2024 commercial & STCW endorsed
- RYA YM Oceans Theory – 2020
- Professional Background in Architectural & Civil Engineering
- Background in Management
- +9500 sailing miles
- North & South Atlantic & Indian
- Mediterranean & Caribbean
- Diamond Shellback (Neptune)

### OBJECTIVE

I love yachts and yachting and after 12 years in and out of the industry my passion has only deepened , rather than waned . I love to learn . I love to travel . I love to hone my existing skills . I love being on boats . I love to sail .

I am confident in my career in yachting and am building on my foundation of engineering to be a better sailing captain . All opportunities that allow me to either hone my existing skills or learn new skills interest me .

I am here to work , to live and to learn .

### BOAT PREFERENCES

In a general sense I prefer sail over motor and private over charter . However , I strongly believe that it is foolhardy to be inflexible or to have any prejudice towards a potential opportunity . Every opportunity has its own lessons to learn and should that opportunity manifest , the reasons for it doing so will become rapidly evident .

This also applies to salary and boat size . Every opportunity needs to be seen as a package , taken as a whole . Either it is a good fit for both sides or it is not .

### PROFESSIONAL PROFILE

Proper Planning Prevents Piss Poor Performance .

Brains always outperforms Brawn if Brains has the correct tools and knows how to use them . This applies even more so in management and understanding that each member of the team is a different tool with different abilities and specialties , none better than the other .

I am easy going and hard working , dedicated , honest but no fool , dependable and discrete . I am highly flexible and adaptable and learn new skills at lightning speed . I enjoy having time to myself at the same time as enjoying the company of others and discovering all that each human on this planet has to offer .

Respect should be given and then it can be expected in return and politeness is the foundations of civility and civilisation . Please and thank you are not magic but rather common sense . I never assume that I know what someone else is truly going through unless they care to explain it to me and hence find it best not to judge others whenever possible and to rather focus on how best to support them when they need it .

First and foremost , I am at work to work . Internet is for laptops and the family calls , not for checking social media with phone in hand the whole day .



## MARITIME EXPERIENCE

### S/Y [REDACTED] – 36M BALTIC – NORTH ATLANTIC

2024 July (2 weeks/11 sea days/36 night watch hours/North Atlantic Ocean crossing)

- Delivery Crew . Delivery from the Azores to Maine US . Furling main sail , Code Zero , Genoa and inner stay sail . Sailed at broad reach with main , code zero and staysail to get around the high pressure west of the Azores . Sailed at beam and close reach with various configurations to navigate through the shifting highs and lows of the North Atlantic . Sailed at beam reach with main at 1<sup>st</sup> or 2<sup>nd</sup> reef and stay sail through higher winds crossing the Gulf Stream and the continental shelf .

### S/Y [REDACTED] – 14M BAVARIA – PALMA

2024 June (7 days/7 sea days/10 night hours)

- YM Offshore Practice Week , practiced [REDACTED] under motor and sail , heave to , precision navigation at night and navigation , moorings by anchor , buoy and dock , stern to dock and beam to dock as well as the usual sailing and motoring maneuvers . 3 Skippers on rotation .
- Examiner reference available for serious inquiry only .

### S/Y [REDACTED] – 28M WALLY – PALMA MALLORCA , SPAIN

2024 June (1 week/1 sea day)

- Temporary Engineer , helped prepare the boat for delivery to Greece for the buyer after sale , including a sea trial . Was recommended by the seller to the buyer .

### M/Y [REDACTED] – 32M SAN LORENZO – PALMA MALLORCA

2024 May (2 days) , June (1 day)

- Exterior Daywork , (May) Boat had just arrived in Palma from the states on a shipping vessel and was covered in grease and salt and had 36 hours before the owners came on board . Arranged a team of 3 to assist their interior and exterior crew . Removed grime , full washdown and detailing both exterior and interior were all accomplished within the required dead-line .
- Exterior Daywork , (June) Helped crew remove “red rain” deposit .
- Captain reference available (phone)

### M/Y [REDACTED] – 52M AMELS – TÜZLA ISTANBUL , TÜRKIYE

2024 March (3 weeks , shipyard)

- Temporary Deck/Engineer . Boat had been in shipyard in Tuzla for 2 years and was getting ready to be seaworthy again with some extreme challenges . Liasoned with Turkish workers to facilitate day to day operations . Utilised previous experience with both shipyards and Turkish shipyards to assist the captain and chief engineer in day to day challenges that arose . Worked autonomous as well as led various teams of temporary workers in key tasks .
- Captain reference available (phone) . Chief Officer reference available . Chief Engineer reference available . Bosun reference available .

### [REDACTED] – THE PANDEMIC AND TAKING CARE OF FAMILY

2021 July to 2023 December

- During the Global Pandemic my mum died unexpectedly of Stage IV cancer in October of 2020 . At the time I was in Grenada and there were not only 2 week quarantines between countries but also between the various states in the US and travel was very difficult in certain directions . At the time a small service was performed . Later in July of 2021 a family memorial service was performed which I was part of . However , my father was not doing well to transition as a widower and retiree (they had been married for 50 years) and I decided to put my life on hold and help him find his purpose in life once more . He is doing well now .
- The rather complex situation led me to seek simplicity in life and I found it in meditation and yoga . This soon lead me into teaching both as well as becoming an avid student of Vedic Philosophy and chakr energies .



### **S/Y [REDACTED] – 20M LAGOON CATAMARAN – TÜRKIYE**

- 2021 June (2 trips/6 sea days)
- Shared skipper (coastal) . Cruising the Turkish “Ege” coast with a family . Choosing anchorages each evening and sailing during the day .

### **S/Y [REDACTED] – 15M LAGOON CATAMARAN – TÜRKIYE**

- 2021 May (3 trips/13 sea days)
- Skipper (coastal) , private use . Cruising the Turkish “Ege” coast . Choosing anchorages each evening and sailing during the day .

### **S/Y [REDACTED] – 15M VOYAGE CATAMARAN – OCEAN**

- 2020 July to August (1 month/24 sea days/4000nm/96 night watch hours/South and North Atlantic crossing from St Helena to Grenada following the trade winds and crossing the doldrums/ Equator crossing at 043W)
- Engineer and Shared skipper with owner . Achieved sustained 13.5 knots of sailing speed for over 80 hours . Navigated according to weather conditions , adjusting each day and each watch when necessary . Met the owner doing friendly regattas on St Helena whilst we were all stranded there and he was happy to take myself and my wife aboard to leave St Helena before official means were available , despite his credo of never allowing men aboard his vessel . This was his last leg of his second circumnavigation around the world .
  - Owner reference letter available .

### **STRANDED ON ST HELENA WHEN THE PANDEMIC BEGAN**

- 2020 April to July (3 months)
- Participated in friendly regattas each Sunday on a wonderful variety of sailing monohulls and catamarans with sailors from all over the world .

### **S/Y [REDACTED] – 20M CUSTOM MONOHULL – SOUTH ATLANTIC**

- 2020 March to April (2 weeks/16 sea days/1700nm/64 night watch hours/South Atlantic crossing from Cape Town to St Helena)
- Shared skipper . Barebones steel hull boat . Sloop with fractional rig , nonfurling forestay and innerstay . Manual helm with no autopilot , handheld GPS and paper charts , no watermaker , provisions for 21 days . Original plan was Cape Town to Rio 2020 which later became leaving South Africa one day before it shut down and arriving in St Helena in the middle of the early panic and then being let ashore to be stranded there whilst the pandemic unfolded .

### **S/Y [REDACTED] – 11M L34 – SOUTH AFRICA**

- 2020 February (1 week/5 sea days/210nmTidal/8 night watch hours)
- Shared Skipper as part of YM Offshore Practice .

### **S/Y [REDACTED] – 20M FAST 42 – SOUTH AFRICA**

- 2020 February (1 week/5 sea days/210nmTidal/4 night watch hours/The Cape)
- Shared Skipper as part of YM Coastal Skipper Practice .

### **S/Y [REDACTED] – 12M PACER 37 – SOUTH AFRICA**

- 2020 January (2 weeks/10 sea days/260nmTidal/8 night watch hours/The Cape)
- Shared Skipper as part of YM Training .

### **M/Y [REDACTED] – 28M SAN LORENZO - MEDITERRANEAN**

- 2018 July to August (5 weeks/21 sea days/400nm)
- Engineer and First Mate/Helmsman to Owner/Captain . Travelled Italy , Amalfi coast , Corsica , Monaco , St Tropez and the Cote d’Azur with a Swiss family . Piloted heavy seas out of Calvi whilst the owner helped his family stay calm and safe .
  - Owner reference letter available .





### **M/V [REDACTED] – 52M FREDRIKSTAD – OCEAN & MED**

- 2016 January to April (99 days/80 sea days/Royal Meridian & Equator crossing)
- Second Engineer in a team of 4 . Joined in Tuzla Istanbul , Turkiye and helped get the ship seaworthy after a long shipyard period . We then went to Venice and Mallorca and then Gran Canaria where we were engaged in official Sea Shepherd operations . In Gran Canaria we were aiding international efforts to monitor illegal fishing operations and smuggling of which I was an integral part due to my local knowledge . From Gran Canaria we ran a patrol in the North Atlantic Ocean , making our way down to Gabon . We engaged in anti-piracy off the coast of Nigeria and then crossed the 0,0 . In Gabon we were teaming with the Gabon Army to create a Navy capable of protecting Gabon's national waters from illegal trawling .
  - Captain reference letter available . Chief Engineer reference letter available . Employee Review available .

### **S/Y [REDACTED] – 33M ROYAL DENSHIP – NEWPORT , US**

- 2015 October to November (1 month/5 sea days)
- Sole Engineer . Replaced the previous sole engineer that was a good friend of the captain . Stepped aside when he asked to return . I joined whilst the boat was on the hard , did the splash down and prepared the boat for the season in the Caribbean .
  - Captain reference letter available .

### **M/Y [REDACTED] – 30M BILGIN – ISTANBUL TÜRKIYE**

- 2015 April to June (3 months , shipyard)
- Chief/Refit Engineer . Represented the owner for the refit . Coordinated with all local trades and the shipyard on a daily basis . Oversaw the installation of various new systems at the owner's direction including a electricity based hull defouling system , reducing the need for so many thruhull openings in the boat , developing a system by which to patch the composite hull effectively . Was rewarded by an all expenses paid visit to the owner's homeland .

### **M/Y [REDACTED] – 37M INTERMARINE – FLORIDA , US**

- 2015 January to February (7 weeks/2 sea days)
- Chief Engineer . Great boat . Joined the vessel because of a good relationship with the captain and the first mate . When both were pushed out and replaced by political means between a deckhand and the agent , I put in my notice and moved on .
  - Captain reference available (email) .

### **M/Y [REDACTED] – 15M LAGOON CAT – US**

- 2014 December (3 weeks/14 sea days)
- Sole Engineer and Helmsman for a delivery (3 crew) . Delivery was from Houston US to New Orleans US through the southern intercoastal passage and involved a lot of freight traffic , locks and draw bridges .
  - Captain reference available (email) .

### **M/Y [REDACTED] – 36M BROWARD – DOMINICAN REP.**

- 2014 March to August (4 months/5 sea days)
- Chief Engineer . Arrived to a boat unable to leave the dock . Fixed her up and also replaced all the CRT televisions with flatscreen smart televisions that made every area of the yacht an entertainment center . Transformed work area into a gym for the owner .
  - Captain reference available (email) .

### **M/Y [REDACTED] – 37M BROWARD – USVI & BVI**

- 2013 November to December (6 weeks/26 sea days/only charters , no private)
- Sole Engineer . Performed engineering duties and helped the rest of the 5 person crew in all tasks to make successful charters .



## M/Y [REDACTED] – 30M CUSTOMLINE – FR TO GR DELIVERY

2013 July to August (5 weeks/28 sea days)

- Chief Engineer . Delivery from La Napoule France to Rhodos Greece .

## HONORABLE MENTIONS

- M/Y [REDACTED], 54m Benetti , temporary 3<sup>rd</sup> Engineer (Florida US)
- M/Y [REDACTED], 47m Zimmerman , temp 2<sup>nd</sup> Engineer (Marseilles France)
- M/Y [REDACTED], 33m Hargrave , temporary Sole Engineer (Bal Harbour US)
- M/Y [REDACTED], 40m Benetti , exterior daywork (Florida US)
- M/Y [REDACTED], 38m Trinity , engineering dayworker (Florida Keys)
- M/Y [REDACTED] Sunseeker Predator , engineering and exterior day [REDACTED] annes France)
- M/Y [REDACTED], 26m Azimut , engineering and exterior (Nice France)
- M/Y [REDACTED], 80m Feadship , exterior daywork (Antibes France)
- M/Y [REDACTED] m Mangusta , engineering and exterior (Antibes France)
- M/Y [REDACTED], 23m Azimut , engineering (Antibes France)
- M/Y [REDACTED] Azimut , prepped for sale (Miami US)
- M/Y [REDACTED], 40m rebuild , engineering (Florida US)
- M/Y [REDACTED] xterior (Palm Beach US)