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INTERNATIONAL
BOAT SHOW

BULLETIN SPECIAL

**Mallorca
Bulletin**

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MALLORCA IS SIMPLY THE BEST



João Franco, one of the stars of the hit TV series *Below Deck*. PHOTO: INSTAGRAM



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BIG SMILES ALL ROUND!



Palma.—The President of the Balearics, Marga Prohens, opened the 42nd edition of the Palma International Boat Show on Wednesday, the event that marks the start of the nautical season in the Mediterranean.

With a total of 310 exhibitors and 600 boats, the event features a comprehensive and highly diverse exhibition that has established it as an international benchmark. The opening ceremony was attended by the Minister for Business, the Self-Employed and Energy, Alejandro Sáenz de San Pedro; the Minister for Labour, the Civil Service and Social Dialogue, Catalina Cabrer; the Director-General for Industry and Industrial Estates, Alfons Gómez; and the Manager of the

Balearic Islands Regional Development Agency (ADR Balears), Silvia Delgado. The fair, organised by the Regional Government and the Balearic Yacht Brokers Association, is open until 2 May.

The Palma International Boat Show features three distinct areas.

Two of these, Shipyards & Equipment and Superyacht Village, are located at the traditional Moll Vell venue, whilst the Superyacht New Build Hub will be at Marina Port de Mallorca.

This new location has brought the exhibition a little closer to Moll Vell and doubled the number of boats on display, as it will feature twenty premium moorings and over twenty exhibitors on land, cementing its status as a key

meeting point for the large sailing yacht new-build industry. As a new feature, the two venues are connected by sea and land at half-hourly intervals. A PIBS ticket grants access to all areas.

Furthermore, the fair boasts Europe's largest exhibition of large-length sailing yachts.

It brings together, with direct representation, some of the most prestigious shipyards on the international scene, which are presenting their latest developments and innovations in Palma. It is worth noting that the exhibition is characterised by the innovation of the products on display, with a range that includes large yachts alongside small and medium-sized vessels, brokerage

services, technical services and some of the sector's most cutting-edge offerings.

With the aim of assessing the contribution of the boat show to the Balearic Islands, the organisers of the Palma International Boat Show will once again collect the necessary data to enable the Directorate-General for Economy and Statistics to calculate its economic impact. The first study confirmed that the PIBS generated an economic impact of €20.1 million and helped to reduce seasonality and boost tourism during a low-season month.

Last year, the updated study showed a 4.5% increase, achieving a total impact of €21 million.

Boat show candid camera!



A SNEAKY SNAP

A lady takes a sneaky photo of the opening ceremony and Bulletin editor Jason Moore meets Captain Glenn Shephard of *Below Deck Sailing Yacht* at the opening ceremony.



by **ERICA LAY**

As ever, the Palma International Boat Show is far more than a static display of gleaming hulls and teak scrubbed to within an inch of its life. Across Moll Vell and the Superyacht Village, this year's programme is packed with workshops, seminars, live demonstrations and, of course, plenty of networking opportunities - both planned and spontaneous.

Running daily from 10am - 8pm, the show also offers some standout experiences away from the pontoons. The Fundació Joves Navegants (Foundation for Young Sailors) will be hosting open days aboard their electric training sailboat throughout the week - a chance to step on board, explore a more sustainable side of sailing, and see how the next generation is being introduced to life at sea.

So, where should you be focusing your time? Let's break down the final two days.

Today: Full Programme, Full Energy

Friday is widely considered one of the most engaging days of the show, with a packed schedule and a noticeable buzz around the show site.

From the morning onwards, visitors can dip in and out of a range of presentations and talks, covering everything from regatta briefings to updates from international marine organisations. It's a chance to get a broader sense of where the industry is heading - and who's shaping it.

The day kicks off in the Superyacht Square with a **Crew Welfare Workshop: From Build to Intervention**, hosted by Seas the Mind, ISWAN and Wave Wellness (10am - 11am). This is followed by Hill Robinson's **Balanced Leadership** session at 11am, offering insight into the evolving demands of leadership on board.

Elsewhere, Wave Mallorca will be broadcasting live from the Nautiparts stand, inviting visitors to stop by and join the conversation. Expect a lively atmosphere with Richard



WHAT'S ON at the Palma International Boat Show

and Izzy hosting from 10am - 1pm, followed by Des Mitchell later in the afternoon. As the day rolls on, things transition into evening mode, with DJ Diablo V taking over the decks from 6pm.

For those looking to sharpen their career prospects, Bespoke Crew, Riela Yachts and UKSA are hosting a **"Careers and Coffee"** session at The Corner Bar (2pm - 3.30pm), offering practical CV advice and guidance for those navigating their next steps in the industry.

The Corner Bar remains a central hub into the evening, with a **Crew Meet-Up** hosted by U Crew from 5pm - 8pm - and yes, there's a free drink for crew.

Across the show, the **Yachting Butler Academy** (Stand C19) is running a series of interactive workshops throughout the day, from yoga and massage to napkin and towel folding, with live music from 7pm each evening adding to the atmosphere.

Friday night doesn't stop there. The launch of new yachting company **DOLKS** takes place from 8pm, featuring a cocktail workshop, food, music and the official presentation of their app - all with a strong emphasis on networking. Meanwhile, Estela's Captain's Dinner at Son Amar offers a more formal, invitation-only close to the day.

Saturday: A Slower Start, Strong Finish

By Saturday, the pace shifts slightly. The schedule is lighter, but the show itself remains busy - if anything, this is when conversations become more focused and purposeful.

For early risers, the day begins outside the show itself. **Marathon for Mental Health** is hosting a Palma Morning 5km hike at 8am, raising awareness and optional donations for

What you need to know

- ⇒ **Location:** Moll Vell, Port of Palma
- ⇒ **Dates:** Open now until May 2, 2026
- ⇒ **Opening Hours:** 10am to 8pm
- ⇒ **Exhibitors:** 295 companies
- ⇒ **Yachts on Display:** 300+ vessels
- ⇒ **Key Areas:**
 - Shipyards & Equipment
 - Superyacht Village
 - Superyacht New Build Hub
- ⇒ **Ticket Prices:**
 - Online ticket: €13.20
 - Box office: €12
 - Professional pass: €49.50
 - Children under 6: Free
- ⇒ **Shuttle Service:**
 - A dedicated sea shuttle connects Moll Vell with the Superyacht New Build Hub at Marina Port de Mallorca.

ISWAN, a charity supporting crew worldwide. You can find the event on Eventbrite.co.uk.

Alternatively, those looking for something a little more relaxed can join a **free yoga session** in front of the cathedral at 9am, hosted by Yogi Whale, with donations supporting Yachting Gives Back.

Back at the show, the focus returns to the **Superyacht Square**, where the keynote sessions (10.30am - 12.30pm) take centre stage. Held within the show's innovation hub, these talks explore the future of the industry - from sustainability and emerging technologies to crew services and evolving business models. It's a chance to step back from the day-to-day and look at where yachting is heading next. Beyond the morning sessions, Saturday is less about structured programming and more about making the most of the show itself. Yacht viewings, exhibitor presentations and industry meetings continue throughout the day, with many visitors using this final stretch to follow up on connections and explore opportunities in more depth.

A Show That Extends Beyond the Programme

While the official schedule offers plenty to get stuck into, some of the most valuable moments at the Palma International Boat Show happen in between... on the docks, at the stands, or over a quick drink that turns into a much longer conversation.

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● The 30th Superyacht Cup Palma Richard Mille sells out with largest fleet in nearly two decades



The 30th edition of the Superyacht Cup Palma Richard Mille has officially sold out, confirming 24 entries — the largest fleet in almost two decades — with a waiting list now open.

The 30th edition of the Superyacht Cup Palma Richard Mille was always going to be something special, but to sell out all racing places has taken the Mallorca event to a new level.

Europe's longest-running superyacht regatta is delighted to announce it has 24 confirmed entries — the largest fleet in almost two decades — and that the waiting list for further hopeful entries is now officially open.

The 2026 anniversary celebrations, with the regatta returning to a fully occupied base at its prestigious host venue, Club de Mar-Mallorca, are set to take place from 24–27 June.

“To be able to celebrate both our 30th anniversary and one of our largest ever fleets is a real testament to the enduring appeal of owner-led racing over three decades,” said **SYC Owner and Event Director Kate Branagh**.

“Maintaining and enhancing the strength and diversity of that fleet has long been at the heart of what we do at the Superyacht Cup Palma Richard Mille, along with delivering great racing in the Bay of Palma, and a uniquely fun and private atmosphere ashore,” she added.

The diversity of the 2026 fleet is cer-

May 4–9: 52 Super Series Sailing Week (Puerto Portals).

June 24–27: The Superyacht Cup Palma.

August 1–8: 44th Copa del Rey MAPFRE (R.C.N. Palma).

August 11–15: Illes Balears Classics (Club de Mar)

tainly worth its own celebration with the established core superyacht classes being joined by a J Class presence as well as a new Multihull Division — introduced for 2026 — with four entries taking advantage of SYC's nimble evolution in a changing world.

Also set to make an impact at SYC is another new racing division — YYachts. Eight YYachts will compete, forming a class of their own, and the company comes on board as a Friend of

the Superyacht Cup Palma Richard Mille.

Founder Michael Schmidt said: “The Superyacht Cup Palma Richard Mille has always held a special place for us, so we are honoured to be part of this 30th anniversary edition as a ‘Friend’ of the regatta. To see eight YYachts racing here this year — forming a class of their own for the YYachts Cup — is something we are quietly proud of. It reflects not just the growth of

the brand, but the strength and shared mindset of our owners.

This season also marks our 10th anniversary, and to have such a strong presence within an event that places the owner at the centre and values pure, performance-led sailing feels very natural. It's a good fit — and a moment to reflect on how far we've come.”

The overall size and quality of the fleet has also impressed another regatta regular, **Guy Standbridge, captain of Axia**.

He said: “To see a fleet of this depth for the 30th anniversary is hugely encouraging. Having taken part in the very first Nantucket Bucket in 1987, it is both remarkable and genuinely satisfying to see how far superyacht racing has come over the years. From a racing perspective, Palma delivers exactly what these yachts are designed for: consistent conditions, close competition, and proper, performance-led sailing. And what continues to set the Superyacht Cup Palma Richard Mille apart is the owner-driver dynamic. It creates a very particular atmosphere on the water — competitive, but with a shared understanding of why everyone is here. That balance is not easy to achieve, and it's why the regatta continues to attract this level of fleet.”

From Aini and Allegra to Svea and Win Win, the fleet — spanning five divisions — is set to make this 30th anniversary edition one to remember.

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Zimbabwe-born superyacht captain João Franco transitioned from a South African overlander business to the maritime industry, before becoming a breakout star on Bravo's *Below Deck*. Despite initially turning down the reality series to focus on his career, a persistent casting director led him to feature in four seasons of the show, while advancing to lead deckhand and, eventually, captain. *Mallorca Bulletin* caught up with the 36-year-old at home in Ballito, South Africa, accompanied by the occasional honk of a resident peacock.



by **SARAH FORGE**

Was yachting your first career?

"No, my brother and I built a solid business in South Africa manufacturing 'overlanders' - custom 4x4 recreational vehicles - from scratch in our backyard. We were featured in various magazines but, after the economy crashed for like the fourth time, we had to look elsewhere for work."

Why yachting?

"A cheffing couple visited my house, friends of friends, and mentioned they'd just completed their STCW - maritime safety training - to work on boats. Honestly, I didn't even know superyachts existed, I'd never left Southern Africa. I did two weeks of research, got my brother and me onto a course, and a month later we backpacked to Europe for the first time."

Where did you start?

"My research pointed to Antibes. Ten years ago, it was less regulated and you could just wander into Port Vauban and go dockwalking. Starting at 06:30, we'd cover five ports in two countries in a single day. Despite being 26 and 24, we'd never used a bus, a train, or a credit card. And we were looking at yachts thinking, 'they're never going to let us work on those.'"

How did you land your first gig?

"Purely by chance, we met a captain and spent three weeks cleaning villas, doing security for the Cannes Festival, and tidying his house - knocking off for beers at 3 'o' clock. Then a position opened on a 65-metre charter yacht, *Silver Angel*, so we played 'Hick Hack Hock' for it - I won. Luckily, a second spot opened the next day, so we both started as deckhands together, having never touched a chamois in our lives."

How did *Below Deck* enter the frame?

"Before I even started on *Silver Angel*, a casting agent named Conan Ryan Facebook messaged me. I thought it was a joke but went through the motions. In the end, I chose a career over the show. As a driven person, I didn't want to look like a fool on TV - oh, the irony - when I barely knew the job yet."

From **BELOW** **DECK** to the Balearics, skipper João Franco embraces the Mallorca lifestyle

How do they find the crew?

"They scour yachting Facebook groups and databases like Yotspot for 'faces for TV'. The net is cast wide - maybe 2,000 people - and they keep whittling. Even though I'd turned him down, Conan was persistent and told me one day he'd get me on. Eventually the stars aligned, I resigned from a boat and three days later got a message asking me if I wanted to put my name in the hat again. Finally, I gave in."

What is the selection process like?

"Basically, it's a series of interviews, ending with a panel of key producers. There's also a gruelling multiple-choice psychological evaluation with 550 questions like, 'Do you hear noises in your head?'. It's surprising how many people pass - and, even more scary, how many people don't. Years later, a psychologist showed me my detailed profile, and I must say it was spot on."

What happened once you were cast?

"I had a week and a half before filming started in Amalfi. They take your phone and isolate you in a hotel for two days so you can't see who else is cast. Then you walk onto the boat they've hired, meet the crew, and start a charter the next morning. It's a recipe for disaster. We filmed for six weeks to get about 18 episodes - that's probably only 5% of the total footage. The show aired in 2018."

Are the cast members good at their jobs?

"Not necessarily, which is frightening. I'm amazed there haven't been bigger incidents. There have been some close calls, even during my time. Often, the producers are more proficient than the deckhands, because they've been filming this for 12 or 13 years now."

Is the money worth the drama?

"Only if you do multiple seasons, in my opinion. The initial salary is only slightly above a standard yachting wage, plus tips. But the catch is the 'pick-ups' - the green screen interviews in LA months later. You might be called back once a month, making it impossible to hold a permanent



PHOTOS:
JOÃO FRANCO

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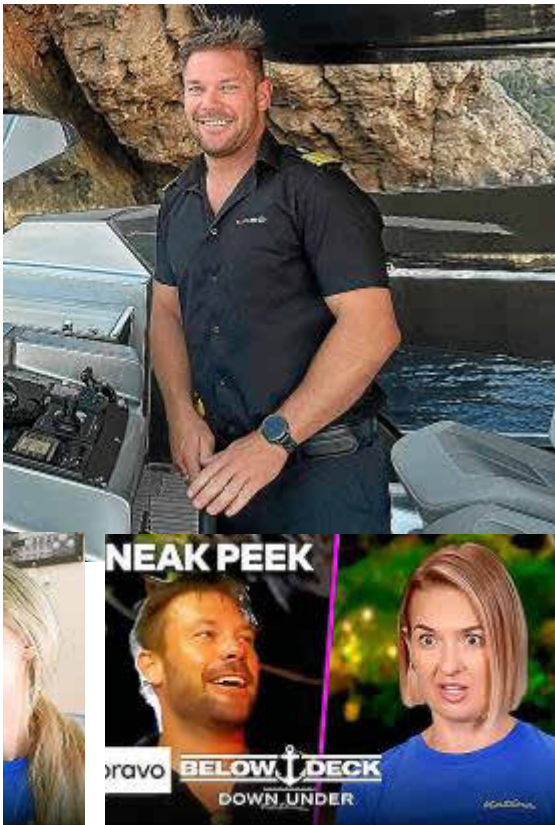
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ABOVE PHOTOS: INSTAGRAM / YOUTUBE

job. It was in the small print of the contract, not that we read it. I did temp work until the LA filming ended. If you return for a second season, the rate improves. Luckily, I got an immediate callback and my second run was in France, where I'd progressed to lead deckhand. We shot in 2018 and it aired in 2019."

What followed those early seasons?

"I landed my first captain's job on a 30-metre vessel. The owner was a *Below Deck* fan, so he let me fly to LA for filming. Later, during COVID, I did a short stint in Tarragona then ran a 24-metre between Mallorca and Ibiza. Eventually, I got a job on a brand new 30-metre vessel in Saint-Tropez. I've been captaining brand new vessels ever since, which is fantastic."

But you eventually returned to the show?

"Yes, I did *Below Deck Down Under* in 2021, airing in 2022, and filmed my final season last year which is on TV now. The show neatly mirrored my real-world career progression. Across the four series, I moved from deckhand to lead deckhand, bosun, and finally captain. I never wanted to be a deckhand forever, the goal was always the bridge, so I spent every spare moment doing courses to move up."

How compatible was reality TV with the high stakes of running a superyacht?

"The level of responsibility on the show is actually far greater than in the real world, yet it's often neglected – which bothers me. On a typical superyacht, you have a fully competent crew. On a TV show, you might have 50 people on board – including a production team – who lack experience. Even if they have the basic safety certifications, it doesn't mean they're qualified in any way shape or form."

Have you managed to use the *Below Deck* experience to your advantage?

"Absolutely. I've met fabulous captains and, while I didn't always agree with their methods, I took what I could to shape the professional I am today. Some boats declined my ap-

plications because of the show, but others didn't. I once applied for a Chief Officer role, and the captain tried to call me out for 'leaving the show off my CV' – even though I detailed all the boats and captains. I explained it was the hardest I'd ever worked. As it turned out, his boat had more crew drama than *Below Deck* ever did."

"If you want to learn about yourself, get on a reality show and watch it unfold. You can't argue with what you see on screen – it shows you exactly which parts of your character need work."

Do you have any regrets about the experience?

"None whatsoever. Everything – before and during the show – led me to my goal. I also used my Instagram presence to raise \$600,000 for Bahamas tornado relief so, no, I don't regret a second of it. Oh, and if you want to learn about yourself, get on a reality show and watch it unfold. You can't argue with what you see on screen – it shows you exactly which parts of your character need work."

Where are you working now?

"I can't say much, but I'm now captain of a very large vessel. I started a few months ago, and it's a rotational position, which is awesome. *Below Deck* recently hinted at a return,

but my new role's terms mean I won't be going back. Sure, the money is great, but with the prestige of my current position, I think I've outgrown it."

And you're living in Mallorca?

"Part-time, yes. My partner and I built a cottage at the bottom of her parents' garden in the Calvia countryside. I love that it feels remote, yet I can walk into a bar alone and immediately make a friend. I've decided to do a month in South Africa, then a few weeks in Mallorca, and one week exploring a new destination. It feels strange being on my first rotation – I catch myself wondering if I still have a job, if I'm still getting paid!"

What draws you to the Island?

"I first came to Palma in 2019 for a course – Efficient Deck Hand with Bluewater – and fell in love with the multicultural vibe. Between 2024 and 2025, I ran *Cabo*, a 43-metre Pershing 140 – an incredible machine, built by Ferretti. On our last trip, the owner asked where to go, and I suggested Mallorca because I knew it like the back of my hand – boy did I regret that comment. He never wanted to stay in one place and always wanted to move at 37 knots. We hit every port the boat could fit into, it was a stunning experience. My boss even convinced me to cycle the Sa Calobra hairpins and across Formentor to the lighthouse. I looked like a 'heffalump' on a €20,000 toothpick. I strangely developed a bit of a thing for cycling – though I'm still not sure about the Lycra. Since moving here, my partner and I have tried almost every restaurant, beach bar and cocktail spot, and it's always a good feeling – everyone is just so happy."

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CHEERS TO A GREAT BULLETIN NAUTICAL LUNCH

● Jim Passmore, **who spearheaded the refloating of the stranded classic British sailing yacht Owl from Palmanova beach**, gives an update on the boat and plans for the future.

THE MENU	
Starters	Dessert
Bread, olives and garlic mayonnaise	Apple crumble with vanilla ice cream
Iberian ham with crystal bread and olive oil	****
Crispy shrimp, honey and mustard sauce	Drinks included
Fried calamari andalucian style	Water
Cuttlefish with sobrasada, honey and pine kernels	Raimat Clamor
****	Viña Paceta
Main courses	Cuatro Pasos Rosado
"Blind" mixed paella or	Sangria traditional
Black paella with clams	Sangria de cava
	Soft drinks
	Beer
	Coffee



The Owl, stranded on Palmanova beach.

course to our readers for supporting the event," said *Bulletin* editor, **Jason Moore**.

Jim Passmore is working on a project to make the *Owl* a real community exercise..

"I sincerely hope that she will never be washed up on the beach again," he joked.

He was joined by many members who took part in the operation to free *Owl*, from the beach.



Palma.—*Bulletin* readers gathered at the Can Eduardo restaurant in Palma yesterday for our annual Boat Show lunch. This year, local sailor **John Passmore**, who spearheaded the rescue operation to refloat the classic British sailing yacht, *Owl*, from Palmanova beach, gave a speech.

Jim said that the boat, which remained stranded on Palmanova beach

for more than three months until it was refloated by his nautical A-team, was now at the **STP** boatyard in Palma. Restoration work would start shortly.

Our readers enjoyed an excellent lunch of sea-food all washed down with some excellent wine.

"Our thanks to **Can Eduardo** restaurant for a really excellent meal and of-





Jim Passmore gives details of the operation to refloat *Owl* from Palmanova and her history including her designer and her long life, pictured right.



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BY ERICA LAY

For many yachting families, Mallorca isn't just another stop on the itinerary, it's end goals.

At some point, usually after a few seasons of bouncing between the Mediterranean, the Caribbean and everywhere in between, the conversation shifts. Less about where to go next, and more about where to base themselves. Where the children can go to school. Where life can feel, if not settled, then at least a little more grounded. And more often than not, Mallorca ends up at the top of the list.

On the surface, it's an easy sell. Safe, well-connected, international without losing its identity, and offering a lifestyle that feels both high quality and relatively relaxed. You've got world-class marinas, excellent healthcare, and a strong selection of international schools, including Rafa Nadal International School and The Academy International School, which cater to globally mobile families who need flexibility as much as stability.

Add in the climate, the scenery, and the fact that you can be on a yacht in the morning and at a school pick-up in the afternoon, and it's not hard to see the appeal.

But while the decision to move can be straightforward, the reality of adapting is often a little more layered, because Mallorca, for all its international appeal, is still very much Spain. And it's worth pointing out that Spain has its own rhythm...

Things take time. Paperwork takes longer. Offices close when you least expect them to. The idea of "mañana" isn't a stereotype, it's a lifestyle. For families used to fast-paced, service-driven environments, that adjustment can come as a surprise.

Then there's the balance between integration and insulation. It's entirely possible to live in Mallorca without ever really leaving the immigrant bubble. International schools, English-speaking services, familiar social circles. Everything you need, comfortably wrapped in a version of home.

For some families, that works perfectly. For others, there's a desire to engage more deeply with the island itself. Learning the language, navigating local systems, building relationships beyond the yachting and expat community. It takes more effort, but it often leads to a richer experience.

And then there's the unique dynamic of yachting life itself. Unlike more traditional relocations, many of these families aren't static. Parents may be away for extended periods. Schedules shift. Plans change. Children grow up with a sense of movement that doesn't quite match the idea of "settling down."

Mallorca doesn't remove that complexity, but it does provide a stable base around it. It's a place where routines can form, even if they're occasionally interrupted. Where friendships can develop that last beyond a single season. Where there's a sense of continuity, even within a lifestyle that is anything but predictable, especially because there's a full community of people in, quite literally, the same boat as you.

Of course, there are practical considerations too. For British families in particular, the post-Brexit landscape has added an extra layer of complexity. Residency, visas, time limits - what was once relatively straightforward now requires a bit more planning, paperwork and patience. That said, where there's a will - and maybe a very good lawyer - there's usually a way.

And Mallorca remains firmly on the radar. Families adapt, find solutions, and make it work, drawn by the same lifestyle factors that made the move appealing in the first place.

It's worth noting that like everywhere, property prices, particularly in sought-after areas, have risen significantly on the island. Demand is high, and the appeal of living here means competition isn't going anywhere anytime soon - but for many, the trade-off feels worth it. Probably because what Mallorca offers isn't just convenience. It's quality of life.

It's school runs with sea views. Weekends in the mountains or on the water. A pace that encourages you to slow down, even if you resist it at first. And perhaps most importantly, it offers a sense of balance that can be hard to find in a life built around constant movement. For yachting families used to living between worlds, that balance is everything.

So yes, Mallorca looks good on paper. But it's once families arrive, settle in, and start to navigate the reality of life here that its real appeal becomes clear.

It's not always perfect. It's not always easy. But, for many, it's exactly what they were looking for.



Why Yachting Families are choosing Mallorca — and what it's really like once they're here



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Agapi Boat Club offers a smarter, more accessible, and more cost-effective alternative to traditional boat ownership or chartering. Members gain access to a premium fleet in Mallorca, Menorca, Ibiza, Marbella, as well as other sought-after destinations across Europe and beyond.

Whether in Spain, the Côte d'Azur, Italy or Miami, Agapi members enjoy maximum freedom without the obligations of maintenance, insurance, mooring, or organisational effort.

“Our goal was to make boating accessible without compromising on quality or experience,” says Peder Asplund, CEO and co-founder. “We’ve removed the barriers to entry while creating a seamless and personalised experience.” With a high-quality fleet and an intuitive booking app, Agapi combines planning with spontaneity. Whether experienced skippers or beginners, the club model of-

fers flexible solutions to suit different needs, preferences, and budgets. A boating licence or prior experience is not required, as all options are also available with a professional skipper.

Your boating lifestyle – entirely on your terms. Agapi offers:

– **Unlimited membership** – Year-round access tailored to your preferences

– **Pay-per-use** – Maximum flexibility with full cost control

– **On-demand packages** – Individually customised

– **Summer membership** – Boating exclusively during the summer season

– **Two-month membership** – Two consecutive months of your choice

– **Corporate membership** – Company boating at preferential rates

– **Skipper charter** – For individual outings

Members choose the model, category, and size of their boat. The fleet includes vessels ranging from 22 to 45 feet from renowned brands such as Axopar, Fairline, De Antonio Yachts, Delta, Wiszniewski Yachts, Quarken, and others.



For those who still wish to own a boat, Agapi Smart Boat Ownership offers a hybrid model: the boat is purchased, while Agapi takes care of mooring, maintenance, cleaning, and all organisational aspects. At the same time, ongoing costs can be partially offset through controlled club usage. Owners benefit from priority

access, reduced costs, and complete peace of mind behind the scenes.

“We want our members to spend their time on the water – not organising it,” says Alejandra Levinas Asplund, co-founder and Head of Marketing. “From maintenance to logistics, we take care of everything.”

In addition, Agapi offers skippered outings, training, community events, and personalised introductions – all part of its mission to make boating simple, safe, and enjoyable.

Agapi represents a new way of enjoying life on the water – defined by freedom, flexibility, and ease. The model reflects the evolving expectations of modern boating enthusiasts.

Experience Agapi

Getting started is simple: tell us which boating lifestyle suits you best, and the team will create a tailored solution. For more information, visit www.agapiboatclub.com or drop by the office at Port Calanova, Mallorca.

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The Palma Finance office on Carrer de Caro in Palma's Santa Catalina district.

In the dynamic property and financial market, Palma Finance positions itself as a reliable partner for sophisticated financing projects – a compelling alternative to traditional banking: fast, flexible and transparent.

In the vibrant financial and real estate landscape of Palma de Mallorca, Palma Finance has established itself as a modern financing partner that consciously takes a different approach. Rather than relying on rigid banking structures, the company adopts a solution-oriented strategy, placing the individual needs of its clients at the centre. Its aim is to develop tailored financing concepts that are not only feasible, but also efficient and sustainable.

Behind Palma Finance is a multidisciplinary team of experts with extensive experience in private financing and financial advisory. The approach is clear: no excuses, only concrete results. The range of services extends from private financing secured by property and mortgages for non-residents to complex refinancing and corporate financing solutions.

Flexible Financing as a Genuine Alternative

Owner Lucie Quernheim draws on a strong network of banks, private lenders, family offices and specialised funds that are highly familiar with the Spanish market and responsive to the real needs of international clients. Around ten years ago, she began her career in traditional bank financing, but during the Covid period she observed how digitalisation and restructuring significantly changed many people's professional situations: they had capital, but no regular income – and therefore little chance of securing a bank loan.

A practical example illustrates this: a property entrepreneur with substantial assets but no steady income struggled to obtain conventional bank financing. His project involved renovating a villa in a prime location in Mallorca

PALMA FINANCE: Tailored financing beyond traditional banking

Financial and property expert Lucie Quernheim of Palma Finance offers a wide range of financing solutions.



and subsequently selling it as a high-yield luxury property. By utilising private capital, he was able to secure the necessary liquidity, complete the project successfully and maximise his return.

Particularly in time-sensitive transactions – especially in the property sector – speed is crucial. This is where one of the company's key strengths lies: alternative financing structures and private capital enable rapid decision-making and short-term liquidity.

A special focus is placed on Lombard loans, where lenders provide short-term credit secured against pledged assets. In addition to traditional mortgages, Palma Finance also offers solutions for more complex financing situations where standard models often reach their limits. These include structured financing, bespoke liquidity solutions and private lending concepts – also for international clients with complex contractual and tax situations, such as those found in the nautical sector.

Particularly noteworthy are equity release solutions within the framework of private equity. This flexible financing option is designed for property owners in Mallorca who require

liquidity without having to sell their asset. The value tied up in the property is converted into available capital, while ownership and control of the asset are retained. The company also offers short-term financing solutions such as private mortgages with terms of one to three years, as well as bridging finance. These enable clients to respond flexibly to market opportunities or efficiently bridge transitional phases, such as during a property change.

In addition, the company provides comprehensive support for construction and renovation projects. Clients are guided through the entire process – from land acquisition and certifications to structured disbursements during the building phase.

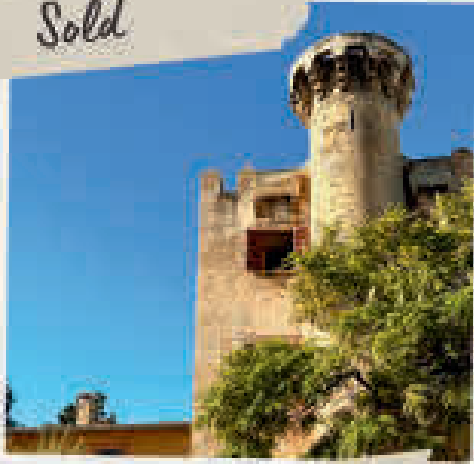
Trust, Transparency, Client Focus

The company's headquarters are located in Santa Catalina, close to Palma's old town. From here, Palma Finance supports both national and international clients with a clear commitment: maximum transparency, efficient processes and personal guidance at every stage of the project. And above all: trust. Quernheim is aware that there are "bad apples" in the industry; however, she herself is registered with the Spanish central bank, with this registration reviewed every six months. All international funds with which Palma Finance collaborates are also reputable and registered.

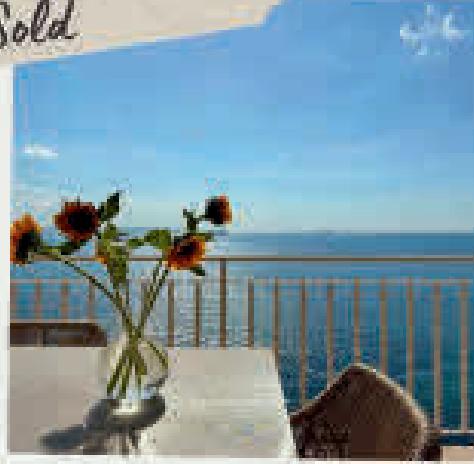
With its modern approach, combining local market expertise with an international network and a clear focus on bespoke solutions, Palma Finance is setting new standards in private and alternative financing in Mallorca. For those seeking greater flexibility, speed and personalised service, the company represents a compelling choice.

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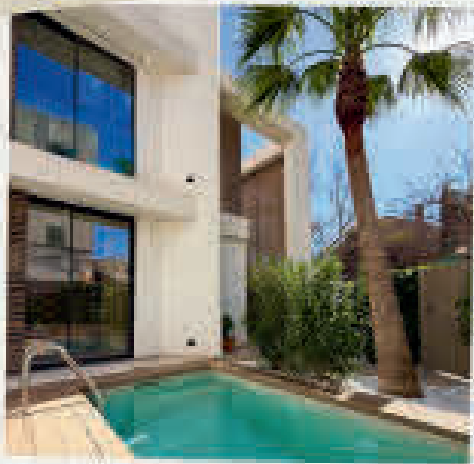
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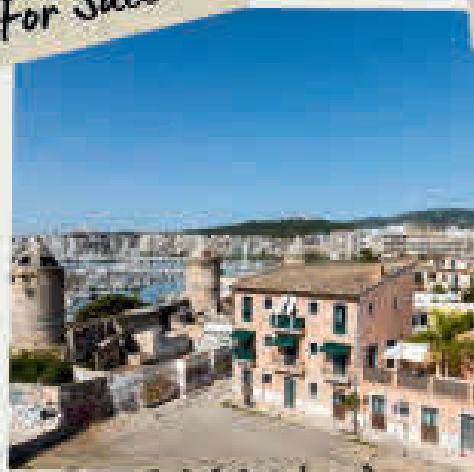
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by **HUMPHREY
CARTER**

Russell Currie, the CEO and Dealer Principal for Fairline North Mallorca based in Puerto Pollensa, is extremely excited about this year's Palma International Boat Show. "This event is the Cannes of Spain and seeing how Mallorca has developed in all areas over the years, working with a leading premium British brand on the island is a delight because Mallorca sells itself on the global market."

Russell is keen to stress that he has spent more than half of his life working and living in Mallorca. "That speaks for itself," he said on the eve of this year's boat show.

"We have had a couple of challenging years. Emerging from Covid had its calm and rough moments, then we had the invasion of Ukraine and now the conflict in the Middle East, so while times are challenging for the industry as a whole, we're flat out. We've had some excellent feedback from clients and all of the dealers on the island are working in very close collaboration and that's good for our industry and also good for Mallorca.

"Under the current climate, some people may obviously think twice about purchasing or upgrading a luxury item like a Fairline or any other premium yacht, but this is where Mallorca has one of its many advantages at play.

"For those worried about fuel and potential spikes in prices, running costs in Mallorca compared to other nautical destinations are relatively low and can be easily limited because the island has so many idyllic locations within very close proximity to the many excellent ports and marinas.

Royal Yacht Club Pollensa

"For example, set sail from the Royal Yacht Club in Pollensa and within just ten minutes you are at the first perfect mooring, the next is just 20 minutes away, and within half an hour you are off Formentor, and there are very few places like that in the Mediterranean. So for an amazing day out at sea, you don't have to burn a lot of fuel," said Russell. He has always been passionate about the nautical industry and Mallorca, despite his early experience of the water having not been in the warm climes of the Mediterranean but during holidays on the somewhat cooler Isle of Arran, Scotland. "Growing up, we would spend every holiday there and I loved it. Boating, diving, you name it," Russell told the *Bulletin*.

Offset fuel concerns

"The same can be said for the rest of Mallorca. Set sail from Portals and most people head for nearby Portals Vells; embark in Cala d'Or and head for the spectacular Cala Mondrago. Mallorca offers stunning destinations within relatively very short distances and this helps offset any fuel cost concerns and that is a major plus for the industry and the island," he said.

"On top of that, Mallorca is just a short flight from most key European airports;

air connections between the island and the UK are second to none. Britons, Germans, Scandinavians can just hop on a plane and they are on their boats and out to sea within a matter of hours. Plus, Mallorca has been my home for well over 30 years now and I've seen great changes, just as you have. The investment in the infrastructure, the hotels, the airport, the marinas and restaurants, it's all first class. And what is also very important, it's a safe and secure destination. All this makes our job in the nautical sector easier because Mallorca sells itself on the global market.

United States

"I remember 30 years ago, the vast majority of North Americans we would meet at boat shows in the States had never heard of Mallorca, didn't know where it was. The South of France yes. Today, it's got a shining and growing reputation. Yes, it's a long way for an American to come just to go boating, especially when one takes into account that the US has the largest nautical industry in the world with great locations. But for those looking to be based in Europe for a number of years for work commitments or a lifestyle change, why live in London when you can live in Mallorca? It's certainly cheaper than a family home in Mayfair and then within a maximum of two hours' drive you're on your boat in the sunshine and that's priceless," Russell stressed.

Level of professionalism

"The level of professionalism in the nautical industry here, from the yards to the dealerships and brokerages, is second to none and that is recognised around the world - hence why owners are queuing up every year to get into Mallorca's shipyards for refits and repairs," he added.

"What is equally important is that next year Fairline will be celebrating its 60th anniversary. We have always been true to our roots but obviously the market is always changing and evolving and as a leading premium British brand - we've just teamed up with the Aston Martin Owners Club, another fine example of British



"A premium British brand offers the ultimate experience - the most desirable destination is MALLORCA"



The Fairline stand at the show: Photo: Joan Llado

engineering and design - it's not all about price. It's also about new and innovative features and I'm not talking gimmicks. While on the one hand we take great care of our loyal and trusted repeat clients - they are the foundations of our business - we're also looking forward to the new younger market who may not be as accustomed to boating.

Extra features

"Mallorca offers stunning destinations within relatively very short distances and this helps offset any fuel cost concerns."

The CEO and Dealer Principal for Fairline North Mallorca, Russell Currie, at the Palma International Boat Show. Photos: Joan Llado



“Once you factor in the prospect of having a Fairline based in Mallorca – the golden nugget of Mediterranean boating – then you have the perfect product.”

doing this. Fairline is very much leading the way and then, once you factor in the prospect of having the vessel based in Mallorca – the golden nugget of Mediterranean boating – then you have the perfect product,” Russell said.

We’ve got you covered

“Fairline’s network of dealerships around Mallorca means that we’ve got you covered. Owners are just a call away from the dealers who know the island and can take care of anything and everything. And add to that the new three-year manufacturer warranty Fairline is now offering, we also offer max mind,” Russell explained.

“So at Fairline, we have a lot to be proud of at this

year’s boat show in Palma which, to be honest, offers a much greater return than the boat shows in Cannes or Southampton; plus, what an environment to be exhibiting in.

The future is bright

“What a back drop with the show in the shadow of the Cathedral and the old part of Palma surrounded by world-class bars, restaurants and hotels. Who wouldn’t want to come here and have a yacht moored here?”

“I haven’t lived most of my working life on the island for nothing and I’ve seen what the rest of the boating world has to offer,” he said.

“Very few locations, if any can match Mallorca. Yes there are always hurdles to overcome in the industry like moorings, for example.

“But boating is cyclical in a way. People get to an age when they decide the time has come to up the anchor.

“That means that we have a free mooring and perhaps a boat with it and those go to the next generation. So the future in Mallorca is very bright and that will shine at the show,” Russell said.

Brand offering excellence in the destination: MALLORCA

“So we’re introducing extra features such as balconies and beach clubs in order to offer a unique and more exciting experience. Our design and development team is a carefully planned mixture of old and new professionals who bounce off each other so we can care for our many long-standing clients while attracting fresh blood.

“Not all boat builders are



WATER TAXI FOR PALMA: Maritime public transport gains momentum



Three routes, four catamarans: in the Bay of Palma, a water taxi is set to ease congestion from late 2026 / early 2027 – opening up new travel options for both tourists and residents.

Palma de Mallorca is to gain a new mode of transport on the water: a planned water taxi will in future serve the bay of the island's capital, with three routes designed for different user groups. According to current plans, a single journey will cost six euros. The project forms part of the comprehensive redevelopment of the harbour and is scheduled to launch between late 2026 and early 2027. The scheme is being delivered by a consortium comprising the tourism group TUI and the local operator MallorcAventura. The aim is to create a "sustainable, accessible and modern" alternative to road transport.

The three clearly separated routes will cover a large part of the Bay of Palma. PHOTO:APB

Three routes for different needs

The structure of the service is tailored to three clearly defined user groups, each with distinct requirements and timetables. One route is aimed specifically at cruise passengers, enabling them to travel quickly and easily from the port into the city. It will run every 30 minutes, though only on days when cruise ships are in port.

A second connection is intended for workers and residents, serving as a new commuter route across the water. The goal is to relieve road traffic in one of the most heavily congested areas of Palma. The third route is primarily aimed at holidaymakers and will link the old town with the bay's main beaches – including Portitxol, Cala Estancia, Can Pastilla and

s'Arenal. Its operation will be limited to the peak tourist season, when demand makes the service commercially viable.

Six strategically located stations

The project provides for the construction of six stations distributed across the bay. These are intended to facilitate connections with other modes of transport and serve as key interchanges where users can switch between the water bus, city buses, hire bicycles or private transport. Integration into the existing public transport network is regarded as a decisive factor in the success of this project, which is so far unique in Spain.

Modern hybrid catamarans

Four modern catamarans, each with a

capacity of over 100 passengers, will be deployed. The vessels will be equipped with a hybrid propulsion system combining electric motors with biodiesel. In harbour operations in particular, they will be able to run entirely on electric power – a key advantage in reducing emissions in sensitive areas. Bicycles can also be carried, and the boats are designed to be fully accessible for people with reduced mobility.

Investment costs for the fleet amount to more than six million euros. In addition to single tickets at six euros and return journeys at twelve euros, special fares for residents are also planned: frequent users, for example, may be able to purchase a 20-journey ticket for around 20 euros or 100 journeys for 50 euros.





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Back pain is no laughing matter – it must be taken seriously. “Around 70 per cent of my patients complain of back pain,” says Dr Heiko Diedrich, a specialist in orthopaedics and trauma surgery with a practice in Nou Llevant, Palma, thereby confirming that back problems are a genuine widespread condition. “This type of pain is complex and, in the long run, debilitating.”

This makes it all the more important to start appropriate treatment at an early stage. However, many sufferers make the mistake of waiting too long, either in the hope that the symptoms will go away on their own, or because they cannot get an appointment, or because they do not receive adequate help. This is also due to the politically influenced healthcare system: those with statutory health insurance often do not receive the most appropriate treatment. Medication and physiotherapy are usually prescribed first, often followed by surgery – frequently the only measures covered by health insurance. However, many patients do not want surgery, which, according to Dr Diedrich, is often not necessary at all. Yet there are numerous conservative therapies that are rarely utilised. Conventional medicine reaches its limits here, particularly when it comes to back pain, especially in terms of lasting results.

To find the right treatment, Dr Diedrich relies on a detailed medical history: he wants to know exactly when and how the pain occurs and what triggers it. This often allows the cause to be pinpointed with precision. This is supplemented by manual examinations and imaging techniques such as X-rays (using state-of-the-art equipment in his own practice), muscle tension measurements and, where there is sufficient cause for concern, an MRI scan if necessary.

Building on this, the treatment begins, which in Dr Diedrich’s case differs significantly from conventional approaches. His self-developed method, which is unique in this form, is based on many years of personal and professional experience. He has been successfully using this regenerative therapy for eleven years and reports a success rate of over 90 per cent.

“I simply practise a different kind of medicine,” emphasises Dr Diedrich. “Where others stop their treatment – namely after cortisone therapy – is where mine begins.” This is explicitly not a standard treatment; every course of treatment is decided on an individual basis in consultation with the patient. The focus is always on the goal of tackling the root causes in the long term, rather than merely alleviating the symptoms, in order to achieve lasting freedom from pain whilst maintaining full physical capacity.

The practice in Palma uses state-of-the-art orthopaedic equipment – high-tech facilities that are unique in Mallorca. This includes, amongst other things, a Spine-Med traction table, which is used to gently relieve pressure on the vertebrae and joints. Another key component is shockwave therapy. Targeted electromagnetic and mechanical pulses improve blood circulation, stimulate cell regeneration and relax chronically tense muscles.

At the heart of regenerative treatment are ultrasound-guided injections using the patient’s own blood (PRP) or collagen-based preparations. This involves the use

The path to freedom from pain through regenerative and sustainable therapy



Above: Dr Diedrich takes plenty of time to ensure that the initial consultation takes place in a relaxed atmosphere within the comfortably appointed treatment rooms. Below: SpineMed traction table: Precisely controlled traction provides targeted relief for the intervertebral discs and spine.

Back pain is by far one of the most common ailments. It ranges from simple lumbago and chronic pain to permanent paralysis. At his practice in Palma, Dr Heiko Miguel Diedrich offers a therapy he has developed himself based on his extensive experience, which boasts an extraordinary success rate of 90 per cent



Shockwave therapy (the machine by the window) is used in particular for back problems and stimulates the body’s natural healing process.

of a high-resolution ultrasound device that makes even the smallest structures clearly visible. This enables the affected areas to be localised with millimetre precision, particularly in injection therapy. Depending on the diagnosis and individual indication, different injection procedures/techniques and plasma concentrations are used.

The patient’s own blood plasma is extracted directly from their blood and processed in five different in-house centrifuges – depending on the indication – to produce different compositions. As these are the body’s own substances without any synthetic additives, the treatment is particularly well tolerated. The aim of the treatment is a significant improvement in both pain at rest and pain on exertion – and thus a noticeable improvement in quality of life.

Follow-up exercise therapy is crucial for long-term success. Without the patient’s active participation, any treatment remains incomplete. Targeted self-therapy and/or previously instructed physiotherapy helps to correct movement patterns, build up the muscles in a targeted manner and prevent relapses. It is a key component in stabilising the treatment successes achieved in the long term and in learning the appropriate exercise techniques and, above all, applying them.

If there is no sufficient improvement after a certain period of time, the treatment strategy in question is reviewed in light of the diagnosis and all relevant differential diagnoses. In some cases, there are more complex underlying causes that necessitate an adjustment to the treatment plan. This may involve further imaging procedures, manual medical examinations, alternative injection techniques, or a modification of the treatment strategy. It is crucial neither to terminate treatment too early nor to persist with an unsuccessful treatment plan.

Anyone wishing to remain symptom-free in the long term should also ensure they get regular and sufficient exercise and follow a healthy diet. A varied range of physical activities strengthens the muscles and maintains the spine’s resilience. However, caution is advised: trendy sports such as yoga or Pilates are not always entirely suitable, as incorrectly performed movements can actually make the symptoms worse. The orthopaedic surgeon also recommends purchasing a TENS machine, which uses adhesive electrodes to send out electrical impulses that can help relieve pain. Equally important is managing stress effectively – something that is often underestimated. Those who manage to incorporate exercise, good posture and mental balance into their daily lives have the best chance of avoiding back pain in the long term.

Orthopaedics and Sports Traumatology medicine

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WHY SO MANY YACHTIES END UP CALLING CASA!



Perfectly Positioned

On paper, it makes perfect sense. Palma sits right at the heart of the Mediterranean yachting circuit. It's well connected, easy to fly in and out of, and packed with everything crew actually need: shipyards, marinas, agents, training centres, suppliers, and a steady stream of job opportunities, particularly around the busy spring season. It's also one of the main hubs for dockwalking, that slightly chaotic rite of passage where green crew wander the docks with freshly printed CVs, a lot of optimism, and absolutely no idea what kind of day they're about to have.

Some land a job within hours.

Others collect a polite "no thanks" at every passerelle and question their life choices over a €3 coffee. It's character building. Apparently.

But once you're in, that's when the real appeal starts to kick in.

A Different Kind of Balance

Working in yachting anywhere in the world comes with its perks. Travel, good salaries, access to places most people only see on screensavers. Mallorca ticks all of those boxes, but it also offers something a little different: a version of balance.

Crew life is intense. Long hours, high expectations, limited personal space. You're living

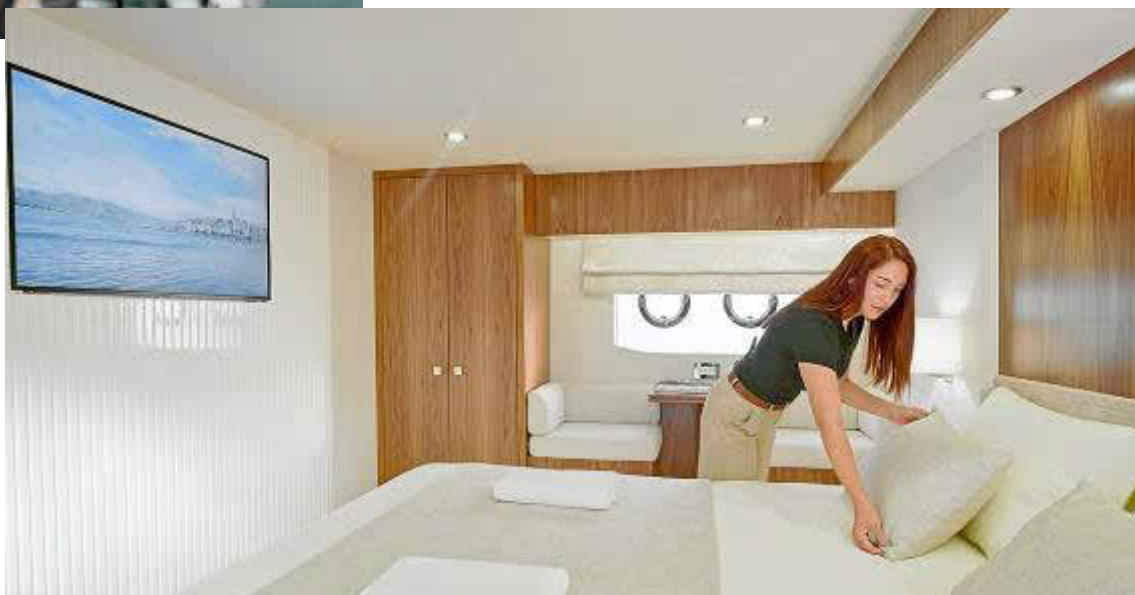
BY ERICA LAY

A Quiet Realisation

Even the more seasoned crew - the ones who've done the back to back Med and Caribbean seasons, crossed oceans, seen it all and developed a healthy level of cynicism along the way - arrive here for the first time and quietly admit, "Alright... this place is pretty cool."

Because while yachting itself is global, Mallorca has quietly become one of the few places in the industry where people don't just pass through. They stay. (Case in point: me. I came, just passing through "for a bit" in 2007. Still here.)

Most new crew don't come to Mallorca for the lifestyle. They come because someone told them, "That's where the boats are." So they do their courses, book a flight, print their CVs, and arrive ready to hustle their way into the industry. What they don't expect is that somewhere between the dockwalking, the endless coffees, the rejection emails and the first job offer, Mallorca starts to get under their skin. And it's not just the new arrivals.





where you work, working where you live, and your “day off” can disappear faster than you can say “guest arrival.”

So where you base yourself between trips and seasons matters. And Mallorca delivers.

We’ve got beaches, obviously. But also mountains, trails, cycling routes, and enough outdoor space to reset your brain after a busy charter. There’s a strong fitness culture, partly because crew tend to be quite health-conscious, and partly because after a few weeks of amazing crew food, it becomes a survival strategy.

A Community That Connects

There’s also a genuine sense of community. Palma isn’t so large that you disappear, but it’s big enough that you don’t feel stuck. You’ll run into the same faces, swap job leads, celebrate contracts signed and commiserate the ones that didn’t quite land. It’s a strange mix of competition and support, and somehow it works. Then there’s the social side, which, let’s be honest, plays a part. From laid-back dinners in the old town, to slightly more ambitious nights out that start with “just one drink” and end... considerably later, there’s always something going on. Crew work hard, and when they get time off, they tend to make the most

of it. That said, it’s not all sunset drinks and beach days. Yachting has its challenges, and Mallorca doesn’t magically remove them. Burnout is real. The pressure to keep progressing, to land the next job, to keep up with what everyone else seems to be doing can creep in quickly. Social media doesn’t help, turning what is already a demanding industry into something that can feel like a constant comparison game.

And then there’s the classic trap: “just one more season.”

It’s said half-jokingly, usually over a drink, but it has a habit of sticking. One more season turns into a few more years. Promotions happen. Opportunities open up. Life evolves. Before you know it, Mallorca isn’t just where you work. It’s where your friends are. Where your routines are. Where you feel at home.

A Place to Return To

That’s the bit that catches people off guard. Because while yachting is designed to be transient, Mallorca gives it a sense of grounding. A place to come back to. A place to reset, regroup and go again. And for many crew, that makes all the difference.

So yes, people come for the jobs, the boats and the promise of adventure. But more often than not, they stay for everything else.

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WHY DO WE GET SEASICK — And can anything actually prevent it?

There is an old saying among sailors that the cure for seasickness is to “sit under a tree”. Cruel, perhaps, but anyone who has spent time on the water knows there is some truth in it.

Even experienced sailors can become horribly unwell at sea. Lord Nelson (one of Britain’s most celebrated seafarers and naval commanders) was famously plagued with seasickness, and wrote to a friend that “I am ill every time it blows hard and nothing but my enthusiastic love for the profession keeps me one hour at sea.”



DR LUCY
ANTOLIN
WILKINSON

Seasickness remains one of the most common medical complaints encountered on the water. So why does it happen, who is most at risk, and what actually works when it comes to preventing it?

What causes seasickness?

Seasickness is caused by a conflict between the senses. The vestibular system, a network of tiny fluid-filled canals that helps the brain interpret movement, is part of the inner ear. When a boat rolls, pitches or sways, the vestibular system detects that motion immediately. The problem is that the eyes do not always agree.

If you are below deck reading a book, looking at a screen, or sitting inside a cabin, your eyes may perceive the environment as relatively still, while the inner ear is signalling constant movement. The brain receives two contradictory messages at once.

The result is the unpleasant collection of symptoms we recognise as seasickness: nausea, dizziness, cold sweats, yawning, fatigue and, eventually, vomiting.

Why are some people more susceptible?

Anyone can become seasick under the right (or wrong) conditions. However, some are more vulnerable than others. Children are particularly susceptible, as are those who suffer from migraines or anxiety. Fatigue, dehydration, hangovers and poor sleep can all contribute.

The good news is that the brain usually adapts. After several days at sea, many people get used to the motion, and symptoms improve considerably.

Prevention is easier than cure

Treating seasickness early is far easier than trying to rescue the situation once severe vomiting begins, and simple measures really do help.

Staying outside on deck and looking towards the horizon reduces the mismatch between the eyes and inner ear. Fresh air is effective, while reading or scrolling on a phone below deck is almost guaranteed to worsen symptoms.

Where possible, staying midship also helps, as this is generally the most stable part of the vessel.

Heavy, fatty meals and alcohol are best avoided. Equally, sailing on a completely empty stomach can make sickness worse. Small, bland, carbohydrate-based snacks are best.

What about medication?

Preventative medication can be very effective, but there is an important proviso for professional crew. Many medications work by suppressing activity in the brain and vestibular system. Unfortunately, this means they can also cause drowsiness, slowed reaction times and impaired concentration.

For passengers, this may simply be inconvenient. For someone handling lines, driving a tender or standing watch at night, it can become a serious safety issue. This is why maritime doctors tend to be cautious about prescribing sedating medications to working crew, and always advise trying a medication ashore first.

One of the most commonly used medications is cinnarizine (Stugeron). It is considered less-sedating than some alterna-

tives, and is widely used by both recreational sailors and yacht crew.

Hyoscine patches (Scopoderm) are also effective, particularly for longer passages. These are applied behind the ear and slowly release medication over several days.

However, they also have side effects. Dry mouth, blurred vision and impaired concentration can occur, and some people become surprisingly confused or disorien-

tated while using them.

Other medications, while effective, can be much more sedating and less suitable for active crew members.

Do natural remedies work?

The evidence is mixed. Some sailors swear by ginger, and acupuncture wristbands also have devoted followers. Neither is likely to completely prevent severe seasickness in rough weather, but some people find them helpful.

When should you worry?

Most cases of seasickness are unpleasant rather than dangerous. However, persistent vomiting can lead to dehydration, exhaustion and impaired judgement, all of which become more serious at sea.

If someone is unable to keep fluids down, becomes confused, develops severe dizziness unrelated to motion, chest pain or neurological symptoms, medical assessment is essential and urgent.

It is also worth remembering that nausea has many potential causes.

Infections, migraines and inner ear disorders (among others) can sometimes mimic seasickness.

The reassuring part

For most people, seasickness improves with exposure and experience.

While there may never be a cure, understanding the triggers and treating symptoms early can mean the difference between an enjoyable day on the water and a crossing spent desperately staring at the horizon wondering whose idea boating was in the first place.

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BY JONNY GREENALL

At anchor just off the coast of Mallorca, a superyacht sits perfectly still in the late afternoon light. On deck, guests are relaxed - drinks in hand, conversation flowing. A helicopter appears, small at first, then growing steadily larger as it approaches. Phones come out. Heads tilt upward. From the outside, it looks effortless - almost routine. Within minutes, the aircraft descends gracefully, touches down, guests are on board, and within moments it lifts again, bound for a long lunch somewhere else on the island.

edly. Loose items become suddenly develop the ability to fly. Hats disappear. Towels develop an urge to travel.

What felt calm moments earlier becomes a controlled storm of movement, noise, and very focused people trying not to look stressed in front of guests.

More Than Just the Pilot

One of the biggest misconceptions is that the landing is all down to the pilot.

However, it's a team effort - and if it ever looks easy, that's usually a sign everything is going exactly right behind the scenes.

Before any operation begins, a comprehensive bridge briefing brings together the Captain, pilot, Officer of the Watch,

reassured, but not alarmed enough to start asking questions

The helideck assistants, each with precise roles, guiding passengers and supporting both pilot and HLO with military-level coordination.

Every movement is deliberate. Every signal matters.

There is no room for improvisation - only preparation.

Small Margins, Big Consequences

The margins involved are smaller than most people imagine.

A slight change in wind direction. A delayed response. The sudden appearance of a drone in the vicinity. A misunderstood

tion is short, clear, and understood, which is exactly how everyone likes it.

Without it, you get hesitation. Overcommunication. Hand signals that start confidently and end with someone asking, "Was that for me?"

To the crew on deck, it's like comparing a smooth landing to a very expensive group improvisation exercise.

A Different Kind of Luxury

Helidecks are often seen as the ultimate symbol of capability and convenience.

And they are.

But what truly defines their value isn't just the engineering - it's the people who operate them, and the training that keeps



PHOTO: BALEARIC HELICOPTERS

What it takes to land a helicopter on a Superyacht

The moment passes as smoothly as it began.

For the guests, it's just another day on board.

For the crew, it's something entirely different - and significantly less relaxing.

The Illusion of Effortlessness

What looks like a simple landing is, in reality, a tightly choreographed operation where timing, communication, and precision all have to align perfectly.

A helicopter approaching a yacht must deal with a moving platform, shifting winds, and a helideck that, despite appearances, is small and the margins are smaller.

As the helicopter descends, rotor wash interacts with the yacht's superstructure, creating airflow that behaves unexpect-

Helicopter Landing Officer, and guest services team. Every detail is discussed: weather, timing, passenger movements, and emergency procedures.

Behind every safe landing is what could be called an invisible crew:

The bridge team, adjusting heading and speed to create the most stable conditions possible while simultaneously running the yacht like a floating small city.

The Helicopter Landing Officer (HLO), responsible for preparing the deck, checking for foreign object debris (FOD), ensuring emergency equipment is ready, and coordinating communications between everyone.

The fire team, fully equipped and ready for anything from minor incidents to full emergency response - positioned safely out of the way and carefully so guests feel

hand signal that looked "close enough" at the time.

That's why helideck operations are built around anticipation rather than reaction. The crew must think one step ahead at all times - reading conditions, adjusting positions, and staying aligned as a team.

Because once a helicopter commits to landing or take-off, there is no "let's just try that again" option. The machine is already committed, physics has signed off, and everyone else is just trying to keep up.

When Training Becomes Visible

There is a very clear difference between a properly trained crew and an untrained one.

With training, movements are calm, deliberate - almost instinctive. Communica-

everything from turning into a very expensive problem in front of very important guests.

Because when a helicopter lands safely on a superyacht, what guests experience is luxury.

What they don't see is the preparation, the coordination, and the discipline that makes it look effortless.

As helicopter operations become more common across the Mediterranean, the demand for properly trained helideck crews has never been higher. Balearic Helicopters is one of only a handful of companies worldwide offering this training solution.

And that, ultimately, is what keeps the champagne upright, the towels on board, and the whole operation looking far easier than it actually is.



HERMANOS HUELMO MECANICA NAVAL is a company with a strong presence in the Balearic Islands' boat market.

This year, at the Palma Boat Show 2026, we are showcasing the BAUDOIN engines from the Weichai Group. This brand is recognised worldwide within the professional sector and is now making its mark in the yachting industry. We are responsible for consultancy, sales and technical support across the Balearic Islands.

We are also an official service partner for brands such as CATERPILLAR, VOLVO PENTA, HYUNDAI, YANMAR, NANNI DIESEL and EWOL.

We look forward to seeing you at our stand A7/A8 in the service area of the Palma Boat Show 2026.



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THE REAL BACKBONE OF MALLORCA?

IT FLOATS

BY ERICA LAY

Spend five minutes in Palma and it's easy to assume the nautical industry is all about glossy hulls, linen shirts and the occasional glass of some-

thing cold. And yes, there's plenty of that. But scratch beneath the surface and you'll find something far more important quietly powering the island year-round. Because here's the reality: the yachting industry isn't just

part of Mallorca's economy. It's one of the engines keeping it running. Palma has firmly established itself as one of the Mediterranean's key refit and service hubs, with facilities like STP Shipyard Palma attract-

ing yachts from across the globe. These aren't quick polish-and-go pit stops either. We're talking months of work, serious budgets, and a constant flow of skilled trades walking through the gates every morning.



And the numbers behind that activity are not small. A single large yacht in refit can spend hundreds of thousands, and in many cases millions, of euros over the course of a winter period. Multiply that across dozens of vessels passing through

Palma each year, and you start to get a clearer picture of the financial weight this industry carries. And those trades? They're not flown in for the season and sent home again. They live here. They spend here. They build businesses here.

An Island of Expertise

From marine engineers and electricians to painters, riggers, carpenters and project managers, the knock-on effect is enormous. One yacht in refit doesn't just employ its crew. It supports a network of local professionals, subcontractors and suppliers, many of whom rely on this work not just as a bonus, but as the backbone of their annual income.

Then there are the chandlers, logistics companies, provisioning services, uniform suppliers, florists, fuel docks, tech specialists... the list goes on. Yachting isn't a single industry. It's an ecosystem. And Mallorca sits right in the middle of it.

It's also worth noting that the development and ongoing investment in Mallorca's port infrastructure hasn't happened in a vacuum. The demand created by the yachting industry has played a significant role in shaping and funding the evolution of marinas, shipyards and associated facilities across the island. Quite simply, without the yachts, a lot of that development wouldn't exist in the same way it does today.

Then there's the part people often overlook. It's wandering through Santa Catalina on a Tuesday night with a pay packet and a group chat that says, "Dinner?"

Crew. Hundreds of them.

Every season, Palma fills up with yacht crew from every corner of the world. They arrive for work, for opportunities, for "just one summer"... and then, more often than not, they stay a little longer than planned. And while they're here, they spend.

Not cautiously, not sparingly, but enthusiastically.

Restaurants, bars, cafés, gyms, supermarkets, taxis, hairdressers, nail salons, physios, tattoo studios (questionable decisions may have been made here)... the ripple effect of crew spending is huge. These are young, working professionals with low to zero living costs onboard and a strong appetite for enjoying their downtime. And Mallorca gives them plenty of places to do exactly that.

The Season That Never Ends

Walk through Palma in winter, when the beach clubs have packed away the cushions and the flip-flop brigade has thinned out, and you'll still find life. Busy restaurants. Full terraces. Bars with actual atmosphere. That's not just luck. That's yachting.

It also brings a level of stability that seasonal tourism simply can't match. While the summer months are driven by holidaymakers, the nautical industry keeps money moving through the quieter periods. Refit season in particular turns what could be a slow winter into one of the busiest times of the year for many local businesses.

Of course, it's not all smooth sailing.

There's a tension that exists, and it's worth acknowledging. Not everyone loves the sight of ever-larger yachts covered in plastic high on scaffolding dominating the Palma skyline, or the challenges that come with an industry built around high net worth individuals. Conversations around space, sustainability and long-term impact on the island aren't going anywhere anytime soon.

But here's the thing. Strip the yachts away, and you don't just lose a few flashy visitors. You lose jobs. You lose businesses. You lose a significant stream of year-

A leading Mediterranean hub for nautical excellence

The nautical industry is a vital economic pillar in the Balearic Islands, contributing roughly 3.1% of the region's GDP, generating over €1.1 billion in annual revenue, and supporting over 5,000 direct jobs. As a top Mediterranean hub for tourism and superyacht refit, it drives economic diversification, offering high-value employment, sustainable innovation, and year-round economic activity beyond traditional "sun and beach" tourism.

Key Aspects of the Nautical Industry's Importance:

⇒ **Economic Impact and Employment:** The sector is a major economic engine, boasting over 879 companies, with a high concentration (76%) of these nautical companies based in Mallorca.

⇒ **Leading Mediterranean Hub:** The Balearics lead the Spanish market in recreational boat registrations (over 13% of the national total in 2025) and are a premier destination for superyacht maintenance, repair, and refit.

⇒ **Diversification and Seasonality:** The industry helps reduce dependence on traditional tourism, fostering a more robust, year-round economy.

⇒ **Infrastructure and Innovation:** With world-class marinas, the region is enhancing its competitiveness through innovation, sustainability initiatives, and specialised vocational training.

⇒ **Global Positioning:** The islands are a strategic docking point for international yachts.

The industry is highly focused on a sustainable future, with 2026–2030 industrial plans emphasizing digital transformation and specialised training.

round income that supports families, not just for a season, but for the long haul. Few industries manage to combine high-value investment, skilled employment and year-round economic impact in quite the same way. Mallorca has carved out something quite unique. It's not just a destination where yachts come to anchor for a few days. It's a place where they come to maintain, refit, recruit, provision and base themselves. That distinction matters. It's what turns a fleeting visit into long-term economic value.

Beyond the Marina

And as the Palma International Boat Show rolls around each year, it's easy to get caught up in the spectacle of it all. The launches, the networking, the perfectly staged decks. But behind the scenes, the real story is much bigger.

It's in the early morning deliveries. The late-night dinners after a long day in the yard. The small businesses quietly thriving because the work keeps coming. The crew who arrived for one season and are now bringing their families, signing leases, joining gyms, fostering dogs and building lives.

So yes, the yachts are impressive. No one's arguing that. But the real value of the nautical industry in Mallorca isn't what you see tied up in the marina.

It's everything that happens because of it.

BY HUMPHREY CARTER

British businessman Mark Dyer's passion for the sea, diving and swimming developed while growing up in Mallorca.

However, hours in the sea over the years made him a target for jellyfish and after an extreme experience in 2018 swimming through a mass or "smack" of jellyfish in the Mediterranean and sustaining multiple stings, he decided to take action.

Once while diving, he was stung and used his diving knife to scrape the poison, or venom, off his skin before it could get into his body and cause potentially serious damage.

Mark comes from a renowned family of blade makers. His father and uncles were the masterminds behind the Bonded Edge, a revolutionary innovation from Wilkinson Sword that transformed the world of wet shaving.

Now, Mark carries on the family legacy of innovation with his own groundbreaking creation: Stingblade, the world's first and only scraping tool designed to treat the bane of divers' and swimmers' lives – jellyfish stings.

And with summer approaching and Mallorca and the Balearics yet again "the hot spot, ground zero" for jellyfish, as Mark stresses, Stingblade is returning to the island after a hugely successful worldwide tour.

"We've been well received around the world and have taken orders from Brazil to Australia via Asia, the Middle East and key parts of Mediterranean Europe. The South of France, as I discovered again last year when I got badly stung again, is infested with jellyfish and in Italy we've signed a deal with the Italian coastguard. This summer, beach guards along the Amalfi and Capri coasts will be equipped with Stingblades, and interest and demand continues to grow," Mark said.

"Because we are the only tool of its kind in the world, interest is huge. We've been approached by Dragon's Den and have got to stage three of the process because they are very interested, and we've developed a new range of colours. Furthermore, we are in talks with WHSmith Travel about having the Stingblade on sale at key UK airports. You buy your book, some sun cream and your Stingblade. It makes sense, it's a no brainer.

"Nobody likes getting stung and despite all the old wives' tales, Stingblade is the only tool to get the barbs, the jellyfish poison, off the skin easily and quickly," Mark explained.

"One of the biggest challenges is education. It's human nature for people to touch any kind of sting and then rub it. You must never do that when stung by a jellyfish because all you are doing is pushing the venom into the skin, into the body and that's dangerous. It only makes the situation worse, much worse." Stingblade lets users gently scrape the skin to remove jellyfish micro barbs without triggering them. This eliminates the secondary stinging and helps quickly relieve the pain.

"Stingblade offers two versions: the Personal Sport, which swimmers can carry while in the water, and the Super Blade Professional, which provides more

"My message this year, as Captain Stingblade, is for new outlets to come and join the Stingblade club because we are ready to save the Mallorcan summer."

**"JOIN THE
STINGBLADE
CLUB AND HELP
SAVE THE
SUMMER IN
MALLORCA"**





“In Italy we’ve signed a deal with the Italian coastguard. This summer, beach guards along the Amalfi and Capri coasts will be equipped with Stingblades, and interest and demand continues to grow.”

comprehensive treatment options once they are out of the water.”

While Stingblade is a practical tool, it also represents Mark’s commitment to protecting sea lovers and professionals.

MY PERSONAL EXPERIENCE WITH A STINGBLADE IN MALLORCA

One of the benefits of being a journalist is that you get the occasional freebie and when Stingblade first launched and I first interviewed Mark, he sent me a few example of the Stingblade. Being a keen swimmer, I slung in it my beach bag and carried it with me at all time, much to the amusement of my family and friends. But I had the last laugh, much to their amazement.

I was swimming in of my favourite places, Illetas. Apart from being so close to Palma, the sea off the rocks is wonderful, nearly always very fresh and clean, and it’s a great environment. Well, one Sunday morning I felt something brush across my right upper arm. There was no initial great sting and at first I thought nothing of it, I thought it was some kind of algae.

However, when I came out of the sea, part of my upper arm was starting to change various colours of red and began to start burning. Yes I had been stung by a jellyfish. It was not a large area but needless to say there was some panic and everyone had their own solution. I certainly was not going for the urine option and having spoken to and been educated by Mark, I grabbed my Stingblade and followed the instructions. I scraped as much of the poison off the skin (had a cool beer) and sat back in my chair with my arm covered with a towel until the stinging sensation and colouring started to subside. Within half an hour I was back in the sea to everyone’s amazement. Who was laughing now? So from personal experience, and it does not matter how strong a swimmer you are or how far you may venture out, there are more and more jellyfish in Mallorcan waters and it is better to be safe than sorry.

Only last Friday some friends of mine were planning on having a swim at the end of the hike to the sea at Sa Foradada between Deya and Valldemossa. Unfortunately, when they reached the little bay, it was full of jellyfish, so no one went for a swim.



British businessman Mark Dyer with a Stingblade.



Stingblade offers two versions: the Personal Sport, which swimmers can carry while in the water, and the Super Blade Professional, which provides more comprehensive treatment options once they are out of the water.

He seeks to educate the public about jellyfish stings while offering an easy-to-use solution to address this challenge.

“This year, we will have a shop opening in the precinct in Puerto Portals, a vibrant hub for the nautical industry and beachgoers, so we believe it’s the ideal position for us to be, but we are also looking for distributors.

“We are reaching out to any shoreline businesses, be they cars, restaurants or shops on a sale-and-return basis. We’ve got plenty of stock already in Mallorca so we’re ready to start distributing. We want to push the product out into the community.

“With fewer and fewer predators in the sea, jellyfish in areas like Mallorca are thriving. And as sea temperatures continue to rise, more and more swimmers face the prospect of getting stung. That not only ruins your day at the beach but also impacts business.

“If you are stung and don’t have the tool to respond, you will tend to pack up, go home and complain. Stingblade enables people to respond, and within ten minutes or so they are able to go back in the sea. So, if there’s been a sting amongst a group of people on a beach bar terrace, they will not rush back to base, they will stay on the beach - everyone is a winner,” he stressed.

“So, my message this year, as Captain Stingblade, is for new outlets to come and join the Stingblade club because we are ready to save the Mallorcan summer,” Mark stressed.

“Apart from the personal model there is also one for boats and dive clubs, so we

have it all covered,” he added. “Stingblade is the green cross code to jellyfish stings and the more people are aware of it the better because I know people who have been stung while they were young kids or even in their teens and have never gone back in the water; in one case I’m talking of a period of 50 years,” Mark said.

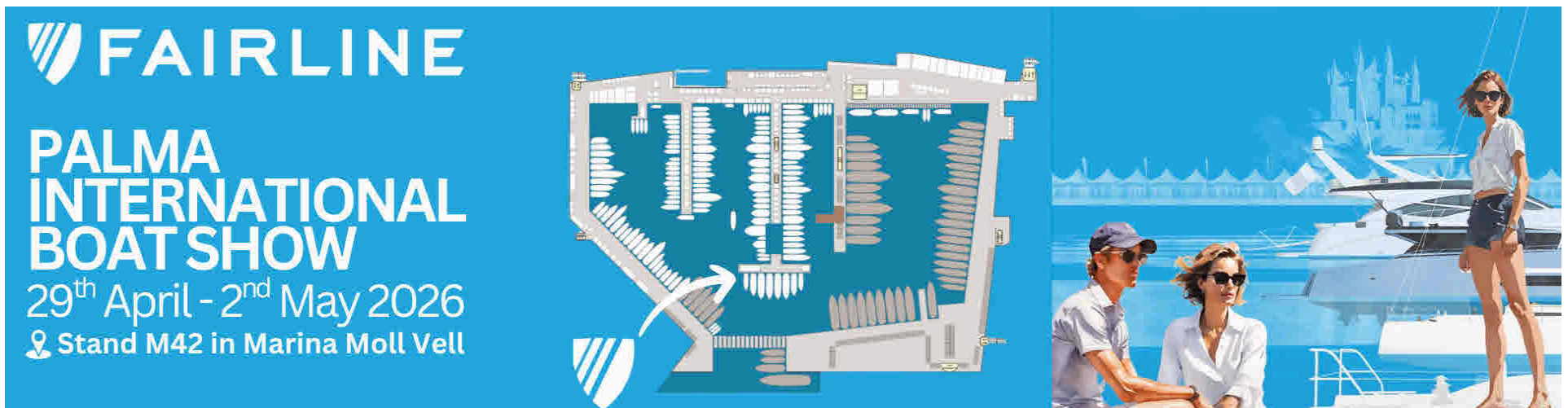
“Being armed with a Stingblade gives swimmers extra confidence. They have the right tool to respond to a sting and providing they follow the simple code well, they can and are back in the water within ten minutes or so,” he added.

“They come with a QR code which will direct users straight to our website so they have the right tool to respond to a sting providing they follow the simple Stingblade code well.

“And we are always keen to hear peoples’ experiences with the Stingblade and also with jellyfish. If we receive reports of large amounts of activity in any part of Mallorca, for example, we will target that area in order to help,” he explained.

“As I said, this year we’d like to help people all around the Mallorca, so if anyone or any business would like to come and join the Stingblade club, all they have to do is contact us via social media or email and we’ll respond immediately and on sale-and-return in order that everyone can enjoy the lovely beaches and wonderful sea surrounding Mallorca,” Mark stressed.

To join the club: Sales & Marketing enquiries@stingblade.com



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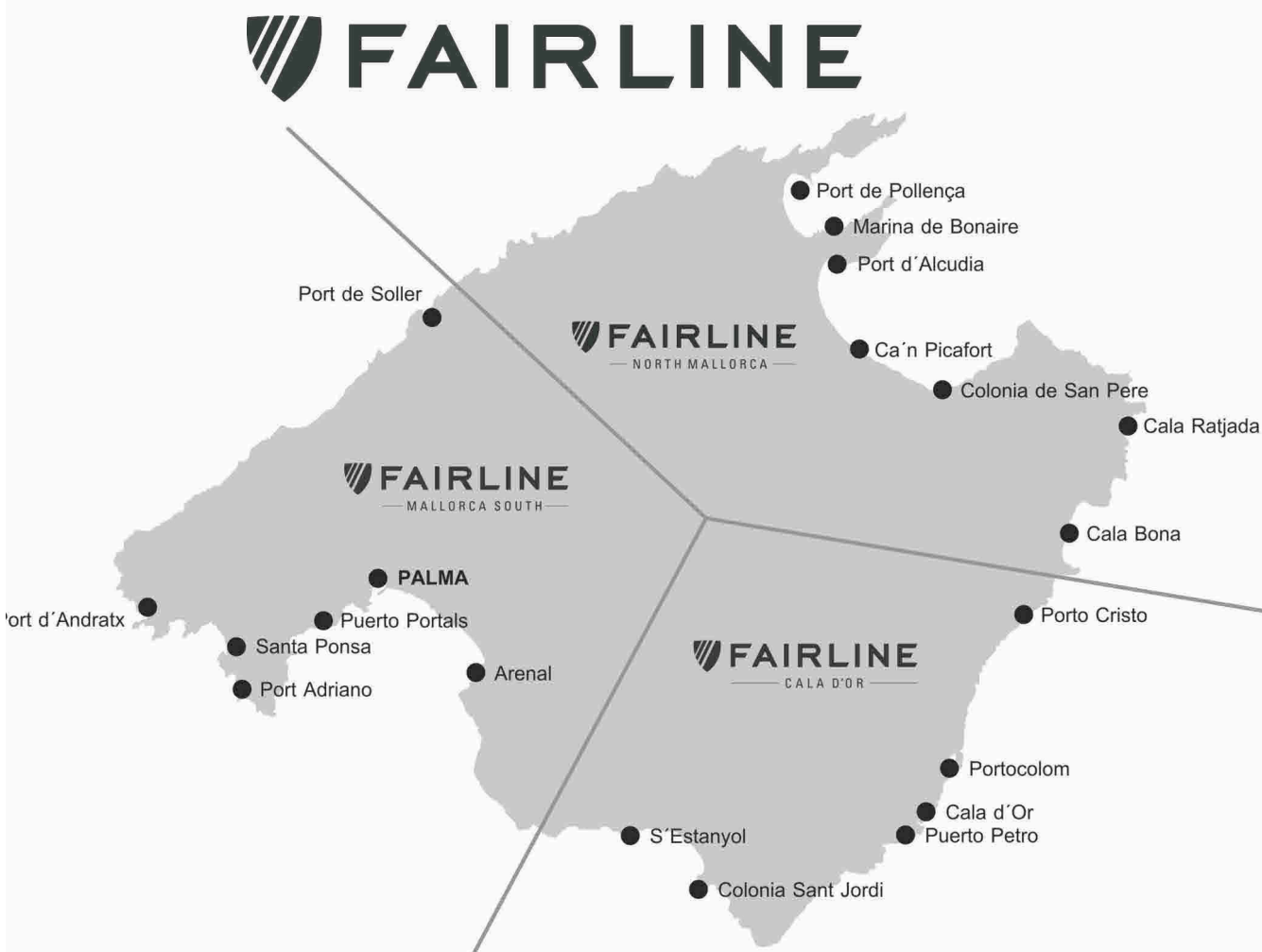


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