

# How to Get Your First Yacht Job

Every single superyacht crew member has been asked this question 1,000,000 times since they set foot on a boat. But, the answer is not so straightforward.

[Jamila Garcia](#), founder of [Starfish Crew](#) and yachtie shares her knowledge and tips on how to get your first yacht job.



Credit: super\_yacht\_chief\_stew

There is, of course, a general answer to this question, being:

- Get your STCW and medical certificate
- Sign up in yacht crew agencies
- Dockwalking

And so on...

**However, there are more to these things than you may not know when trying to land**

# **your first yacht job:**

## **STCW:**

Do you even know the modules of the STCW that are necessary to work on a yacht? As many of you know, Jamila owns an [online consultancy business](#) for people wanting to get into the yachting industry – 80% of her clients hire her services AFTER doing their STCW, and 70% of them realise they've wasted a lot of money previously, for these exact reasons:

- Been sold modules that are absolutely useless to work on yachts
- Done it in schools that are not internationally recognised, therefore their certificate is worthless
- Been charged an extortionate amount for the four basic training modules, and have not even been offered the PSA

And so on...

SO, telling you that you need to do your STCW is great. But, you need to know lots of things before you invest your money in a school that may not be the best option for you.

## **CREW AGENCIES:**

Yeah sure, there are AMAZING crew agents out there, but:

**A crew agency is not going to find you a job unless you have put the work into your job searching – Simple as that.**

### **They will help you (a lot) IF:**

- Your profile is exactly what any recruiter wants on a yacht
- Have an amazing CV (DONE FOR THE YACHTING INDUSTRY)
- Have second skills such as carpentry, beauty therapist, diver, professional trainer...

So, sign up to crew agencies, BUT, the one that needs to get

out there and pursue your dream is YOU.



Credit: @amelia80, @milanvanrhyn

## **DOCKWALKING:**

It is absolutely impossible for someone to tell you (properly) all the info you need to know about how to get a job on a yacht in a simple message, or email.

Of course, like in any other industry, but especially on this one, if you do have someone “on the inside”, it’ll be much easier for you.



Any yacht crew member will tell you that, in this industry, **having contacts will make things a lot easier.**

But, what can you do if you do not have anyone “on the inside”?

**Do all the research you can, and always make sure the information you’re trusting comes from recognised industry professionals.**

I understand it may seem a bit overwhelming, and you might not know what information to trust.

This is the exact reason why, after years of sending people in the direction of lots of different websites and blogs, some industry professionals have come together and built a platform where you will find all of the answers you need about how to get your first job on a yacht: **The Crew Library.**

It has taken months to put all of this info together.

[Jared](#) and [Dean](#), managers of the Crew Library, have worked endless hours for you to have access to this amazing platform.

**You will also find the most helpful information, tools, and resources from:**

- [Captain Luke Hammond](#)
- [The Yacht Stew](#)

And, of course, [Jamila](#)

The Crew Library is an online learning platform for crew in any department. They provide the ability to connect with existing yacht crew through Whatsapp groups and offer training discounts worldwide to existing members.

## **This is what you will find:**

- Dockwalking routines
- Q&As from Captains
- Chief Stewardesses interview tips
- Engineering qualifications questions

And much more.

Oh! You will also have access to a WhatsApp group where you will be able to communicate directly with everyone.

Depending on your needs, you will get the answer from a Captain, Chief Stew, Chef, or someone from the Deck and Engineering department.

Crew Library is the only platform you need to go to when looking for information about the industry.

**You have absolutely nothing to lose joining, and SO MUCH to gain!**

\*Jamila has recorded a total of seventeen videos with the Crew Library so [sign up now](#) for all the info you could possibly need!



**If you are wanting to get your foot in the door and begin a career in yachting, make sure to check on the crew mess section on our website for more tips and tricks.**

For more of the latest yacht crew news, click [here](#).

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# What does a yacht AV/IT Engineer do?

## So what does a day in the life of a Yacht AV/IT Engineer look like?

Despite the differences in work schedules and work conditions between yachts, crew recruitment company Wilsonhalligan interviewed a yacht engineer himself to find out what a typical day looks like as a Yacht AV/IT Engineer. This example is based on a small yacht, with guests:



credit -<https://www.vbhi.com/what-we-offer/expertise/avit>



## The night before Guest arrival

A few days before, all the systems will be checked thoroughly to ensure no parts are needed. Nothing worse than needing a replacement JAP router or WAP the night before! Also, this is specific to smaller yachts and systems.

### 18:00 –

Firstly, go through the entire system, all AV inputs, lighting, security cameras, etc. Do a “Walk around” Step on the yacht as if you are the owner and do exactly as they would do. Connect your phone to Wi-Fi straight away, how is the signal speed? Watch the news, sports games, turn on music. Ask other crew to do the same with their devices. As there will be extra devices and systems used, you should stress the system as much as you can.

## First day with Guests

### 07:30 –

Wake up! Shower, shave and get presentable for the day.

### 08:00 –

On deck and do a walk around to check lines, anchor and fender, morning meeting.

### 08:15 –

Afterward, head to the rack and see if all systems are running properly. Owners, like most people, check their phone as soon as they wake up so even if you haven't seen the boss yet, be sure he will want his Wi-Fi network working first thing!

### 09:00 –

Run TV's and test all AV throughout the yacht where the owner will be, sundeck TV for breakfast news, Main Saloon for movie

nights. Go through every input and signal to make sure everything is working seamlessly.

**10:00 –**

Then, set up the TV for the breakfast news, have whatever channel the owner likes on, and if a swivel or adjustable TV have it facing the owner's normal seat at the table. Make sure all remotes are within reach, clean, and charged with batteries.

**11:00 –**

Finally, time for food and a break!

**12:00 –**

Depending on the owner, have a quick chat with them after breakfast. What are their plans? Will they be inviting friends over in the evening to watch the boxing? In which case, are you going to stream through 4G cellular data or is it accessible through SKY? Is there going to be a(nother) karaoke session after dinner? Get as much info as you can to do all the prep and what you can expect!



**12:30 –**

Lunch.

### **13:30 –**

Now, log on to the network and check your average data speeds, what devices are using the most data, do you need to throttle speeds for the crew? If using a 4g Data plan are you on track with your data allowance?

### **15:00 –**

Do another walk around if guests are off doing water sports or ashore. Check the rack is clean, free of dust. Racks are very high fire risk areas and need to be checked and maintained as much as possible.

### **16:00 –**

Meanwhile, Boss has brought on new music/ films/ TV series that need to be imported to the yachts media library, always have a backup drive for all media. Upload everything onto the system and to the secure backup. Test and see if new media is working.

### **19:00 –**

While guests are getting ready for dinner, make sure music and playlist is playing in areas of the yacht where they may be having pre-dinner drinks. Set the ambiance!

### **20:00 –**

Guests are sitting down for dinner and want to watch the sports game. This is usually accessed through an Apple device using an app that permits you to access British channels and then transmitted to a TV via Apple TV. Depending on current data speed/ setup you may have to ask the crew to disable their devices so all data can be used for streaming, especially live and HD streaming.

### **22:00 –**

Once the dinner is cleared

away, guests might be interested in using a karaoke machine or playing a game (depending on what they drank!). Or, if with family may want to just relax and watch a movie. This is where the preparation comes in. If all areas have been checked and organized, minimal attention from you is needed. They may want to do everything themselves which is why you have remotes accessible and a clear AV structure and setup.

**23:00 –**

Lastly, if you haven't eaten while the guests are eating now is your time! Stay on standby until guests have gone to bed just in case any situations arise.

**We hope this experience provides you with the inspiration to pursue a Yacht AV/IT Engineer job.**

If you would like to talk to us further about how to get into the yachting industry and work as an engineer, simply [get in touch](#) with Wilsonhalligan's friendly team who will be more than happy to help and guide you.



For the latest superyacht news, click [here](#).

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## **What's New For 2022? – AYSS**



# **has a New Chairman!**

## **An exciting new year and new leadership for AYSS**

In celebration of AYSS' successful year in 2021, we got to speak with their new chairman, Carlos Miquel. In this interview, Carlos shares with us his ongoing contributions to the Superyacht industry and tells us what he has in store for AYSS in the future.

Carlos was elected as Chairman of AYSS in October 2021 after serving for two consecutive terms as Vice-Chairman. Carlos Miquel joined AYSS in May 2018 when he was asked by SASYSS to take over the place on the council from CEO/COO of the SAYSS Tomas Miranda.







## Who is Carlos Miquel?

Carlos Miquel is the Regional Director for North America, the Caribbean, and Europe for SASYSS, South American Superyacht Support Services. He joined SASYSS in 2014 and resides in Coral Springs, Florida. In his role, he handles all aspects related to promoting and educating about Chile, Patagonia, and Antarctica as a destination for private and charter superyachts. He is also involved in all the marketing aspects of SASYSS and conducts regular meetings with potential clients



for the planning of their trips.

## About Carlos Miquel

Originally from Chile, Carlos is of German descent and has been a resident of Florida since 1997. With the headquarters of AYSS located in Chile, it's not uncommon for the chairman to visit often, usually 4-5 times per year. He enlightened us on his passion and enthusiasm for naval architecture and marine biology. This led to his studies in Germany, where he earned a master's degree in civil engineering in hydraulics. Having lived in Chile, Germany, the Canary Islands, and the US, Carlos has held top management positions in several multinational companies!

Despite being an engineer and before joining SASYSS, Carlos worked for 20 years with the Chilean wine and tourism industry promoting and educating about Chile and its wines in the US and worldwide.

## Five Fun facts about Carlos Miquel:

1. Carlos is **trilingual** – Spanish, German and English – having been born in Chile to 4th generation German immigrants back in the 1850s.
2. Carlos has **lived and worked in 4 different countries**: Chile, Germany, Spain, and the USA
3. During his spare time, the new AYSS chairman enjoys spending time boating, playing tennis, and traveling. He is a **certified soccer referee**, who worked as a **tennis teacher** and **held a Florida USTA tennis ranking**.
4. Carlos **sails competitively in the Olympic Star Class sailboats**, where he currently holds a top 250 world ranking!
5. Carlos spent the 1985 earthquake – the magnitude of 8.0 Mw – and the following tsunami in Chile on board a yacht only 30 km. from the epicenter – and is still here to tell about it.

## **A Note From the New AYSS Chairman:**

*During the pandemic, we have learned that yachts and captains need and appreciate working with reputable, serious, and honest agents. We offer them guidance to navigate through all the new and different regulations from county to country. Communication between captains and agents has become vital. For successful yacht deliveries, owner/charter cruises, and networking amongst all parties, it is more important than ever before to communicate. It will remain this way for years to come.*

*It is here, that AYSS as a global association has shown some of its values to captains, as well as to its members. We are happy to see that our membership of current and prospective members continues to grow. Although we are not completely out of the woods of the pandemic yet, most economists now believe the worst is behind us. I believe at AYSS we have been effective in increasing our relevance by sharpening our focus on the core elements of the Superyacht industry.*

*Recovery for some members might likely still be a bit bumpy. So, our collective efforts will continue in supporting those members in the best way we can. All done whilst concentrating on continuing to grow our membership of full, associate, and corporate members, and perhaps introduce new categories of memberships. We will look to continue strengthening the AYSS brand through social media marketing which should benefit all members.*

*I look forward to a busy and successful year for all of our AYSS family!*

## **Carlos, what is your plan for the future of AYSS?**

I have presented a four-pillar program to our council members of four specific areas that I think we should work on as an

Association. I cannot mention all of them, because some of them are still under discussion. However, three of our fundamental goals include: growing *our membership*, expanding *our membership types*, and *continuing to grow our global presence and awareness through targeted Social Media and networking*. As the current leading association of [Yacht Support Services](#), we're looking for more benefits for our members through strategic alliances with the marine industry partners and the general service industry.

## Who are the current AYSS associate members?

At present, we have over 60 Superyacht Agencies from around the world that are part of our membership programme.

FILTER - ALL (58)	ANTIGUA (1)	AUSTRALIA (2)	AZORES (PORTUGAL) (1)	BRAZIL (1)	CANARY ISLANDS (SPAIN) (1)		
CHILE (1)	COSTA RICA (1)	DENMARK (1)	EGYPT (1)	FINLAND (1)	FRANCE (3)	GALAPAGOS (ECUADOR) (1)	
GIBRALTAR (1)	INDIA (1)	INDONESIA (1)	ITALY (4)	MADEIRA (1)	MALDIVES (3)	MALTA (2)	MONACO (1)
NEW CALEDONIA (1)	NEW ZEALAND (1)	PANAMA (1)	PAPUA NEW GUINEA (1)	PORTUGAL (1)	SEYCHELLES (1)		
SINGAPORE (1)	SOUTH AFRICA (1)	SPAIN (ATLANTIC COAST) (1)	SPAIN (MEDITERRANEAN) (2)	ST MAARTEN (2)			
ST VINCENT & THE GRENADINES (1)	TAHITI (1)	TUNISIA (1)	TURKEY (6)	UK (1)	UNITED ARAB EMIRATES (2)		
	UNITED STATES OF AMERICA (3)	VANUATU (1)	VIRGIN ISLANDS (1)				

## Do you plan to continue expanding the network?

Yes, definitely – this is one of our primary goals! There are many destinations in the world that superyachts visit, where we don't have an AYSS affiliated superyacht agency. It's all to come in 2022!

## Tell us more about how the 2022 AYSS

## **calendar is looking. Will we be seeing you attend any Superyacht Events this year?**

At AYSS we are interested in not only growing our brand by sponsoring events but more importantly to have a physical presence at Boat Shows and Superyachts events around the globe. Networking in this industry is important! I am a firm believer in education – educating about what we do, where we are, the benefits for Captains and Superyachts when working with an AYSS affiliated member. But, also using our global network of agents to promote and educate about their destinations. As everyone in the yachting industry is aware, attending events has become more expensive and difficult due to travel restrictions. However, it remains in our 2022 plans to be present at several of the bigger boat shows in the US and Europe. I am also very keen to be present in other regions such as Asia, Australia, and perhaps the Middle East.

[http://www.instagram.com/p/CXS67SnLN\\_t/](http://www.instagram.com/p/CXS67SnLN_t/)

## **Following on from the success of the 30th anniversary of AYSS, is 2022 going to be even bigger?**

We have plans that I cannot speak about at the moment yet, as we are still defining details. All of our members have seen one notable thing during the boat shows they have attended, i.e: Monaco, FLIBS, and Antigua Charter Yacht Show. This being that networking was very efficient as everyone missed the face-to-face meetings and contact. Therefore, we look forward to having more of our AYSS members attend 2022 yachting events. As well as, for our AGM in Monaco to be in an in-person event again this coming September.



## Watch Now –

To find out more about membership of AYSS, please email **admin@ayss.org**, or to speak further with the new chairman, Carlos Miquel, email **Chair@ayss.org**

For the latest Superyacht News, [Click here.](#)

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## 10 Stew Hacks You Should Know

**Are you a Stew looking for ways to make your life easier? Then you've come to the right place!**

Stew hacks consist of tricks, shortcuts, skills, or novelty methods that increase your job productivity and efficiency. And, founder of Yachts Mermaids Marién Sarriera has ten that will make your stew duties so much easier. Ok, let's get to it!

**Here are Marién's 10 stew hacks you should know:**

**1. Say goodbye to silver creams and horrible chemicals!**

And say hello to baking soda, aluminium foil, water, and shiny

silver! Tarnished silver is no match for this aluminium foil “recipe.” Bring one litre of water, one tablespoon of baking soda, and one piece of aluminium foil to a boil. Drop silver in the container for 10 seconds (longer if it’s very tarnished), then remove using kitchen tongs or reusable gloves. Magic! Click [here](#) for a video of the last time Marién used this trick! (it’s at the end of the stories).

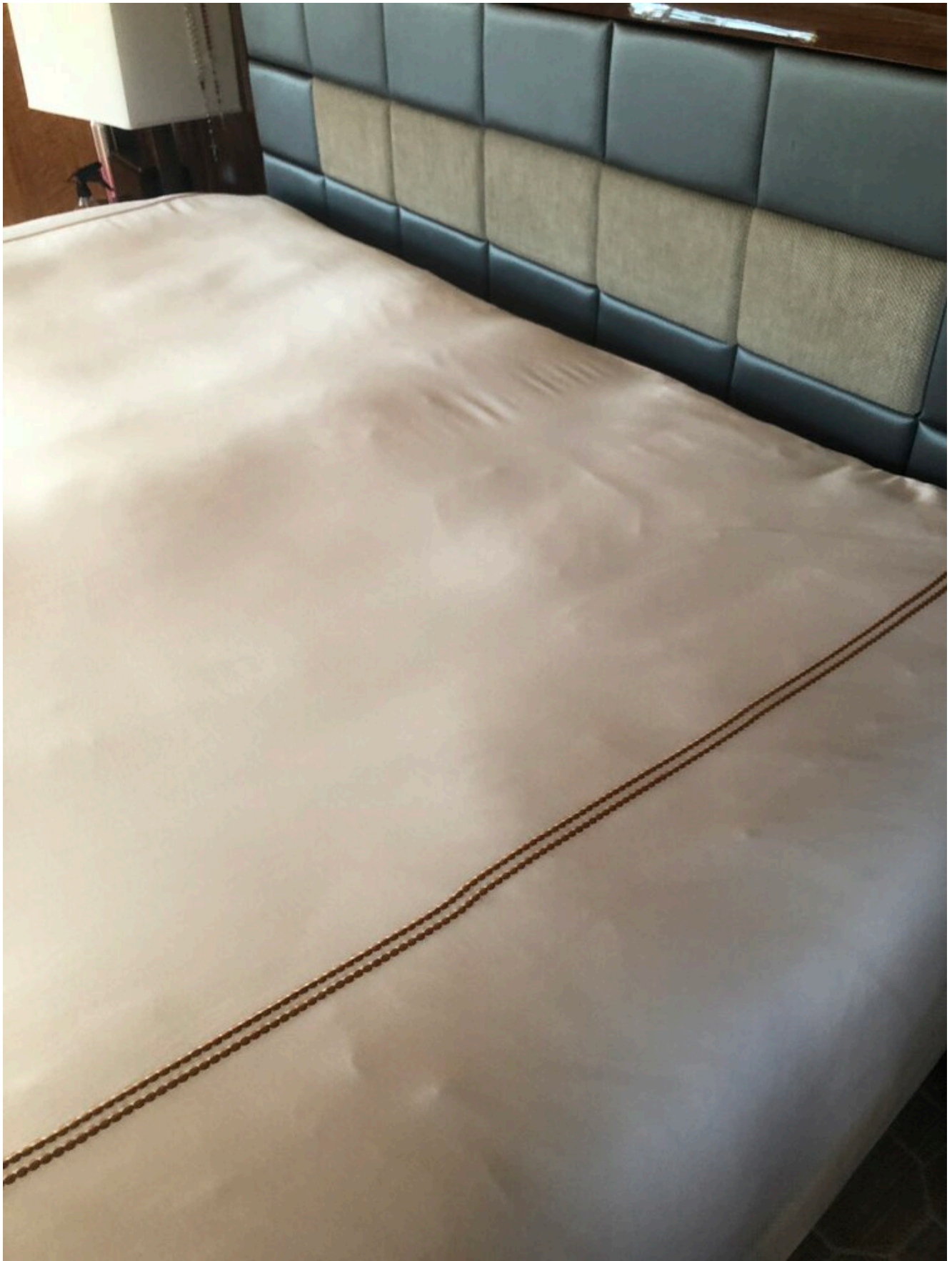
## **2. No more ironing on turndowns!**

Don’t waste time ironing the beds. Nature knows best, spray a fair amount of water on the wrinkles (don’t be shy), use your hands to brush the fabric, and stretch the bed nicely. In less than 10 minutes, you will have an ironed looking bed again! This works best on sheets that have been ironed right after drying. If you have, then this trick will work amazingly every time you need to make the bed.

P.S. no need to spend money on Wrinkle Releaser; water is what makes the Releaser work; the rest is chemicals to make your sheets smell. Here is a photo (3 minutes apart) of me using this trick in the Master sheets.







**3. Use vodka to keep your flowers looking**

## **flawless.**

Before putting your flowers in a vase, add several drops of vodka and a teaspoon of white sugar, which delays wilting. When your flowers eventually start to die, add a shot of vodka into the water, and the stems will stand up straight again for a day or two.

## **4. No more lint or unwanted streaks in mirrors, glasses, stainless!**

After 14 years in the industry, Marién's pic for the best cloth to use is the [SALT Micro Fiber cloth](#). It only uses water to clean! Plus, it ensures there is no lint or unwanted streaks left behind in mirrors, glasses, and stainless. If you are not in America, this one from [Riedel](#) will do the same for you.

## **5. Wool Balls are the new Drying Sheets, get on it.**

Some of the many benefits of wool balls:

- Are chemical-free. Fabric softeners and dryer sheets are full of chemicals and perfumes, whereas wool dryer balls are natural and made from a renewable resource.
- Decrease drying time.
- Won't affect the absorbency of your linens or your workout wear.
- Soften fabric naturally.
- Are environmentally and human friendly

Marién's favourite ones are [Tumblewool](#) and [Molly Suds](#).

## 6. Invigorated Water

It's 2022, climate change is real, and you are a conscious stew. Every purchase you make onboard affects the planet and its inhabitants, that's why we should make better ones. Invigorated Water systems are the way forward. Its alkaline water filter system will allow you to hydrate faster, be a conscious consumer, and give back to the planet by saying goodbye to plastic water bottles. This translates to not breaking your back with bulky water cases and having more space for what matters onboard. Swap out plastic water bottles to reusable ones by integrating this system that gives impressive hydration via alkaline water. [Swell](#) and [Corkcicles](#) are the bottles most of the owners and crew have preferred in the past. Everyone loves invigorated Alkaline water, and the fact that they are contributing to a better planet makes them happy. This is a win-win! Get yours [here](#); Marién always gets the **pH RECHARGE 3F Countertop Alkaline Water Filter**.

## 7. Deep Clean Kettle Au Naturelle

Clean your kettle by adding a few wedges of lemons into the water. Add the max amount of water and 3/4 lemon wedges, turn the on the kettle, let the water boil and voila! You can also do it with water and vinegar and avoid the lemons altogether, but make sure after it is clean, you boil the kettle a minimum of 2/3 times with water only to get rid of the vinegar taste.

## 8. Get rid of permanent marker oops marks!

As much as we want to avoid it, there's always the one crew member who uses the permanent marker instead of the erase one on the whiteboard. No need to worry, use rubbing alcohol to remove the unwanted marks from the board. And, if this happens on wood, use nail polish remover instead.



## 9. No more writing numbers on Crew Uniforms, use this instead.

Don't you hate when there have been so many numbers scratched and re-written on the uniforms that you can't figure out which number/crew it belongs to? Use Iron-on Fabric tapes instead. When a crew member changes, all you have to do is replace the tape on the garment! And the best part is that you can get them for [Brother](#) and [Dymo](#) label makers, making this task easy and professional looking.

## 10. Save the Best for Last

<https://www.instagram.com/p/CTVC8ozrTZ0/>

Marién's last and number one stew hack is... REST. Yes, that is correct, rest! As a stew, you believe that everything and everyone is more important than you, that your job is to be there 110% of the time no matter if that means not eating and resting properly. But, you're mistaken. You can't be 100% in your job if you don't rest properly. Avoiding taking care of yourself because you believe you don't have time is a lie that will cost you your health and career. You have time to rest if you make the time- The boat will continue to run efficiently without you for 2/3 hours or hopefully a day if you are on your bleeding phase.

If you want to learn how to implement time off during your menstrual time while working on board, invest in the [Mermaids Kick-Start Bible](#).

With the [MKSB](#), you get over 90+ Interior Management Templates, and access to an Exclusive Members Area filled with workshops, masterclasses, and courses that will support you in your career. [Download yours here](#), and if you need extra help in your transition to a Chief Stew role, click [here](#).

**We hope you find these stew hacks helpful!**

For more of the latest industry news and content, click [here](#).

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## **Social Security for Crew on Maltese-Flagged Yachts**

**There are significant legal consequences, both civil and criminal for yacht owners not complying with social security obligations.**

Social security for crew is crucial. For a superyacht owner, creating a high-performing team onboard requires planning and aligning with the resources they have. There are significant legal consequences, both civil and criminal for yacht owners not complying with social security obligations.

As one of the leading EU yacht registry locations, Malta offers many benefits for yacht owners in addition to providing a high-quality yacht registry. Another benefit is that Malta provides favorable fiscal advantages. Within the European Union, seafarers, like other EU Nationals are entitled to be provided with social protection. France, in particular, has been active in ensuring that seafarers are afforded protection. Whether the yacht is a pleasure, or commercial.

EU Nationals working onboard vessels flying the flag of an EU country shall be insured in the Flag State. This is by virtue

of Article 11.4 of EU Regulation 883/2004.

## Advantages of the Malta Flag for Seafarers



Photo by [Thomas Ellmenreich](#)

Registering your yacht in Malta certainly brings many benefits. Including the opportunity to register your crew in an EU Member State scheme. Giving you peace of mind as a yacht owner.

Alasdair Milroy, CEO, and Founder of [Breaking the Mould Accounting](#) is a yacht accountant and crew payroll specialist. He highlights some of the advantages of social security in Malta for seafarers.

*“Registering for social security in Malta provides the seafarer with an Entitlement Health Insurance Card (EHIC). Or an S1 Form, a pension based on the length of service, and unemployment benefits. Employer and Employee contributions*

*are capped for both Employer and Employee. In 2022 both employer and employee are €49.97 per week and €1.50 Maternity Contribution. Seafarers resident in the EU, who are citizens of non-EU countries often find it is difficult to obtain a social security number in the EU state of residence. So obtaining an EU social security number in Malta allows them to be recognised in the EU.”*

The only exception for the seafarers to be insured in the Member State is where the Employer has the place of business/registered office is if the seafarer has his residency in the same Member State. In this case, the seafarer shall be subject to be insured in the Member State where the employer's registered office is situated.

<http://www.instagram.com/p/CaPGkeUoa0m/>

Yacht crew paying social security contributions under the Maltese scheme are covered for free state healthcare and benefits in cash – for more information about employment and social security schemes for yacht crew on board yachts registered under the Malta flag refer to the [Malta Social Security Website](#), or email Alasdair Milroy at Breaking the Mould Accounting for any inquiries about crew social security; email: [hello@btmaccounting.com](mailto:hello@btmaccounting.com)

<http://www.instagram.com/p/CZ87qkEMl7k/>

For the latest Superyacht News, click [here](#).

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# Yachting, Diving and Photography – The Life Of LJ Strike

Are you are wishing to pursue more interests alongside yachting, or perhaps you're considering your life after yachting? Lia Johnson says go for it!

Superyacht Content was lucky enough to speak to Lead Deckhand, Dive Instructor and founder of [Strike & Co Photography](#), LJ Strike. We speak about her career in yachting and the experiences she's faced while being a female deckhand, as well as how to become a diving instructor. Not to mention, what it's like to run a photography company alongside all of this!



## **About Lia Johnson-Strike**

“My name is Lia Johnson-Strike, but people know me as LJ, I am the Lead Deckhand, Dive Instructor, and Photographer onboard M/Y Nomad. I was born in Alice Springs, a small town in the middle of the Australian outback. I have a massive passion for photography, scuba diving, and skiing. This is rather strange since Alice Springs is 1500km from the nearest beach, and there’s definitely no snow! I’ve been lucky enough to have lived in Canada, Trinidad and Tobago, Egypt, and Japan. And, I’ve studied Indonesian, Arabic, and Japanese.”

## **How are you currently spending your time and where are you located?**

Actually, I’m in the shipyard! First-time Nomad has been out of the water since her launch in April 2019. So, it’s all jam-packed and exciting at the moment. We are in San Diego, California and It’s such a nice place to be, so feeling super lucky.



## **When did your career in yachting begin?**

I've been a yachting for four years now, which seems very short and very long at the same time! It was the end of 2017 when I made the leap from working ashore to being onboard a Superyacht. And, I've never looked back...

## **Which M/Ys have you worked on previously?**

M/Y Domani, M/Y Unicorn, M/Y Dancing Hare, and now, M/Y Nomad.



Image by Strike & Co Photography

## **Deckhands were once stereotyped as dominant male roles. Have you faced any challenges in your yachting career as a female deckhand?**

Sadly, I have had my fair share of challenges, especially in the earlier days. When I first started looking for deckhand positions, I was often told:

*"you won't get a job as a female deckhand, so I'll put you*



*down as a stewardess*" – This was from an agency in Fort Lauderdale.

*"Boys on the outside, girls on the inside"* – One Captain told me.

So, I have had my share of ups and downs. But as you can see, I stayed persistent and now I get headhunted by Captains who are specifically looking for female deckhands.

**You're a Deckhand, a Dive instructor, and a Photographer... What do you consider to be your main career, and what motivated you to take on responsibility for three of them?**

As most people in yachting know, being a deckhand is the majority 90% of the job, and diving is just a bonus (depending on your boat's program of course). But, I would love my main career to be Diving and Photography. The joy I receive from doing both of these exceeds all the careers I've ever had (maybe bar the ski instructor job in Japan).

When I started on Nomad I was solely employed as the Deckhand and Dive instructor. However, as time went on, the crew, captains, and owner started to see my Superyacht Photography. As a result, they realised I was probably more talented than I had led to believe. And so, it became an added role. Now I'm in charge of everything Superyacht Photography and Videography related above and below the water, and I love it. Drones, underwater cameras, GoPros, and professional cameras. We have it all!

**Let's Discuss [Strike & Co photography](#)**



## How did Strike and Co start?

Strike & Co. is run by myself and my brother who lives in Australia. We've both been into photography for as long as I could remember and had always had a fiery passion for going out and capturing that perfect shot. After brainstorming for a

few years, we finally decided it was time to make Strike & Co a real thing, and here we are.

Which area of Photography do you specialise in?

We specialise in aerial, abstract, astro, underwater, and landscape photography.





## Nomad goes INTO THE BLUE

Whatever your dream destination may be, it is a desire to explore and enjoy life in, on and under the water that unites so many superyacht owners, guests and crew. Lia Johnson-Strike – Lead Deckhand and Dive Instructor on board the Amels 180 Limited Editions NOMAD – takes us on a voyage of discovery into the blue.

### **Natural Affinity**

It's not just NOMAD's striking blue hull where the affinity to water lies. 80% of their programme is water orientated. And this doesn't stop at fishing, diving and wake surfing. The ocean is a major provider of lunch and dinner for NOMAD guests and crew! This is a superyacht that embraces her surroundings.

*"The owners and their family have a real genuine love of the sea. Our trips are always about having fun in and on the ocean, enjoying every aspect of what each day gives us out on the water."*

### **Picture Perfect**

Capturing these incredible moments and experiences in the big blue has gone from a much-loved hobby to an even more loved onboard responsibility for Lia.

*"The ocean is such an amazing thing to photograph. The colours vary during different times of the day and the same stretch of water can produce the most stunning colour of jewelled blue one moment and seafoam green the next. Capturing the way the sun shines through the water, creating beams of gold, is something that I'll never get tired of."*

**You mentioned to us before the interview that you've worked with companies such as [Funair](#), Invisible, and [Amels magazine](#). Are these all yachting brands that have approached you due to the success of Strike and Co?**

I would say most of these companies have been in touch with me through Instagram or the Nomad Instagram page. Instagram is such a useful tool for photo sharing and has a higher audience than most websites I'd say. It's through Instagram that most people discover Strike & Co.

**Which project to date has been your favourite, and why?**

Working with Amels and Invincible is always up with the best. Both Deniza and Rudy share that same passion for showcasing their commodities/products, through photos and videos. Having my photography featured in the Amels Finest Moments magazine will always be a favourite for sure!

**How about if you could pick one company that you hope to work with over the next year, which would it be?**

Besides always wanting to work for Nikon or Nat Geo, I would love to work with [Amels](#). I already have such great connections and relationships with some of the team there. And, I would love to go to Holland and see everything in the flesh!

**To finish off, Please could you share with our readers:**

1. Your Top 3 tips for aspiring female Deckhands who want

### **to start yachting:**

Do your research about yachting. Also, be persistent! Don't get disheartened by setbacks, know your goals and stick with them, and don't let anyone tell you that you can't just because you're a girl!

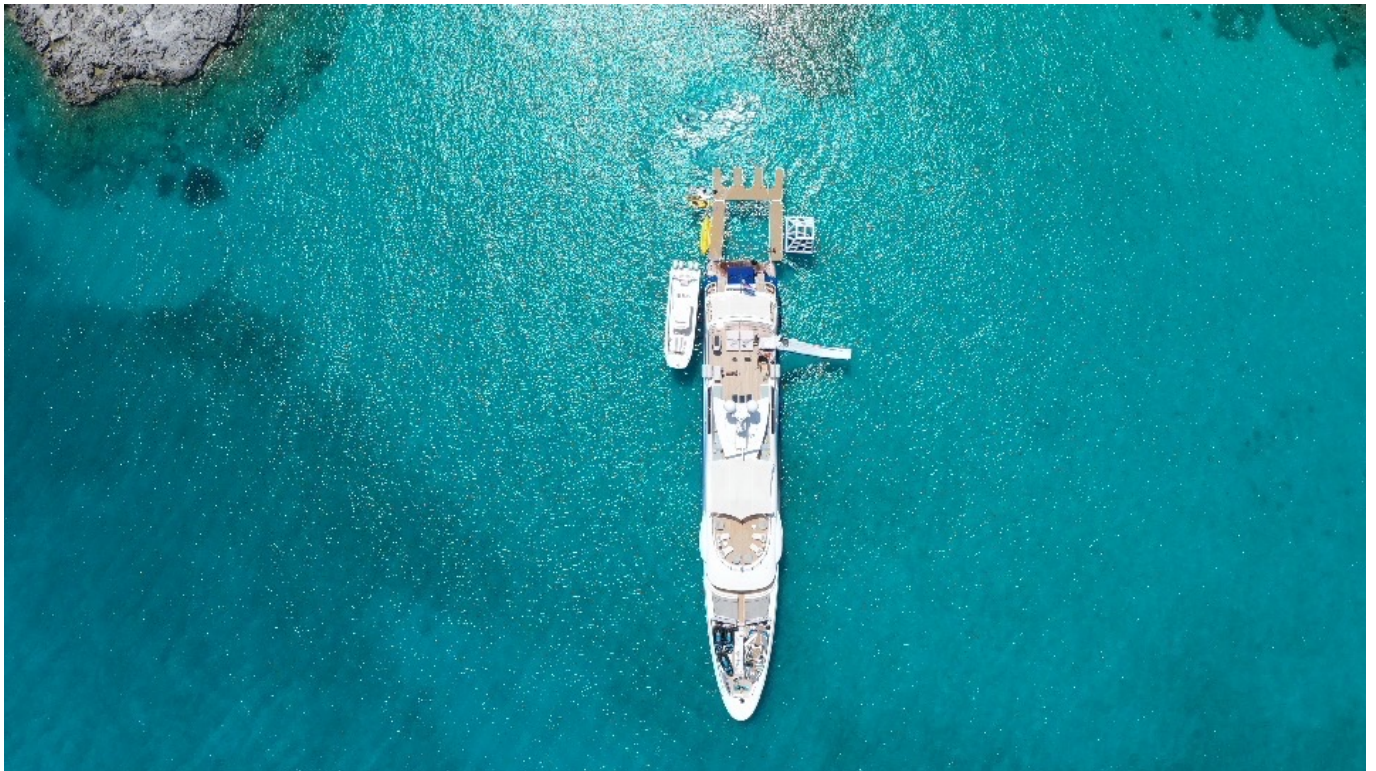
### **2. The main steps to take to become a diver instructor:**

If you go through Padi, everyone had to start with Open water, to Advanced Open water, followed by Rescue, and then Dive Master. Then finally, once you've logged your 100 dives you can enroll in the PADI IDC.

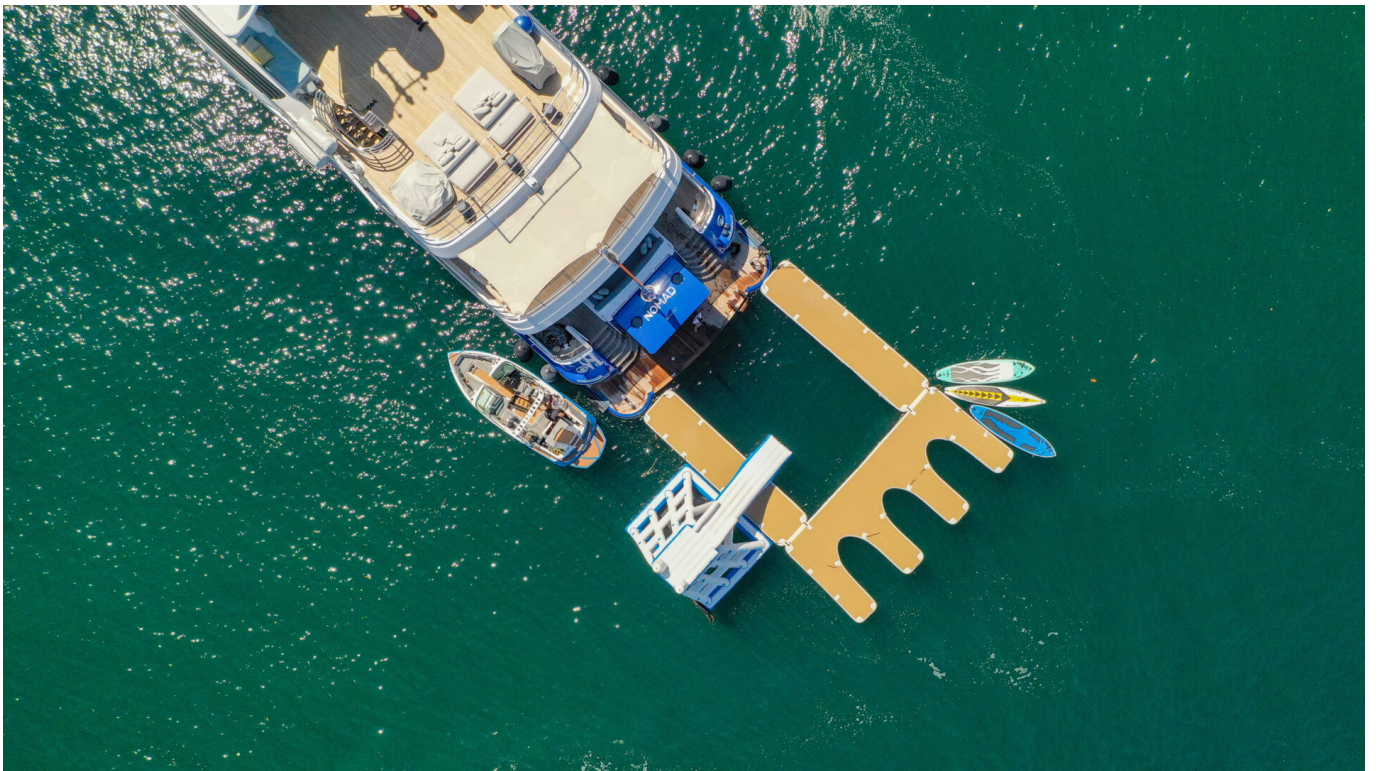
### **3. A key point of advice for other content creators looking to succeed:**

Being **consistent** is key. Keep your content interesting and up to date. This will ensure you don't get swamped by yacht life and have to keep your images and videos updated all the time

## **A collection of photos by Strike and Co:**















To check out more of Strike co Photography, click [here](#).

For the latest Superyacht news, click [here](#).

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# Yacht Crew Finance: 12 Mistakes You May be Making

## We're all guilty sometimes

Pursuing a career in yachting is a great way to earn enough savings for large investments, in property for example. However, only if you're smart! We all like to have our fun, but not when it will be a detriment to your future. If you are making too many of these mistakes it may be time to seek some advice in regards to crew finance. Fear not, [CrewFo](#) will be there for you if you decide to take that step.

**For now, let's get into yacht crew finance mistakes you're most likely making/made...**

### **1. You eat, drink and party like it's 1999.**

You just HAAAVE to experience a day in your own private cabana at Nikki Beach with your mates, because you're tired and need some "me" time after that **exhausting** charter. Sure, we understand but you do know that there are tonnes of nice beach clubs to go to that don't cost an arm and a leg, right?

### **2. You think that all of your money**



**is disposable income i.e, spending money.**

After all, you have a free bed to sleep in, all the food you can eat, no utilities to pay for, no clothes to buy, and no car payments! There's even a gym onboard so no monthly dues there. This leads us to...

“

**Too many people spend money they earned...To buy things they don't want...To impress people that they don't like.**

- Will Rogers

**3. You assume your salary is tax-**

**free.**

You don't file a tax return which is the only way to see if you qualify for the Seafarers Earning Deduction. Instead, you just ignore the whole thing, bury your head in the sand, and hope the whole thing will just go away.

**4. You think when you're ready that you will be able to walk into a bank, apply for a [mortgage](#) and buy a house.**

Think again... if you haven't filed a tax return in the UK for example, you are not in the system. (And that ladies and gentlemen is the case for most places around the world.) If you are not in the system that means... no mortgage, no pension and forget about investing in any stocks.



Image from Boss Properties

## **5. You get paid in one currency and your bank account is in another.**

You don't pay attention to the fact that there are currency exchange fees, ATM card charges, and foreign transactions

costs on every single purchase, paycheck, and withdrawal. Yes, every single one. All those wasted fees add up to about one month's salary per year.

## **6. You think that crew finance tax returns are hard and expensive for yacht crew.**

Even though you may qualify for the zero-income tax, you won't know for sure until you pay a nominal fee and actually file a return. You don't realise that everything can be done online and that there are companies that can help yachties do just that.





## **7. You think about the here and now.**

Maybe you assume it's pointless to think about crew finance now or to save unless you are putting away a hefty amount a month. Or you have no idea that putting away even just 100 dollars a month for your entire career onboard could produce a hefty down payment on a house. Hello, [compound interest](#)?!

## **8. You think you are the owner.**

How about those 3000 thread count embroidered sheets in the master suite for a Chrissie present for Mum and Dad? How about getting your mates back home one of those ultra-cool drones you have onboard? Let's repeat that again.... You. Are. Not. The. Owner.

## **9. You think you'll have more money than your mates in 10 years.**

Since 95% of your income is disposable, compared to friends at home who are probably around 10-12% you automatically think you've got the life. But if you don't save, or put away a percentage of money each month for your career as your earning capacity grows you won't go far. Think percentages, not numbers.

## **10. You don't keep any record of how many days you are in a certain country and have no idea when the tax year starts or ends in your particular country of residence.**

You may think now that you'll be able to figure it out later, but have you ever tried to remember where you were on May 12th last year? Yeah, not so easy. Stop Facebooking before you go to bed for 10 seconds and jot it down in your discharge book which by the way should be your new best friend.



## **11. You give in to peer pressure.**

No matter how well-intentioned you are, you will be shocked by the opulence of the industry. Be careful not to spend like your other crewmates unless they are going to be there in ten years to help you get enough money together to buy your first car or house.

## **12. You sign your contract and don't really understand what the phrase "your fiscal responsibility" means.**

You hope somehow, at some point, the captain, a crew agency, or even the management company will sort this out for you. Well look, you're in the big world now and need to understand what you are signing up for.

## **Has all this got you thinking about your Crew Finance situation?**

[Crew Family Office](#) takes care of exactly this type of advice for yacht crew. The team at CrewFO is experienced in the yachting industry. Having made all the mistakes themselves, their mission is to make sure you don't.

They will get your [tax return](#) sorted and get you on the path to financial health regardless of your country of residence. They already do it for close to 1000 crew, so really, what are you waiting for?

**Scroll to the bottom of their home page and subscribe to their mailing list now to get exclusive crew finance tips and tricks!**

And, for more crew finance content, click [here](#).

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# Provisioning as a Superyacht Chief Stew – How To Make It Easy!

Provisioning as a superyacht chief stew can be challenging at the best of times thus it would be an understatement to say that planning is a vital part of your role onboard.

When it comes to preparing for a guest visit, superyacht chief stew's and chefs face some significant challenges when provisioning because of the geographical nature of the business. You could be in the French Riviera with a bounty of beautiful, fresh, and high-quality produce one minute and then cruising to a remote island the next. Using an experienced Superyacht provisioning company, like Monaco-based [Maison Del Gusto](#) (MDG) can make your life a lot easier.

We teamed up with Elisabetta, founder of MDG, who has helped us put together some top tips for the chief stewardess on board when it comes to provisioning. We also asked her what Maison Del Gusto does to support and work with superyacht chief stew's taking away the stress of provisioning allowing them to focus more of their time and energy on producing outstanding service for their guests.

<https://www.superyachtcontent.com/wp-content/uploads/2022/02/video-1645091576.mp4>

*Video from Maison Del Gusto Provisioning*

## Be Organised.

Provisioning takes up a lot of time, and with a change of guests, seasons, and itineraries, you can never know for sure exactly what you are going to need. To manage your time efficiently and ensure nothing is missed it is best to create



lists. Yes, the chief stews best friend; we suggest a list for crew items and a list for guest items.

Elisabetta comments:

*“We like to build a relationship with the chief stews so we can really adapt to their needs and make their job easier . MDG created a list priced by categories and themes to help chief stews – with product images when we can. Our clients get really excited as they really see the opportunity to make a difference for chief stews, ease their workload and show that there is a knowledgeable team working with them”*

No list? Don't panic! If you don't have one ahead of time, Maison Del Guto has you covered. After years of building solid relationships with chief stews and interior managers, they understand the needs of superyacht owners and crew. They have created ready-made lists of products they know you will need to stock up on before your trip. All you will need to do is tailor it to your guest and crew preferences.

## Research!

You are provisioning for the rich & famous a supermarket shop is just not going to cut it. You are looking for the best of the best produce and products. Individually wrapped chocolates, fresh, plump organic peaches, or black detox water, you name it, a superyacht provisioner is there to find it.

Superyacht provisioning companies take the stress of finding high-end produce out of your hands. Chief Stew's don't have time to source or try the latest and best products on the market. When using a provisioning company, or, as Maison Del Gusto prefers, a [Gourmet Selector](#), you can be confident that you will receive the highest quality of exactly what you need



when you need it.

Anya, Former Chief stew working with [Maison del Gusto](#) comments:

*“Our niche international selection is unique and impressive. Its not possible to source our produce from a local shop, for example. Or, individual drop shipping will simply make it too expensive. On average, a chief Stew order is put together thanks to the work of approximately 60 small producers, farmers and growers. Its very exciting also because its an opportunity for this industry to give something back. Not to mention, each item of produce has a unique story to tell”.*

## **Know your produce.**

We all know the feeling well when the guest asks you where you found those delicious berries and what brand those chocolates are. A good Superyacht provisioner will know and understand the questions chief stews often face and will always be on hand to answer any questions that may arise.

*“Our relationship with the chief stew doesn’t end once we have delivered the goods. There are lots of preparation and product presentations sent to the chief stews mostly at the beginning of the season. Tastings are organized on board or on site MDG premises to explain the new products and usages..” Elisabetta comments.*

## **Maison Del Gustos 5 tips to make provisioning easy as a superyacht**

# Chief Stew:

1. Have a list ready, one for Guests and one for Crew
2. Know your products
3. Make sure you know what to expect in terms of quantities and budget → we guide CS throughout every step and made budget control easy for them
4. Expect the unexpected: yachting is full of surprises and we understand that!
5. Ensure a smooth delivery: provide a clear delivery not and brief your team so delivery is easy, and products go to the right place onboard!



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*For more information on Maison Del Gusto, click [here](#). Looking for inspiration in Monaco, follow them [@mdg\\_yacht\\_provisioning](#). To find out their latest news, follow them on Facebook [@maisondelgusto](#).*

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**Untold Truths Of The**

# Superyacht Galley

## Expectations Vs Reality Of The Superyacht Galley

Working onboard a Superyacht as a chef seems like a glamorous way to earn a living. You get to travel the world and interact with billionaires, all while earning a paycheck. But, are there often untold truths of the Superyacht Galley? Times are changing and people are beginning to speak out about the reality of life working on a yacht.

We asked a selection of [Superyacht chefs](#) the same question – Prior to beginning your yachting career, were you aware of the reality of working as a yacht chef?

This is what we've concluded...

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**It gets overwhelming**



In most cases, Superyacht chefs formerly worked as chefs on land, so the switch to serving uhnwi was always going to be a daunting task. Whether it be for guests or for the crew, yacht chefs are serving food around the clock which can be overwhelming at times, to say the least.

Generally, there will be different sections in a normal kitchen, but on a superyacht, everything is basically confined to one space. So it's key that in a galley with minimal space, they need to stay organised before it becomes a nightmare to work in.

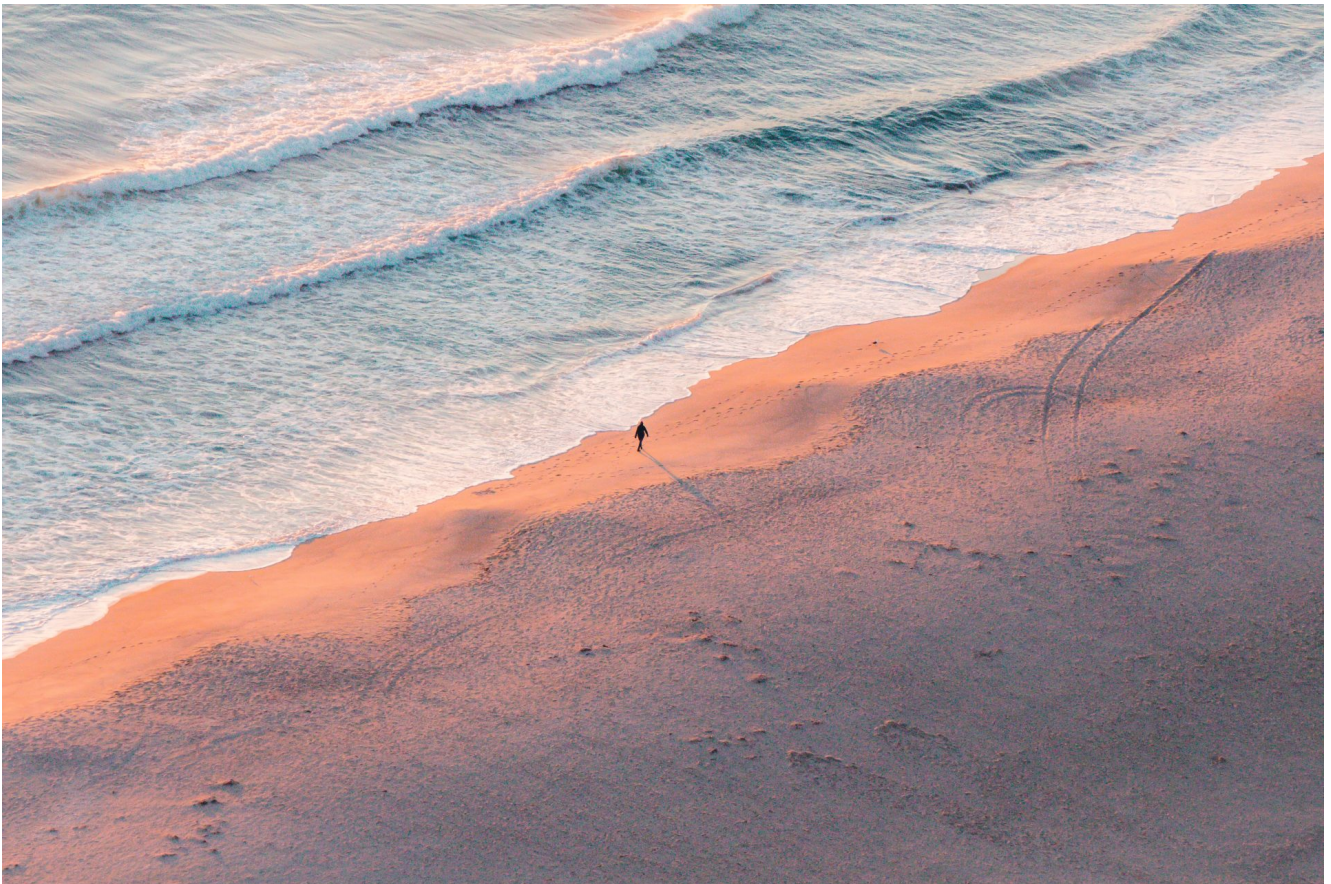
*"So I worked in restaurants prior to yachts and was a CDP. But, also responsible for making a different amuse bouche every night and was often able to be flexible and jump between sections. I first joined a 65m yacht as crew chef and got stuck into that role of making everything from scratch. And, giving many different healthy options for the crew of 10/12. I would definitely say that I wasn't aware/ Prepared for the reality of a superyacht chef role. Although I'm*



*creative and good in hot kitchen and patisserie, having to do it all, all day, gets overwhelming”.*

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## **It can get lonely**



It's not all travelling and socialising. Often Chefs spend the majority of their day in the galley, hidden away from guests and crew. If you're a solo chef, or there's only a couple of you, then you can imagine that loneliness sets in quickly.

*“We never sit and eat with the crew. This is because it feels awkward to sit and watch people eat your food. Which, adds to the isolation in the department”*

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## You need to do a lot of self-criticism



Self-criticism is key to progressing. You'll often find on board that guests have specific dietary requirements. One could be vegan, another gluten-intolerant, and another kosher. It's not an easy task to produce three or four different menus each day, making sure to perfect each one. And on land most chefs will have a head chef above them, advising them and giving their final say. Whereas, if there's only one chef on board, the only person to criticise their food is themselves and the guests/crew on board.

*"Cheffing on a Superyacht is completely different from a restaurant because there, the head chef has the final say. Whereas if it's just me, I'm agonizing over every plate. And, waiting with bated breath to be judged on every meal. Which can always be hard to not take personally."*

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**Though you work long hours in not-so-great conditions, you feel honored to do so**



There are times when you wonder whether the stress is worth it, but then you remember that you're always learning new tricks, tips, and cooking techniques, all while being on board a million/billion-pound Superyacht. Not forgetting, you're a part of a great community of chefs who support one another through and through.

*"I had no idea on the length of hours & how HOT it would be in a galley down in the Caribbean. I love my job, I love to cook, travel & meet new people & make my guests dream holiday become reality but I truly don't like sweaty wet bras, aching feet & a brain that constantly buzzes all through the night*

*with the next days' order of food prep*

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## **Thank you for reading our yacht chef's responses!**

Did any of these untold truths of the superyacht galley surprise you? Let us know.

For more of the latest Superyacht News, click [here](#).

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## **Why Superyacht Engineers Should Aim to Lead the Drive for Sustainability**

### **The superyacht industry has an urgent need to embrace sustainability**

The year 2030 is a significant milestone as governments around the world take action on sustainable development and environmental performance. Increasingly strict targets on emissions and a greater focus on social responsibility mean that the superyacht industry has an urgent need to embrace sustainability as a fundamental operating principle. Superyacht Engineers are problem solvers and solutions are

needed. There is a coming need for well-educated and experienced people to proactively manage change. So, the time is ripe for superyacht engineers to reassess their skills and education in order to meet the coming challenges.

Today, we will hear from Mick Walsh, who is currently enrolled on the Master of Science (MSc) in Sustainable Maritime Operations program with MLA College.



Next Start **MAY '22**

**SUSTAINABLE MARITIME OPERATIONS**

MSc | BSc (Hons) | BSc | PgDip | PgCert | Access course

## How did you get into the industry?

I initially trained as a marine engineer by completing an undergraduate Bachelor of Engineering (BEng) in Marine and Plant Engineering at MCI, CORK, Prior to undergoing seagoing training as an engineering cadet on crude oil tankers. I continued working on oil tankers after getting my Engineering Officer of the Watch and Second Engineer licenses. Following a brief stint on a cruise ship, I eventually found myself drawn to the superyacht industry. More than ten years later, I am still working on yachts, now as a Chief Engineer.

## Tell us about your current studies

I recently commenced my first term as a student with MLA College. I enrolled in the Master of Science (MSc) in

Sustainable Maritime Operations program. It was an exciting moment for me as it is a long-held ambition of mine to pursue a postgraduate academic qualification. I spent a number of years searching for a suitable master's degree program; I was motivated by a practical need to upskill, But also by a desire to return to education for the enjoyment of learning. I knew of MLA College and was seriously considering joining the Marine Engineering Master's Top-Up program.

Then, a few months ago, I came across The-OM ([www.the-om.co.uk/smo](http://www.the-om.co.uk/smo)) and Emma Baggett. Emma acts as a guide and intermediary between MLA College and superyacht crew who are interested in pursuing a Bachelor of Science (BSc) or Master of Science (MSc) in Sustainable Maritime Operations (SMO). My interest piqued, I reached out to Emma and we discussed the syllabus and my motivations, I realised that the SMO course aligned well with my professional experience and aspirations, and, it offered a broader range of learning to the Marine Engineering option. I also felt drawn to the content on a very personal level.

## **What in particular made you drawn to this course?**

I grew up in rural Ireland during the 1990s, a time of rapid change. Growth in intensive farming, urbanisation, and industrialisation led to increased pressure on natural resources. I spent my childhood messing about in boats on the River Slaney. Thus, from a young age, I was aware of the effects that pollution was wreaking upon the delicate river ecosystem. I developed a lifelong interest in topics such as the protection of river basins, biodiversity, and sustainable farming. But, I had compartmentalised these concerns away from my professional life. As I spoke with Emma, I realised that



the MSc in Sustainable Maritime Operations could unite these aspects of my life and provide a possible future direction in my career.

## **As well as on a personal level, this course is also important on a larger scale. Why is this?**

The superyacht industry enjoys a unique, valuable, and interdependent relationship with coastal regions around the world. In return for access, yachts bring prestige and economic prosperity. There is a boom in employment in the support industries too which has revitalised formerly declining ports and shipyards. However, these communities are coming under increased pressure as a result of the growth of the yacht fleet. Especially with regards to additional marina berths, infrastructure, and services. We should not forget that some of the world's most exclusive destinations are also those at greatest risk of the effects of climate change and that it is coastal communities that will ultimately bear the burden of inaction. Quite simply, the industry has a social as well as regulatory responsibility to respond to the needs of our hosts.

## **As you have experience both in the commercial sector and the yacht industry, have you noticed any differences in attitudes towards sustainability between these industries?**

One remarkable thing I noted when I entered the yacht industry is the can-do attitude of superyacht engineers. Compared to my

experience in the commercial sector, there is a much stronger willingness to innovate, modernise and improve all manner of engineering systems and equipment. Sustainability simply was not part of the engineering vocabulary when I started my career. In fact, the prevailing attitude was that meeting the minimum regulatory standards was enough. The innovative culture in yachting can be harnessed to change things for the better. Sustainability requires us to consider the full impact of all of our decisions and truly understand how processes far beyond our control are affected by our actions. Not only this, it allows us to truly understand how processes far beyond our control are affected by our actions. We need additional skills and knowledge to navigate these challenges.

<https://www.superyachtcontent.com/wp-content/uploads/2022/02/video-1645094854.mp4>

*Video by Hlyton John Timmerman- 3rd engineer*

## **Due to this, do you think more superyacht engineers should consider further education?**

Yes. Remarkably, few engineers look to further their education beyond their Certificate of Competency; perhaps many of us feel cushioned by the job satisfaction, defined career path, and relatively good opportunities ashore. However, I believe that a better balance is needed between academic and experiential learning. In my opinion, the Sustainable Maritime Operations program offers a lot for engineers at any stage of their career. In particular, I am looking forward to learning more about subjects such as project management, offshore renewables, and maritime strategy and finance as they will broaden my knowledge base and career opportunities.

## **Do you have any advice for those who are starting to think about further education?**

For those who want to broaden their horizons but are not yet ready to commit to a college course, I recommend joining a professional body in order to nurture your Continuous Professional Development (CPD). CPD describes your efforts to remain proficient, competent, and abreast of new developments through learning and experience. For example, via training courses, e-learning, webinars, technical papers, on-board projects, etc. The Institute of Marine Engineering, Science and Technology (IMarEST) is the foremost professional body for marine engineers. There are several more maritime-focused organisations such as the Nautical Institute and Royal Institute of Naval Architects (RINA) as well as broader cross-discipline engineering institutes.

If you are interested in returning to study, or if you don't have a degree and wish to start, then you too should reach out to THE OM. <http://www.the-om.co.uk/smo>

Emma has deep personal experience in both the yachting and education sectors. She will provide guidance and advice on the Sustainable Maritime Operations courses. As well as helping you through the application process. I truly valued Emma's input when I applied.

## **What are the requirements for acceptance into the course?**

There are multiple routes available. Because of my BEng degree, I was accepted directly to the MSc Program. But, if you have a Chief Engineer Unlimited or Yacht 3000 CoC you can apply for direct entry to the Bachelor of Science (BSc) final

year or direct entry onto the MSc. If you hold an Engineering OOW CoC, you can also apply for the final year of the BSc without any previous academic qualifications. The program is completely flexible and structured with the unpredictable nature of seafaring in mind.

## **To Conclude**

It is an exciting and revolutionary time to work in the maritime industry, as new technologies and procedures are developed to meet the need for cleaner shipping. There is no better time for superyacht engineers to take advantage of further education and learning opportunities! I hope more will take the plunge.

If you are a superyacht engineer considering further education get in touch with Emma Baggett, at [emma@the-om.co.uk](mailto:emma@the-om.co.uk)

And for the latest industry news, click [here](#).

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## **How Much Does It Cost to Run a Superyacht?**

**Superyachts range in size starting**



# from around 24m with the largest in the world reaching nearly 200m; they are the definition of opulence and luxury. But, what are the running costs of a Superyacht like?

This piece aims to educate you on what aspects of yachting collectively contribute to the overall running cost of a Superyacht. Many people have the perception that the world of superyachts is reserved for the rich and famous. And, when it comes to owning a yacht and fitting the bill for the annual running costs, they just might be right.

There are many variables to consider when looking into the running costs of a Superyacht. And, each yacht will vary due to different factors. For example engine size, maximum speed, size of the crew, and size of the yacht.

The average amount of running a Superyacht annually is 10% of the yacht's value. In a 2015 report by Towergate insurance, on average, a 100-meter Superyacht with a top speed of 25 knots and 50 crew members should cost around \$274 million per annum.

## Crew

<https://www.instagram.com/p/CXtQ3yWuP2Q/>

Let's start with the crew. The crew live onboard, some during the busy summer months. Or, some year-round. It all depends on the itinerary and requirements of the yacht. Crew costs include salaries, training, living expenses whilst crew are on board, travel expenses, and insurance.

More experienced crew members will demand higher salaries and the bigger the yacht, the more crew it will require. Some of

the larger yachts have multiple chefs, which contributes towards the running cost of Superyacht As well as a whole team of interior staff managing service housekeeping and laundry. And, an engineering team keeping the yacht running. Not forgetting a deck team to ensure the yacht's exterior is always in pristine condition as well as driving the tenders. And, being navigational experts.

It is not unusual for crew salaries on larger yachts to reach €100,000 per month. Whereas, a smaller yacht with 3 crew would be closer to €16,000.

The crew will also need uniforms. They will be embroidered with the yachts' name and logo and be supplied by yachting uniform companies. Crew often have various outfits for day and night. As well as for water sports, casual and formal and several accessories to match.

## **Water Toy running costs**

[https://www.instagram.com/p/CWs4\\_6gt5l9/](https://www.instagram.com/p/CWs4_6gt5l9/)

Superyacht owners love to have the latest and greatest water sports toys and equipment on board. And surely, they all cost a pretty penny. Most yachts will be equipped with paddleboards and snorkeling equipment. As well as kayaks, jet skis, sea bobs, a tender and a variety of inflatables. As an example, one jet ski can range between \$5000 – \$20,000 depending on the make, model, and spec. While the cost for a luxury tender can be in the millions.

## **Berthing and cruising**

<https://www.instagram.com/p/CY0vNGIMUp6/>

Where you plan to keep the yacht is another major factor when looking at the running costs of a Superyacht. The fees charged for a berth in a marina are based on the size and demand of the yacht for the marina. As well as the amenities available for your yacht. For example, a berth in St Tropez in the summer months will cost a lot more than a winter berth. This is due to the high demand in the summer. Ports can charge between €2000 and €3000 per night. And VAT, the use of electricity, water, and garbage disposal will be chargeable on top of that.

## Equipment

<https://www.instagram.com/p/CX0XT1vu0ru/>

Keeping the yacht stocked is very important. Spare parts, filters, pumps, cleaning supplies, and equipment need to be factored into the running costs of the yacht. These costs can vary. It depends on the equipment on board. Also, it depends on the itinerary of the yacht. As onboard stores will need to be well-stocked if the yacht is cruising in remote areas.

## Insurance, Medical & Maintenance

<https://www.instagram.com/p/CXBfYiXMx6M/>

The 2015 Towergate Insurance report averages insurance costs at +- \$240,000 per annum. This would include hull insurance, crew medical insurance, and PNI.

The report also states that repairs and maintenance can result in running costs being millions per annum. It all depends on the age and usage of the yacht, Maintenance includes regular servicing of the generators and engines. Maintenance on all

interior and exterior finishing's, paintwork, woodwork, and equipment needs to be carried out regularly. This is to keep the Superyacht at a high standard.

Yachts need hull inspections and surveys. This can be every year, two years, or five years. It needs to be done in a shipyard with the facilities to lift the yacht out of the water- these are called periodic surveys. Each yacht will need to comply with the regulations specific to that yacht depending on its gross tonnage and hull material. The costs will be based on the size of the yacht.

## Fuel running costs

<https://www.instagram.com/p/CTo4LzcNcZ4/>

Fuel is a huge part of the running costs of a Superyacht! Not only does the yacht need fuel for cruising; the generators require fuel to keep the vessel running while at anchor and underway as well as many of the water sports toys requiring fuel. As an estimation, a 70-meter yacht will consume 500 litres of fuel per hour when the engines are running but the yacht is not moving so this would be an example of when the yacht is at anchor.

The fuel consumption would be significantly higher when the yacht is cruising and could cost up to €24,000 for an overnight cruise of 12 hours at 18 knots.

## Safety equipment

<https://www.instagram.com/p/CXYjoByuGMK/>

Yachts, by law, need to comply with certain safety and



security regulations and this requires specific equipment to be on board. Each yacht, depending on size, design, and the maximum number of crew and guests on board, will have unique requirements. This equipment will include firefighting equipment, life jackets, immersion suits, life rafts, and medical supplies. All of this needs to be regularly updated and serviced as requirements and maritime regulations change.

## Shore personnel

<https://www.instagram.com/p/CU76kABgHdi/>

The last expense is onshore personnel. This includes the services of a management company, or charter brokerage if the yacht is commercially registered. The management company will manage items such as expenses, crew payroll, and crew holidays, as well as any booking of refits or maintenance works. A charter management company will market the yacht to reserve charters for the yacht in the months it is available.

Management fees will depend on each company as well as the services you procure.

Visit [West Nautical](#) for more information on yacht management services.

For the latest Superyacht News, click [here](#).

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# Superyacht Training: UKSA

# Discuss The Rise In Female Yacht Crew

## Is gender imbalance in the yachting industry improving?

[UKSA](#) is a national maritime charity, based on the Isle of Wight, with a vision to widen access to maritime training and enhance life skills and employment in the sector. We've been fortunate enough to speak with them and find out which Superyacht training courses they offer, and why they think they've seen a rise in female yacht crew applicants.



## Q&A with James Potipher, UKSA Superyacht Cadetship Manager:

### What Superyacht training courses do you offer for yachties?

We offer three main courses for our Superyacht students:

**1. Superyacht Cadetship program** – A four-year structured course, designed to help students obtain employment in the

industry. And, rise up the ranks to 00W and beyond. The first phase is an intensive five-month course that equips students with their Yachtmaster and engineering qualifications. Students will gain all the qualifications needed to become a junior Deckhand.

**2. Superyacht Crew Training** – An intensive three-week course. This program will prepare students for their first deckhand job on a superyacht by providing skills and qualifications. Students will come out of this course with deck work skills, powerboat licenses, and basic safety training.

**3. UKSA's intensive three-week Superyacht Interior Training course** – For students looking to begin their career as a steward/stewardess. It provides all the skills and qualifications required to secure that first job onboard a superyacht. Students will come out of this course with interior skills, powerboat licenses, and basic safety training.

During each course, time is spent creating CVs, applying for jobs, and outlining what to expect. All training phases are inclusive of food and accommodation, with funding opportunities available.

**What changes have you seen to course intakes since the beginning of the pandemic?**

<https://www.instagram.com/p/CVXx8IZoT96/>

Course intakes have been steady during the pandemic. We have adapted our training to meet the rules and regulations in place. And, as an educational provider, we were able to run most of the courses as normal. A lot of our latest intakes are those who have thought about their career during the

lockdowns. And subsequently, decided on a different route.

**You've recently seen a 150 percent increase in female applicants for your Superyacht training cadet course. What do you think caused this?**

I think the industry is changing. The number of female applicants enrolling on the Superyacht Crew Training and the Cadetship is mirrored by the way the industry is changing with time. There are a lot more opportunities available for female deckhands, providing a good entry point into the industry.

**Do you think the yachting industry will be close to becoming more of a 50:50 split, rather than primarily dominated by males? Or do you think that there is still a long way to go?**

Getting to a 50:50 split will take some time. However, looking at the number of female applicants we've received, we are moving in the right direction. Will it ever be an even split? I don't know, but I truly believe we can make the split more even in the future.





**How successful have female yachting students who have finished the cadetship course been in finding their first position? Has it been difficult? and what would you say their success rate is when compared with females completing the Superyacht interior course?**

There isn't a big difference between the percentage of male to female students getting their first job after the cadetship. One of the biggest barriers to getting the first job is the rooming onboard a vessel. Generally, male students will stay in a room together. So, this can be the difficulty females

experience when finding their first role. Although many boats are specifically looking for female deckhands, there are plenty of opportunities in the industry.

**There's no doubt in my mind that you've heard of Captain Sandy from the popular reality TV series Below Deck. Captain Sandy is a great example of a woman in a traditionally male-dominated field who has achieved incredible success. Do you think this may have had anything to do with the dramatic increase in female applicants in the Superyacht training courses?**

Unfortunately, I have never watched Below Deck. But having the presence of a female captain is a positive thing. It will hopefully encourage and help more women get into the industry. Other prominent figures also show the balance is shifting. Such as Kate McCue, one of the first female captains of a mega cruise ship. And, the first all-female crew of an A380. Albeit, slowly to start with hopefully, the shift will change for the positive.



**Do you believe, that the reality TV series, Below Deck has influenced superyacht training course applications?**

I personally think Below Deck has had little influence regarding our course applications. From what I hear and from my experience in the industry, what happens in the show might differ from reality. If a documentary was made showcasing my time onboard it may not match up to what occurs Below Deck. It would have been many hours scrubbing teak decks, cleaning windows, and polishing stainless steel. Which, may not be the greatest viewing. But the exposure to the Superyacht industry is always good. And, if this helps more people get into the industry, the better.

**If you are a female considering starting your Superyacht training, now is your time to shine!**

Female applicants are welcome on all superyacht training courses. For more information on the courses available at UKSA click [here](#).

For the latest Superyacht news, click [here](#).