

Yacht Crew: It's Time to Do Your Tax Returns

It's that time of year again, where yacht crew suddenly realise the window for submitting your tax returns is closing. If you are British and working on a superyacht offshore, you need to submit tax returns by the end of January. Failure to do this will likely result in fines from HMRC, which is not ideal at all. If you are reading this and starting to worry, do not panic! There is plenty of time to put together and submit your returns to avoid these penalties.

Why Should You File Tax Returns?

British yachties should be diligent in submitting their tax returns for two reasons:

1. There is no reason not to – It is unlikely, due to your job that you will have to pay tax. And, better still. Being a UK tax resident means you can [invest your money into property](#), pensions, ISA's, stocks and shares. You can't do any of this if you are not a taxpayer.
 2. It is the law – You are required by law to declare any offshore income. Your salary is offshore income as it is not earned in the UK.
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Can Yacht Crew Avoid Not Declaring?

The answer to this in most cases is **NO**. But, why would you try to get away with not doing it? Again don't panic. We can fix it!

Don't Put It Off!

Make sure that, no matter what, you are on the right side of the tax authorities.

DO NOT – and we really mean this – **DO NOT DO NOTHING**. This will not solve a problem or make it any easier to deal with.

Finally, **DON'T PANIC**. If you know you need to do something then get in touch. We can always help and it is never as bad as it seems. Pick up the phone or send us an email. We are waiting to help



[CrewF0](#) is here to assist yacht crew with the difficult things in life, like tax. If you have read this article and feel like you need advice with your taxes, [get in touch](#).

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Best And Worst Times To Find Yacht Crew Jobs – Fort Lauderdale

As the demand for new superyachts is on the rise so is the demand for yacht crew. This article is all about Fort Lauderdale, the best ports to find yacht crew jobs, and times you should be looking.

We are talking about the ports that are your “best” options. That’s not to say that there aren’t other places in the world where you could find a job in yachting. However, these locations are the hiring hotspots and will offer excellent access to quality job opportunities for yacht crew entering the industry.

So if you are hunting for your first role in the industry or just looking for a new position, this article hopefully gives you some tips!

https://www.superyachtcontent.com/wp-content/uploads/2021/12/IMG_9277.mp4

Best & Worst Times For Finding Yacht Crew Jobs In Fort

Lauderdale:

Worst times to apply: July, August

The Summer yachting season begins in May, and by July and August, we are in the middle of the Mediterranean season. During this period, the crew have all hands on deck. We're not saying that you shouldn't apply at this time however, we don't recommend it.

Good times to apply: January, February, June, September

When we say good, we mean there is a decent chance. However, you may find yourself either a bit too early, or too late, for prime hiring season. With Fort Lauderdale, during January and February, many agencies will be hiring crew to go to the Caribbean. If the yachts are not hiring, then they are probably having repairs done in Florida during these months.

Great times to apply: March, October

Both Fort Lauderdale and Miami are great locations, that have a good reputation for beginner crews during these months. They're unique in that so many yachts pass through here not once, but twice a year. We recommend if you're in the area during this time to consider completing your training courses. It may also be worth gaining some experience in preparation for the following month.

The ideal time to apply: April, May, November, and December

In a typical cruising season – more so after finishing maintenance work in shipyards (or venturing around regions off the typical yachting trail), yachts may take a follow a different itinerary. This can mean that crew lay low for a

while until they begin heading towards the US to prepare for the summer season. This makes for the ideal time to be in Fort Lauderdale, to stand the best chance of getting your dream job.

Visas

Remember! **Only American citizens, green card holders, and work authorisation visa holders are legal to walk the docks** and look for work in the USA.

3 STCW Courses available in Fort Lauderdale:

- Seven Seas Prep – [STCW Courses](#)
 - Professional YachtMaster Training US – [Courses](#)
 - Bluewater Crew Training – [Courses](#)
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In the meantime, [keep up with the latest available industry jobs with us here](#) – don't forget to register!

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Yachts And Fuel – How Much Do They Really Consume?

Fuel is one of many annual running costs of a yacht. Not only does the yacht need fuel for cruising; the generators require it to keep the vessel running while at anchor and underway. As well as this, many of the water sports toys require it too.

Some yachts cross the Atlantic Ocean twice a year between the Mediterranean and Caribbean while others embark on world cruises. That equates to a lot of fuel.

So How Much Do They Really Consume?

According to the Yachting Pages, the longest Superyacht in the world, 180m M/Y Azzam, holds 1,000,000 litres of fuel. To put it into perspective, that is the equivalent of filling a regular hatchback car 23,800 times. Or, six Boeing 747 commercial airliners.

West Nautical's Vessel Manager, Tony Hildrew, a former Yacht Chief Engineer said:

"Fuel is the single biggest expense when it comes to yacht operations, it is estimated that the global spend on fuel is around \$150bn annually however this shouldn't put you off,

there are a number of ways to ensure your fuel consumption doesn't get out of hand. Implementing a Ships Energy Efficiency Management Plan or SEEMP for short is a great way to keep fuel costs down without compromising on your cruising experience."

Each yacht will consume fuel differently for a number of reasons. It could be the size and make of the engines. Or, how often the yacht is using generators. As well as the number of tenders and water sports toys on board that require fuel. For example, if the yacht is out at anchor and running on generators 90% of the time, the fuel consumption will be much higher than a yacht that is in a marina at night and connected to shore power and water.

Another factor that will affect fuel consumption is the yacht's itinerary. This is because the sea conditions will impact how much fuel the engines consume.



How Is Consumption Measured?

You will be able to input the start and ending points of your cruise on the map. This will automatically update the distance table. The next step is to enter the speed, fuel consumption and cost of fuel per litre to determine the cost of the trip.

Here is an example: A fast 30m yacht cruising at 20 knots will consume roughly 400 – 500 litres depending on the engine type. This would equate to the total consumption of 2500 litres for a distance of 100 nautical miles.

Another example is, a 70m yacht looking to travel 100 nautical miles with the engines burning 1000 litres per hour would add up to a total consumption of 8335L for that passage. Depending on where the yacht bunkered, the estimated cost with the price per litre being on the low end at €0.90 per litre would cost a total of €7501.50. An example of a 100 nautical mile passage would take you from Saint Tropez to The North Coast of Corsica.

How Much Does It Cost?

Fuel prices fluctuate depending on which country you bunker in and some places you bunker offer tax free fuel such as Gibraltar and Montenegro. Fuel prices can vary but typically costs between €0.80 and €1.30 per litre.

Yacht charter, sales and management company West Nautical added:

“Fuel costs should be at the top of any yacht owner and captain’s minds for two reasons: to minimise costs as well as reduce the environmental impact of burning unnecessary fuel. The superyacht charter market, more than most other markets,

relies on pristine waters for their guests to enjoy their holiday. If the oceans in popular charter destinations are not maintained, it will decrease the demand for yacht charter and therefore the revenue for owners.” “If you are looking for expertise in operational management and engineering in order to plan a SEEMP, West Nautical would be delighted to assist.”



About West Nautical

West Nautical sell, charter and manage superyachts from their head office in Newcastle upon Tyne. The business currently employs a team of 21 staff throughout their offices based in the UK, Russia, France and Cyprus.

Since their inception over 25 years ago, West Nautical have

become recognised as one of the most respected, trusted, knowledgeable and accountable professional services firms in yachting – largely due to their relentless determination to act in our clients' best interests. Their approach and attitude is transparent, refreshing and focused on providing value-added services delivered simply, elegantly and affordably.

Visit West Nautical's website here: <https://westnautical.com>

For Media enquiries please
contact sarah.mackenzie@westnautical.com

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Superyacht Crew: Feeling Burnt out? How to Stay Happy and Focused in Your Career

Are you feeling burnt out? Superyacht crew have a tendency to burn the candle at both ends, often finding themselves feeling overworked, overwhelmed and fed up with their career. Emma Baggett industry professional and founder of [The-0m](#), speaks with us about the different things superyacht crew can do to stay happy and focused in their career.

Superyacht Crew: How to Stay Happy and Focused in Your Career

Your career can send you off on many tangents or keep you in a rigid and structured cage. Either way, it is easy to drift, being carried along without a clear plan as to where you are heading. Sometimes it can take a while to get to that point when you know you are ready for something new. Some people get that lightbulb moment, that flash of inspiration, but for most of us, it does not always happen like that. It is a more slow realisation that you are not actually that happy or fulfilled by your job anymore.

Perhaps you have not drifted at all. Your career has followed a carefully prescribed plan. The realisation comes when you have finally achieved the goal you have spent years striving towards, the Captain, Chief Officer, Head of Department position, with rotation that you thought was the ultimate accolade.

It often comes when you are sitting in the departure lounge waiting for your flight back to work. You experience that moment of clarity, that home, a simple life and frankly

everything that you thought you didn't want, is looking pretty attractive and, to be honest, you could happily contemplate never flying anywhere ever again.

I speak to professional crew daily, who are admitting reluctantly that they are burnt out, disillusioned, and are struggling to see a future in the industry. They hold senior positions onboard, jobs that they have worked very hard to achieve and on paper look like they have the "dream ticket". Great income, rotation, several properties bought and rented out, great toys, clothes, cars, watches and Instagram accounts that support the "living the dream" illusion.

It's not surprising that for many, their career and their enthusiasm has a finite life. After a while, the pressures of the industry and the relentless toll of the seasons can leave you feeling like you are experiencing Groundhog Day. It might look like you're working in paradise, but the reality of the yacht, and your surroundings, leave you feeling captured and confined.



Over the last two years, the impact of COVID on yacht crew and the long-term effects on mental health cannot be overstated. Surveys and reports continue to prove the fallout and impact on superyacht crew will continue to be felt. Much of the issue also sits with the industry itself, not recognising that a few fundamental changes to the way it values and supports crew would also help to minimise the tendency for short-term careers and vastly improve the work-life balance and longevity of those that operate the owner's prize asset.

In the yachting industry, wanting something more, or more to the point, recognising that something vital is missing does not always mean leaving the industry. In fact, I think it's the most common mistake that yacht crew make. It is not all doom and gloom. Sometimes, investing time in yourself, making a few adjustments, setting some new goals and finding new inspiration in your professional development can make all the difference and bring back the vital spark you are looking for.

Half the battle is acknowledging the issues and the problems and admitting to yourself that something needs to change and, if you decide you are ready to leave and seek the next stage of your career, it can be difficult to know where to start. What are your options? How will you maintain your earnings? Will you be happy? It's a lot to consider, but with thought and planning and a bit of effort, life does successfully continue.

The first step in moving forward is identifying the answer to the following question – **“Are you sure you want to leave the industry?”**

If the answer is **“yes”**. Then it would be best if you committed to no knee jerk decisions. Your exit needs to be planned, researched and realistic. You need to take your time.

If the answer is **“no”**. Then you need to identify what actions you need to take to re-set, recharge and refocus, to find fulfilment in your current career.



Is it your job?:

Are you staying on board a vessel in a role that is making you miserable because you're determined to display longevity on your CV?

Having preached the importance of longevity, commitment and professionalism for years, I will admit something – it's all very well but being miserable can have such a long-term effect on you, that sometimes you just have to think of yourself first.

I don't advocate flouncing off and leaving your vessel in the lurch, but don't let yourself get deeply unhappy unnecessarily. It's a waste of your energy. Even with the best planning and consideration, some jobs don't turn out to be what we think they will be, and once you have given it your best shot, it's best to admit that for all concerned. Or is it the opposite? Maybe you work on a fantastic vessel with a great crew and owner, but you are no longer happy, and you are reluctant to leave because you know how good your situation is? Either way, if you are unhappy, you need to act.

Feeling burnt out? Don't be afraid to stop for a while:

Stopping doesn't mean coming to a complete stop but, it could mean giving yourself some breathing space. Having a proper holiday, travelling, or simply spending some time enjoying a simple life is hugely beneficial.

Taking a full season out of the industry will not adversely affect your career if you can illustrate how you have benefited from doing so. You might be able to do this within your rotation or it might mean a bigger decision.

Is it time to resign and move on, or would your vessel consider a kind of sabbatical? Would they support you in taking a few months or a season out and returning refreshed and repurposed? It's always worth asking and negotiating before thinking that handing in your notice is the only option. The key is making the time that you take work for you.

Find a mentor or coach to find a way forward:

Don't keep things to yourself. Talking to your fellow professionals and seeking guidance and wisdom from others is a very effective way to find out what you really want to do and

how to achieve it.

A mentor will use their professional experience to help you understand your options and share knowledge, insight, and advice. A coach will help you help yourself by asking key questions that give you the tools to understand and develop your own personal pathway.

Look at the LEGASEA initiative to find a mentor: www.legasea.org.uk or look at the www.lifeafteryachting.com platform to find a coach and mentors who specialise in careers after you leave the industry.

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

Focus on your mental and physical health:

This may be an obvious one to discuss. Still, huge benefits can be gained from focusing on your body and mind. Mental and physical fitness, or lack of it can affect your well-being, focus, and a sense of purpose and worth so much more than many people realise. Spending time working on your fitness levels, eating healthy and understanding what your body needs to function can all have a huge impact on your happiness and confidence and inner calm.

Stress, unhappiness, excess alcohol, lack of sleep, are the perennial issues suffered by superyacht crew. They can all have an impact on your cortisol levels and be affecting you far more than you may be aware. Don't be afraid to admit if you are suffering from your mental health and reach out to friends and colleagues and the organisations that are there to help you, like www.yachtcrewhelp.org

Financial planning:

Everyone will tell you this, but money gives you choices, it also gives you the ability to have time out and breathing space to think things through or it could be the factor that

allows you to spread your wings and set up your own business or retrain for a new career path. Spending on luxuries and short-term thrills is great for a while, but if you haven't done it already, make sure you maximise the income you earn, stop spending and start saving, especially if you are thinking of leaving the industry.

Set a goal and work towards having a target amount of savings. Put some structure in place, invest in property and don't bury your head. Educate yourself and take some good financial advice, www.crewfo.com can offer you a broad range of advice to put you in the best possible financial position.

https://www.instagram.com/p/CWS4_nfg0hu/

Adjust your outlook:

You may not realise that you have developed a pretty negative approach to life. If you imagine this analogy, it might put this into perspective. (*From **The 7 habits of successful people**, Stephen R Covey*)

You plan a day out, but on the day the weather forecast is awful, are you the sort of person who cancels the day? Or do you enjoy the day despite the weather? You can't change the weather, but people who are proactive don't let themselves be adversely affected by it; they control their own narrative. Conversely, reactive people allow external circumstances to dictate their behaviours and emotions and let themselves be a martyr to it and might say things like, "It wasn't my fault" "It was out of my hands". Think about how your reaction to the outside influences around you onboard could be adjusted, and you might find this is really helpful.

Write a bio document:

A "Bio" or biography document is an overview of your working life that is not structured in the way a CV is. It is a way of

looking at your achievements, skills and accomplishments in the round. Write freely and when you're done, try editing it back to a page, then take a good long hard look at yourself. I will be honest, this can be an excruciating exercise if you are not very good at promoting yourself, but it's a handy tool in identifying your strengths and potentially the gaps in your skillset. It also gives a potential employer a much broader understanding of what you can offer.

Use your rotation and annual leave wisely:

If you haven't done it already, plan to use your rotation time off to work better for you. Not only to take time out but to use it to achieve things that make you feel happy and fulfilled or plan and research your future plans. There is potential to target and gain working experience with organisations that interest you, consider giving back and volunteering at a charity, perhaps go back to your roots and teach kids to sail?



**Invest in your professional development.
Get excited about what you can learn and
achieve:**

Just because you have achieved success in your maritime qualifications or position onboard doesn't mean that you have nothing left to learn. In fact, it's just the start. There are so many courses that can be studied online by distance learning. Look for courses that bring you knowledge that you can apply to improve your performance in your current role and

that improve your long-term employability.

The main thing to remember is that leaving the industry is not your only option. In fact, there are many steps that you can take before you reach that point. It's all about how you approach it. Maybe it is time to move on and is the catalyst to break into something new or it is about finding the perspective that keeps you focused and brings you newfound enjoyment in your role. Take the initiative, and see it as a positive step to start planning, thinking, talking and actively seeking that fresh path.

If you're interested in continuing to learn and the themes of this article resonate with you, Emma Baggett and her company, THE OM, have partnered with MLA College to develop an opportunity for superyacht crew to access a final year [BSc or MSc In Sustainable Maritime Operations](#). This degree is delivered via online distance learning, designed to be accessible and completely flexible around working routines. If you don't have previous academic qualifications, you can use your CoC's gaining entry. With the opportunity for qualified masters to jump straight to an MSc. Whether you want to build on your maritime qualifications or translate your experience and qualifications gained in the sector into a successful career ashore, find out more <http://the-om.co.uk/smo>. Wondering how difficult completing a degree whilst working on board a superyacht is? Have a read of Emma's recent [interview](#) with a student currently on the course.

Are you looking for your next position in the superyacht industry? Head over to our [Jobs Board](#).

5 Of The Largest Superyacht Deliveries In 2021

2021 has been an unbelievable year for the Superyacht Industry. There have been a number of great superyacht deliveries large and small and the big builders are pumping out superyachts faster than they ever have before. With business booming more than ever, the market has grown, and so have the yachts. Let's look back on the past 12 months and at 5 of the largest superyacht deliveries in 2021.

1. SOLARIS

One of the most exciting superyacht deliveries of 2021, [Lloyd Werfts](#) 140m 'Solaris'. The 27th of May 2021 marked the delivery of one of the world's most luxurious explorer yachts. Owned by Abramovich, her volume of 11,011 GT ranks her as one of the largest Superyachts to date!



2. NORD

The 142-meter [Lurssen](#) Yacht Nord was delivered on the 19th of February 2021. With a top speed of 20 knots and a gross tonnage of 9,250, it's safe to say she has certainly turned a few heads this year. And let's not forget her facilities: a helicopter hangar, two helicopter platforms, a swimming pool, two elevators, a gym with a sauna, and a cinema are all among the features of this stunning vessel.

3. Project Y719

[Oceanco's](#) 117-meter project Y719 is the largest yacht under construction in the Netherlands and the largest launched from

the yard's Alblasserdam facility. The yacht's details are scarce, but we do know that she features exterior design by [Espen Øino International](#), and an interior designed by [Sinot Yacht Architecture & Design](#).

4. APH0

[Lürssens](#) 115m Aph0, previously known as 'Project Enzo'. Exterior and interior design by Nuvolari Lenard, with interiors in collaboration with Simone Feltrin. Although she's not currently available for charter, it is rumored she will be available for select charters starting in 2022.

5. Viva

The 94m [Feadship](#) hybrid yacht was delivered in June of 2021, following her launch earlier in the year. Hybrids are on the rise and it's no surprise when they can reach a top speed of 20 knots in diesel mode! Viva's exterior design was penned by [Azure Yacht Design](#) and Studio De Voogt and an interior by [Peter Marino](#)



What a lineup! It is safe to say 2021 has seen some of the best and largest superyacht deliveries and we cannot wait to see what 2022 has in store for us.

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

Q&A – Getting a Degree as Superyacht Crew

Over the last few weeks, we have been looking into getting a degree as superyacht crew and whether it is possible for crew to broaden their knowledge and employability inside the industry and on land.

You might have read our most recent article by Emma Baggett at [The-OM](#), [Reasons Why a Degree will Supercharge Your Career](#). If you missed this one, make sure you have a read. Emma left us wondering what the reality of doing a degree whilst working onboard is? Is it possible? And, what drives superyacht crew to sign up?

We talk to Richard, a lead deckhand on an 80m Motor Yacht, who is currently a student on the BSc Sustainable Maritime Operations program with MLA College. He is also studying for his OOW modules. Richard reveals what gaining a degree qualification at sea is like for those thinking it is a path they may like to take:

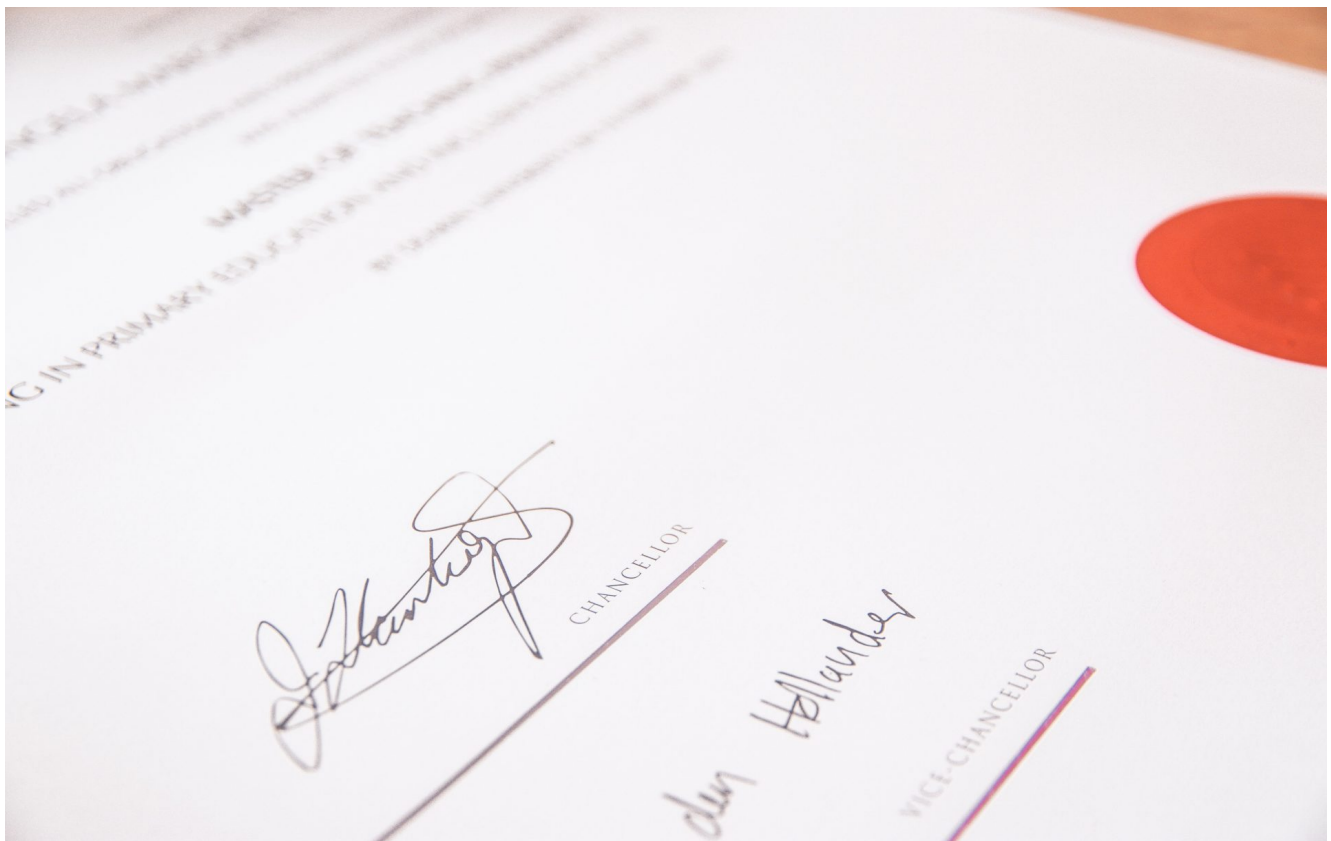


Photo by [Lewis Keegan](#) on [Unsplash](#)

Why did you sign up? What are your career plans and goals, and why is this degree qualification part of that plan?

Personally, I signed up because I don't see myself in the

industry beyond the age of 30, if I am honest. I am 24 now, and hopefully, in the next few months, I will have my OOW. Qualifying and working as an officer is my ideal, and it would be great to achieve my Masters. So, my thinking is that a Masters qualification combined with an honours degree qualification will be crucial in finding a good opportunity down the line. By that, I mean interesting work, rather than having to go out of the industry and settle for less. I want to open up as many opportunities as possible and give myself the best chance of success.

How long does the course last?

It lasts 18 months, but if you need to take longer, you can. The flexibility is perfect for an industry like ours. It really does make getting a degree possible for superyacht crew.

What is a BSc Hons Course?

BSc stands for Bachelor of Science, and the Hons is the research project you do in the final six months. When you do this course, it is the equivalent of stepping into the last year of a three-year degree program. I used my foundation degree to gain access, but if you have your OOW/Chief Mate/Masters or engineering CoC's, you can also enrol onto the course.

It says the course is flexible but is it really? Did it work around your job?

Yes, absolutely, of course, it is flexible. It has to be, doesn't it with the life we lead? I applied for an extension with evidence from my captain, but to be honest, they have set

the course up knowing that you are a seafarer. Therefore, they understand the realities of yachting and that there will be times when you need to pause or extend your time to complete assignments. They had no problem with that, even without evidence. There are opportunities for me to stop and start or delay studies if needed at any point in the program if I feel my workload is too much.

How did you balance your 00W module study with the degree?

As an example, I completed my degree this summer in the allotted year, but my focus at the moment is my last qualifying modules and my 00W oral exam. So I have deferred the final six months of study until May, when I will pick it all up again and complete my research project.

How have you fit the study time around your work, rotation, charter and boss trips?

With study time around work, I found that the best solution for me was getting up at 5.30 am and putting in an hour and a half every day during the week. I don't do any study at weekends, so I still go out and have fun.

When I was on rotation with a module underway, I got up early and put an hour or so in each morning. This way, it didn't affect my day, and I still felt that I could do what I wanted.

With boss trips and charter, I did absolutely nothing. I just let my tutor know I wasn't going to do anything, and I focused on my work and didn't try and push myself beyond that.

Is it worth the money?

I think so for sure. It's so much cheaper when you consider the cost of university fees in the UK for a year, plus your only expense is the initial fee. There is no need for accommodation, food, fuel, etc., or loss of wages.

Did you have to pay upfront for it, or can I pay as I go?

I paid for it upfront by choice, but you can pay module by module. And, in the last few months, they have two-thirds of cost student loans available now.

What was the biggest challenge of completing the course for you?

The biggest challenge of completing the course for me was managing it through a busy med season on the boat I am on. We are constantly on standby, and we did a lot of boss trips. I like to get into the swing of things; I like to have a solid chunk of time to get some work done and have a routine going. So, with all the boss trips going on with charters, it would ruin my flow. So the nature of the industry was a challenge, making it hard to sustain ideas and the flow of my work.

Was the subject matter interesting and relevant? How relevant is the subject

matter to the industry?

It was certainly interesting and helped open my eyes to aspects of sustainability that I had an idea about but didn't know anything in detail. The degree is very relevant to yachting, especially from the point of view that it focuses on the operational sustainability angle.

Did you end up going over subject areas you had already covered in your OOW modules?

Those who have or are studying towards their OOW/Masters will be familiar with MLS, ISPS, MARPOL, ISM and the ships SMS. Knowledge of these conventions and codes is very relevant to the course and valuable when tackling the coursework, but you certainly don't cover the same ground all over again.

<https://www.instagram.com/p/CSraC7PsT8n/>

Why do you think this degree qualification will help you achieve your career goals?

Having spoken with people who have already made the move to go shore-based, the general consensus was that a relevant degree combined with your yacht qualifications and experience makes a big difference to your employability. So, I went with that.

What skills have you learnt during the course?

Researching, this was not one of my strengths before; I didn't

know what I was doing really in my previous studies. I have learned how to take key information from articles and books, extract the information, and present that with my opinion. It has opened my eyes to so much more than I knew before. I have definitely learned how to figure things out myself, as you're not spoon-fed at this level. There is help available, but they expect you to have an enquiring mind.

Is it hard to study via online distance learning?

No, it's not hard at all, in 2022, we have access to any book in any library in the UK on our PC's. I actually found it easier, if I am honest, than when I used to have to go into libraries and study. I like that I can study when I want, and the support is there if I need it.

Is maritime operational sustainability an important issue to you?

Yes, I am not a tree hugger, but I do care about the environment. We have a sea bin onboard that we use, but to be honest, it is more a study of how we can develop sustainability in the everyday operation of the industry, and that is important to me and its direct implications that I can take back to my job and implement in my day-to-day role.

The degree includes a final project. What subject are you/have you going to be

tackling?

I will be studying crew mental health, particularly crew after COVID. It is something that has impacted me personally and my friends and particularly crew like me who were working away from home for ten months at a time at the height of Covid. It certainly has had a lasting effect. It's a big subject, and there will be lots of information to access online as well as my own research and feedback from fellow crew, so I hope that what I produce has some use.

Did you have an academic background before coming into yachting?

It depends on what you call academic; I had three A levels before I came into yachting and studied a foundation degree whilst I was in my yacht cadetship, but I certainly wouldn't call myself academic. I am hardworking and focused, which has been more valuable to me than the previous study.

A Bachelor's of science degree qualification? is it too maths-based?

Not at all. I am useless at maths and have found it very manageable. I would also suggest choosing modules that play to your strengths. For example, Ocean Met is more science/maths-based than the others.

Does the lack of published literature and research unique to the superyacht sector cause an issue?

No. The reports and essays I have written asking for comparisons between sectors have allowed me to use superyacht magazine, reports from other yachties, and my own experience for my claims.

It's not too late to apply for the SMO degree, January entry. If you are interested in finding out more, [THE OM](#) handle all advice and applications. Visit www.the-om.co.uk/smo or get in touch with Emma direct to discuss your options at emma@the-om.co.uk



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

Centre Of The Universe

The UK Superyacht industry is a lot bigger than you might think. But, does that make the UK the “centre of the universe” as far as yachting is concerned? Let’s see.

<https://www.instagram.com/p/BzVRtiLAWc3/>

It’s a very British thing!

Yachting has always been a very British thing. After all, it’s a maritime nation and an island; nobody had a choice. We had to learn to sail! The Aristocracy sailed and had various racing yachts, then came the wealthy entrepreneurs of their day. This was all cemented in history by the most famous Yachting event of them all, The America’s Cup or “Hundred Guineas cup” as it was originally called, first took place around the Isle of Wight in 1851. The rest, they say, is Yachting history.

The UK Superyacht industry

Today, just like it was through the developing years of the industry, most Superyacht businesses have offices in the UK. Here are a few examples;

Yacht management

- [Burgess](#)
- [Edmiston](#)
- [Y.CO](#)
- [Fraser Yachts](#)
- [McMaster Yachts](#)
- [Manta Maritime](#)
- [West Nautical](#)

London is still the **insurance centre** of the universe too. Meaning the Superyacht industry has a lot of insurance heavyweights based there: Sturge [Taylor](#), [CRS Yachts](#) and [Willis Towers Watson](#), to name but three.



UK Superyacht Industry

Who else is based in the UK?

Well, it might be easier to ask who isn't based in the UK as the list of UK Superyacht industry companies is long. Here are a few more examples;

- [Pendennis Shipyard](#)
- [Ribeye Tenders](#)
- [MGMT Group](#)
- [Refit international](#)
- [Warsash Maritime Academy](#)
- [Wilson Halligan](#)
- [Superyacht Content](#)
- [Crew Family Office](#)

- [Sunseeker](#)
- [Global Services](#)
- [The MCA](#)
-And many more.

This list is just the tip of the iceberg. A huge amount of Superyacht businesses have either their head office or satellite office in the UK, and for a good reason. London is one of the world's financial capitals and, therefore, the city where many Superyacht owners and potential owners either live, do business, or both. Therefore, it makes sense to have an office where many of your potential clients spend their time.

Add to this the up-and-coming popularity of the UK as a Superyacht destination, and you could soon see more companies opening offices in the UK to support their clients whilst here.

<https://www.instagram.com/p/CXUL18tLGwj/>

Over the winter, we will focus more on these businesses. We will look at what they do, why they are based in the UK and where they see the UK Superyacht industry going in the next few years.

Next, we will look at Superyacht destinations in the UK and why their diversity attracts so many new visitors.

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

Money Management as a Yachtie

Cover Photo by [Damir Spanic](#) on [Unsplash](#)

We discuss key money management tips from yachtie, Jamila Garcia to help you stop wasting your money.

Money management as a yachtie can be hard. Temptation is everywhere. Yet, the thoughts of saving enough for life on land loom. If you can relate then worry no more! [Jamila Garcia](#), AKA the [Superyacht Chief Stew](#) is here to help.

<https://www.instagram.com/p/CC6lilkoPGm/>

Here are her top money management tips:

It's all about the small steps

Locking yourself onboard 24/7 because you decided to purchase a property, does not work. This will only make you hate your cabin and the crew mess (especially the snacks cupboard) after a couple of weeks of it! Instead of being so strict with yourself, set a fixed amount of money you want to save every week.

Small short-term objectives seem more achievable than big long-term ones.

Write things down on paper, old school style. Write all types of goals down, as they come to your head. When on a saving spree, also try to track ALL of your expenses. Again, on paper. When you see how much money you throw down the drain on silly little things on a daily basis, you'll be astonished! For example, those daily Starbucks coffee runs become a pretty expensive habit!

Here are some planner recommendations to help:

- [Goal Planner](#)
- [Productivity Planner](#)
- [Daily Goal Planner](#)
- [Expenses Tracker](#)

Increase your wealth and keep a fixed amount aside every month

Like it never existed. Let's say you earn 2,500 euros. Convince yourself that you earn 2,000, and budget around that amount. Transfer those 500 euros "extra" to a savings account. And forget about it, literally.



Photo by [Sasun Bughdaryan](#) on [Unsplash](#)

Take care of your personal finances by reducing your outings

If you are used to going out with the crew every Friday,

Saturday, and Sunday, try to “only” go out twice a week. We all know how it is... A crew day out won't mean less than a couple of hundred euros. If you go out three times a week, that's 600 euros GONE, just like that!

The key to money management is Rethinking those impulse purchases

Going on a shopping spree after a month of slaving away is very tempting. But, when you see 10 beautiful bikinis at that lovely little shop in Porto Cervo:

- Leave the shop
- Go for a coffee
- Think about it
- And then decide if you need all 10 of them. Or, see if you could survive just fine buying “only” 5...

Diversify your income

Working on a superyacht provides you with a generous income. All expenses paid for. You feel secure and confident. No need to think about any other ways of generating extra income, because you don't need to. But, you will probably wish to leave one day, and you don't want to be left with no options. Nowadays, there are so many ways of making extra money, you only have to find your niche, and go for it! Try to aim for something you enjoy. Anything.

Business and financial experts always say things like:

“Find your passion. If you do not have passion, your business won't work”

However, this is not necessarily the case. You do not have to be an expert/have passion/ and all of those things...You just need to want to make money and find something that does just

that. Obviously, if you do have a passion, it will be so much easier and more rewarding. But, if you do not, or don't know yet, just find something that can make you money. As small as that income is, it is money, at the end of the day. 500 euros in the "yachtie vocabulary" is peanuts. But, 500 euros "in the real world", will pay a pretty good mortgage for a month.



We all have extra skills, ALL OF US.

- Are you fluent in a few languages?

You wouldn't believe the huge amount of people out there that need things translated!

- Can you sew?
- Paint?
- Are you a photographer?

Anything really! There are many yachties who work full time and run pretty amazing small businesses. Money management is

just about having a bit of initiative. Something that starts super small, just a bit of pocket money, can potentially become a stable source of income in the near future. In its origins back in 2016, [Starfish Crew](#) didn't make as much as it does now. But was it still something to be proud of? Yes! It's just a matter of perspective. And just that, perspective, is something that yachties tend to lose after a few years working on yachts, unfortunately...

Start investing in your personal finance as soon as possible

Investing is not just for people that have a lot of extra money, and are finance experts. Even if you can only afford to invest 100 euros a month, that's better than nothing. If you do not feel comfortable doing it yourself you can hire someone to do it for you. [Quilter International](#) is a tried and tested good example. You just pay them a fix amount every month and they invest it in whatever they see fit. [Capital](#) is also a good for stocks. Remember that your money in the bank does absolutely nothing for you, in fact, absolutely the opposite, due to deflation, and so on.

We hope you find these money management tips from the Superyacht Chief Stew useful!



For more, follow [Jamila's Instagram](#) and check out her blog [here](#).

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

Yacht Crew: 5 Of The Best Restaurants & Bars in Livorno

Hi, [I'm Emma](#). As a chief stew, I'm fully aware that our work isn't all glamour and exotic travel. For some of us, we sit around waiting for guests in the most unglamorous of places and head to shipyards during the winter. For most crew shipyards are inevitable, and I've spent extended periods of time in the likes of Livorno, Turkey, Greece, and Mallorca. Are you looking for things to do, and places to see? Having traveled to 37 countries, I am your go-to girl for all things, travel, wine, and food!



Livorno

It's not your classic Italian gem like The Amalfi, Cinque Terra, or Genova. You might be of the opinion that there's not

a lot to do here. Fear not, we have completed two shipyards spanning 15 months here in total and half of that was during the Covid Pandemic!

So, what does Livorno have going for it?

It's your typical quirky Italian Seaside town with a huge promenade. There are no real beaches, only private concrete beach clubs. The town center is quaint with a network of canals that lend to its charms. and Apart from visiting the fish prison (aquarium), taking a walk along the seafront, or wandering about town, you may think that there isn't much to do.

However, Livorno is perfectly positioned for easy access into Tuscany. The likes of Florence, Siena, Bolgheri, Cinque Terre, Pietrasanta, and Barga are no more than a few hours from the boat, making for the ideal weekend escape. Even if you can't escape for a couple of days, you need to make the most of the hidden gems in Livorno and I'm going to tell you all about them...



My favourite wine shop in Livorno:

If you're anything like me and love wine, then stumbling across [Cantina Nardi](#) will be a welcome surprise. This cutesy, quirky Italian wine has something for everyone. The shelves are lined with beautiful bottles, while hundreds of wine crates scatter the floor (to me this is heaven). The owner, a friendly Italian who speaks a little English has offered me excellent wines time and time again. No matter what your budget, he will find you something! They even have a restaurant opposite... What more could you want?

Livorno's best restaurants:

It has taken us a while to curate this list but here you will find some of the best restaurants in Livorno... And there's something for everyone:

1. [Bottini Fusion](#)

I love Sushi and wherever I go it's imperative that I find the best Sushi restaurant... some would say it's life-or-death. But thankfully Bottini Fusion saved me and for a small Italian town, their sushi is amazing. Not forgetting to mention that it's all you can eat, at very good value for money.

<http://www.instagram.com/p/CW0WJCvMHAl/>

2. [Chez Ugo](#)

Pizza lover? This is the place for you. They have everything from the classics to gourmets and even VIP pizzas. Their outside seating is the perfect spot to enjoy an Aperol with a beautiful view of the canal. They also have an app that you can order take away from.

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

3. [L'Ostricaio](#)

If you love fresh seafood and pasta, then L'Ostricaio is ideal. This tiny restaurant serves great Fritto Misto, oysters, and Pasta Vongole. I recommend your main dish, with a crisp glass of white wine whilst watching the sunset.

4. [Incarne Ristorante Macelleria](#)

The best steak Fiorentina around, and their beef tartars and Carpaccio are to die for too! One thing to note is that they don't have many side dishes, so I hope you like steak. The restaurant itself is charming and replicates a cave with wine bottles everywhere. And that's why I love to go there.

5. [Il Prosciuttaio](#)

A sandwich shop, but not just any sandwich shop. Their ingredients are super fresh, and their menu is simple and very

affordable. They serve the likes of roast beef with mushroom and truffle, mozzarella with Prosciutto, and tomato, all on panini or focaccia. My absolute favourite is the 'Il Fantastico' which features salsa Verde, truffle, tacchino, aubergine, onion and scamorza. You will find locals queuing out the door for these sandwiches... especially at the weekend.

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

There are obviously many other restaurants here in Livorno, but these are tried and tested.

Livorno best bars:

1. [Sketch](#)

A great selection of gin and right next to Cantina Nardi!

2. Corner Bar

A good selection of beer, wine, and cocktails... and the cocktails are pretty good too!

3. [Bad Elf](#)

The place to please all beer drinkers as they serve a massive selection of beer (A popular place for crew).

4. [Makutu Tiki Bar](#)

A great little cocktail joint set into the walls of the canal. All exposed brick with a tropical theme, serving some of the best cocktails along with wine and beer.

5. [Cantina di Massimo](#)

This cutesy, quirky Italian wine shop has something for everyone. It's the place for all the wine lovers to go (This one is right up my street). This place also doubles as a restaurant.

As we all know Italy is famous for its Pizza, Pasta, and Gelato. Caprilli is one of the best in Livorno! All their gelato is made from natural ingredients, and they also make gluten-free ice cream and sorbets. Let me tell you, the best flavour is salted caramel.

For more Travel blogs by [Emma](#), keep updated with – [Superyacht Content Travel](#)

Surviving Christmas As Superyacht Crew

Cover Image by: Photo by [Lynda Hinton](#) on [Unsplash](#)

For some, it can be the most challenging time of year. The 25th of December is often a struggle for superyacht crew with family at home getting together and creating memories.

Surviving Christmas as superyacht crew can be a challenge so to help ease the pain of being away during the festive period, we have put together a list of 5 things to be grateful for if you're working on board this year:

1. Your Family Will Be Missing You!

It may not feel like it, but we can guarantee your family back home thinking of you. As Superyacht crew, our family are often accustomed to only seeing us a few times a year.

When they are all together making memories, we can guarantee there will be a few family members that will picture you walking through the door as a surprise to celebrate Christmas with them. Although this may not be the year for surprises, be

grateful for having a wonderful family back home that are thinking of you on Christmas day.

Your family is most likely very proud of what you are doing and the experiences you are having. So be grateful for them, free up some time to call them. Even if it is only for 5 minutes, it will make you feel a lot better for being away.



Photo by [Laura Beth Snipes](#) on [Unsplash](#)

2. You're On A Superyacht

Ok, this may be an obvious one, and if you are a seasoned yachtie, it may not feel special. However, it is one to remember. There are currently only 37,000 people working within the superyacht industry. When you compare this with the 6 billion people on the planet, you are one of the 37,000 who get to experience a Christmas onboard a superyacht. Even if you are not happy about being away, and you tell yourself, this is the last time you will ever do it. Embrace it, find the positives and soak it in because, for most, this is not forever. It's just what you are doing right now, so enjoy it.

<https://www.instagram.com/p/CXBGXTHIUE0/>

3. The Food!

If you're a foodie surviving Christmas onboard won't be so difficult. Ok, It's not your mum's roast potatoes or your dad's delicious gravy but you are about to eat a Christmas dinner cooked by a professional chef! Very few people will get to experience a meal like this without paying a price. So, indulge, enjoy and appreciate the delicious food you will get to eat on Christmas day. Don't forget to offer the chef a hand, they're working on Christmas day too.



Photo by [Rumman Amin](#) on [Unsplash](#)

4. The Location!

Maybe you're in the shipyard, or in a country you never thought you would visit, or perhaps you have guests on and are somewhere hot. Wherever you are, it is likely to differ from what you're used to. If you are off this Christmas, explore the country you are in, try out their Christmas traditions, venture into the local markets and test their Christmas cuisine. You may have to be away from your family this Christmas but make sure you come home with a story to tell them.

If you're working, make sure you take a moment out of your break to go outside, take in your surroundings, remember where you are and don't forget your team is missing Christmas with their family too, so be positive and make it as special as you can for them.

<https://www.instagram.com/p/CLvYPw4LR0h/>

5. Your Pay Check

As much as we love the job, the vast majority of us enter the industry for the money. We are incredibly well looked after for what we do, and this is certainly something we should be grateful for. A good wage, accommodation, food, and toiletries are covered while working onboard a superyacht. Once you leave the industry, we can guarantee that you will miss this. So make the most of it whilst you are there and be grateful for it. If nothing else will help you survive Christmas as a superyacht crew, your wage at the end of the month is something that should ease the blow, and a lucky few may even be treated to a Christmas bonus!

It is certainly not an easy time to be away, but we hope this has given you a few things to be grateful for this year!

<https://www.instagram.com/p/CXVWpnCIK4m/>

The [Superyacht Content](#) Team would like to wish you all a very Merry Christmas and a happy, healthy and successful 2022!

The Perfect Festive Season in

St Barts

St Barts, the island in the Caribbean renowned for its glitz, glamour, designer shopping and high-end restaurants. It is undoubtedly one of the best places for guests to charter a superyacht over the festive period.

Do you have guests chartering a yacht in St Barts this December? If so, West Nautical are here to give you all the information and suggestions you need to give your guests the best experience.

Christmas in. St Barts



Photo by [freestocks](#) on [Unsplash](#)

St Barts has a delightful Christmas Village in Gustavia. This runs from the 3rd – 20th December every year. Guests can spend the day browsing stores with the works of local artisans and food vendors.

As well as this, they can take their children to meet Santa, known as 'Pere Noel'.

NYE in St Barts



Photo by [Yuheng Mei](#) on [Unsplash](#)

New Year's Eve is the highlight on the St Barts festive season calendar. It attracts people from all over the world. Guests can start their day watching the annual New Year's Eve Regatta. It showcases the most beautiful sailing yachts on the island. And, is often frequented by the world's biggest stars. They don't call it the playground of the rich and famous for nothing! The regatta is a "just for fun" event that kick starts the New Year's Eve celebrations.

In the evening, guests can start at one of the island's many dining establishments. Many of whom have live music or fabulous parties planned. The main event of NYE are the midnight fireworks which light up the night sky. The island is

aglow with parties, music and people dancing. While in the bay, the beautiful superyachts decorate the ocean and join in the festivities by sounding their horns along with the music. Once the clock strikes midnight, take guests to Nikki Beach, La Plage or Le Yacht Club. These are the three most esteemed venues on the island, where guests will find unforgettable entertainment to dance the night away.

General Activities



For the days when guests are looking to explore the amazing island of St Barts, why not suggest a stroll through the streets of Gustavia? It is lined with designer shops, boutiques, and art galleries. Then, guests can enjoy a light lunch at one of Gustavia's chic cafes along the quay before heading back to the yacht.

For a more adventurous guests, why not suggest a hike uphill to Fort Gustave? It can be found at the mouth of the harbour. Built in the 18th century, it is one of the strongholds built to protect the island from invasion. Guests will be able to enjoy panoramic views from the top of this hike, looking over the harbour and out to the Caribbean Sea. The view alone will

be worth every step. Another option for a hike is to Fort Karl, which gives amazing views of the town and beyond to see other islands including St Kitts and Nevis and St Maarten.



If guests wish to relax, Anse de Grande Saline Beach is no doubt the most beautiful beach on the island. Saline beach is also a great place for guests to explore the crystal-clear waters with a snorkel to spot some of the local marine life. St Barts is also home to the famous beach club, Nikki Beach, found on Baie de St Jean.

We hope these suggestions will be of use this season!

For more information visit West Nautical's website here:
<https://westnautical.com>

Or email info@westnautical.com

And, for more of the latest industry news and content, click

[here](#).

Sustainability Within the Superyacht Deck Department

Cover Photo by [Sherif Moharram](#) on [Unsplash](#)

Sustainability Musings; the Step by Step Series

This month's step by step focuses on sustainability within the superyacht deck department. The deck department can play a huge role in helping the sustainability of a yacht. From simple changes such as environmentally friendly boat soap. Through to more complex issues such as the sustainability of the teak. I have put together a few ideas below to get the deck team started on their journey to sustainability.

Cleaning & Maintenance



Photo by [Sven Brandsma](#) on [Unsplash](#)

The deck department is well versed in keeping the outside of the yacht looking pristine. But, when it comes to cleaning and maintenance there are a few changes that can be made to improve the sustainability of the yacht.

- Switch the boat soap for an environmentally friendly brand
- Use reusable rags for polishing
- Be mindful and conscious of water usage
- If you need to replace water hoses, replace them with sustainable alternatives
- Keep a well-documented maintenance rota for everything on the deck to reduce repairs and having to replace things

Guest Activities



Photo by [phaisalphotos](#) [maldivesphotographer](#) on [Unsplash](#)

It can be hard to change guest preferences. However, there are a few things you can do when guests are onboard to help the sustainability of certain decisions.

- When anchoring, be mindful of the seabed and watch out for seagrass and coral in particular
- Try to encourage the use of more sustainable water activities such as snorkelling and paddle boarding over jet skiing and hoverboards – or even look into electric and hydro-powered water sports toys
- When getting beach bags together, liaise with the interior department about sourcing reusable water bottles, sustainable towels and ocean-friendly sun cream
- Source sustainable brands for rash vests and sunglasses for both guest and crew usage

New builds & Refits



Photo by [Johnny killroy](#) on [Unsplash](#)

Depending on whether the yacht is in the build process, having an extensive refit or just a yard period there are a few factors you can change when it comes to sustainability.

- Ensure that the new or replaced teak is from a sustainable source
- Source sustainable docking lines, made from sustainable materials
- Replace the toxic antifouling process with sustainable alternatives, also keep on top of hull cleaning as often as possible
- Switch out toxic paints and varnishes for non-toxic and more sustainable where possible
- Liaise with the Captain and do your research on where you are going, there are a lot of great initiatives from yards implementing more sustainable practices.

There are lots of things you can do on deck to help improve sustainability onboard. But also be aware that you can continue your sustainability efforts back inside the yacht. For example, be mindful of the recycling practices. Turn things off when not in use e.g. lights and water. And, try to help the chef by limiting food waste are just a few ideas.

Sustainability onboard is about more than just reducing single-use plastic. It is about all the practices and processes that are carried out. If you begin to notice things the yacht can improve on, bring it up with the rest of the crew and draw up an action plan to change things. The power of the crew to make changes is huge and will drive our industry forward.

Hopefully these tips can help you bring more sustainability within the superyacht deck department!

Remember- there can be a more sustainable way to do pretty much everything. Be sure to integrate some of these deck ideas within your team today, for more information on any of the ideas above or any further questions, get in touch with [Seastainable](#).

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