

Fed Up Of Wasting Time AND Money On Yacht Covers? Read This!

As crew, it might be tempting to act fast and go local when you need yacht covers urgently.

However, take a second to think first... Sometimes the 'easiest' option is not the best in the long run. You could end up spending needless money in a few months on a replacement cover that provides neither durability nor quality! [Elite Yacht Covers](#) is all about quality over quantity. Guaranteed, you won't need to replace their covers in a hurry.

Here is why they should be the ones you call when you're searching for your next yacht cover:

- Once onboard they can digitise all the furniture covers, awnings, and tenders to create a **digital catalogue**. Once they have this, the yacht can call down on orders as and when they are required. They finish the CAD design and have the panels laser cut for millimetre repeatability accuracy
- They don't need to be onboard during charter. Pre planning can have them onboard at any location and at any time



Why Quality Tops Quantity Everytime

When travelling the world, owners, guests, and crew spend plenty of time on the decks. This makes it a necessity to have either a yacht awning, canopy, or cover fitted.

Besides the importance of protection from UV rays, yacht awnings provide shade to the fixtures, furnishings, and fittings. Without the correct fitted shading, a yacht's finishings can be bleached or warped under too much sun exposure.

That's why it's crucial to have the utmost quality.



Who Are Elite Yacht Covers?

[Elite Yacht Covers](#) has over 50 years' of combined design experience. The company specialises in designing bespoke yacht awnings, covers, and canopies, but also sprayhoods using top materials.

Co-founders, Joe and Paul, pride themselves in considering not only what the cover has to do, but also how it will be used and by how many crew.

They have recently produced catalogues for 100+M yachts in Miami and the Seychelles – having this style of catalogue is incredibly helpful for budgeting and forward spend planning.



Elite Yacht Covers is all about quality over quantity. Guaranteed, you won't need to replace their covers in a hurry.

Why Using EYC Will (Indirectly) Impress Your Management!

Speed, efficiency, convenience. What more could you want?

The greatest thing about EYC is that they produce quality products made of materials all catered to your specific needs.

As well as this, they even use specific fabrics that are completely UV resistant – ensuring longevity.

If you go for quality, the services you enlist could help save running costs by saving up to 20k-30k a year. EYC products can last up to 6-7 years, far longer than most covers you can find anywhere else.

That's bound to impress the boss, right?

And, if your cover gets blown off in a gale (or you encounter a similar mishap), you can contact EYC anytime. They can print a new one out and send it over, able to be shipped worldwide.

Speed, efficiency, convenience. What more could you want?

Contact Information: Elite Yacht Covers

Email: enquiries@eliteyachtcovers.com

Telephone: +44 (0) 1206413494

Instagram: <https://www.instagram.com/elitesuperyachtcovers>

Facebook: www.facebook.com/eliteyachtcovers

LinkedIn:
<https://www.linkedin.com/company/elite-superyacht-covers/>

Elite Yacht Covers should be your go-to bespoke cover specialists.

Website: <https://www.eliteyachtcovers.com>

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Superyacht Tenders Unveil their Top Picks for Winter 2023

With the winter season fast approaching [Superyacht Tenders](#) have shared with us their top pick of available new and pre-owned yacht tender listings.



Pascoe SL 10.6m Limo Tender



The pre-owned Pascoe 10.6m Limo Tender is now available for sale. This bespoke build was built and delivered in 2016 and underwent a light refit with Pascoe in 2020. The Patrick Banfield-designed hull and Ken Freivokh-styled deck have been specifically created to provide the ultimate multipurpose

luxury tender. Powered by the reliable twin inboard Yanmar 6BY3 diesels and Mercury stern drives. One of only a handful of limo tenders of this type available on the second-hand market.

Chaser 500 CC



The new 500CC twin outboard model is available for immediate purchase and delivery. Chaser Yachts has integrated all their yachting experience and knowledge into this impressive new 50ft fast support tender.

Combining high performance, superb sea keeping and fully custom build options. Mercury twin 600 Hp V12 Outboards, full overnight facilities for guests or crew. Demo hours only.

9.0m Silverline Open Tender



In build custom 9.0m open tender. Estimated completion December 2023. Available to reserve now. Powered by a single Volvo D6 400hp inboard with stern drive. Passenger configuration for 12.

Unique opportunity to take delivery of this bespoke build. Standard build time would normally be 24 months from order.

[Read More SYC: Vikal International – How Has Tender Design Progressed In 30 Years?](#)

6.2m Solas Rescue Tender



New build just completed. Yachtwerft Meyer 6.2m Solas rescue tender available for sale. Mothership build delayed so this unit has just become available. Unique opportunity. Fitted with the Yanmar 4LV diesel inboard

coupled with the Hamilton jet drive unit.

ST115 Whitmarsh Chase



Impressive 60 + knots performance, twin Mercury 450R outboards, deep V offshore hull design, 12-person capacity. Just completed factory PDI and ready for customer sea trials.

Cobra 10m Nautique



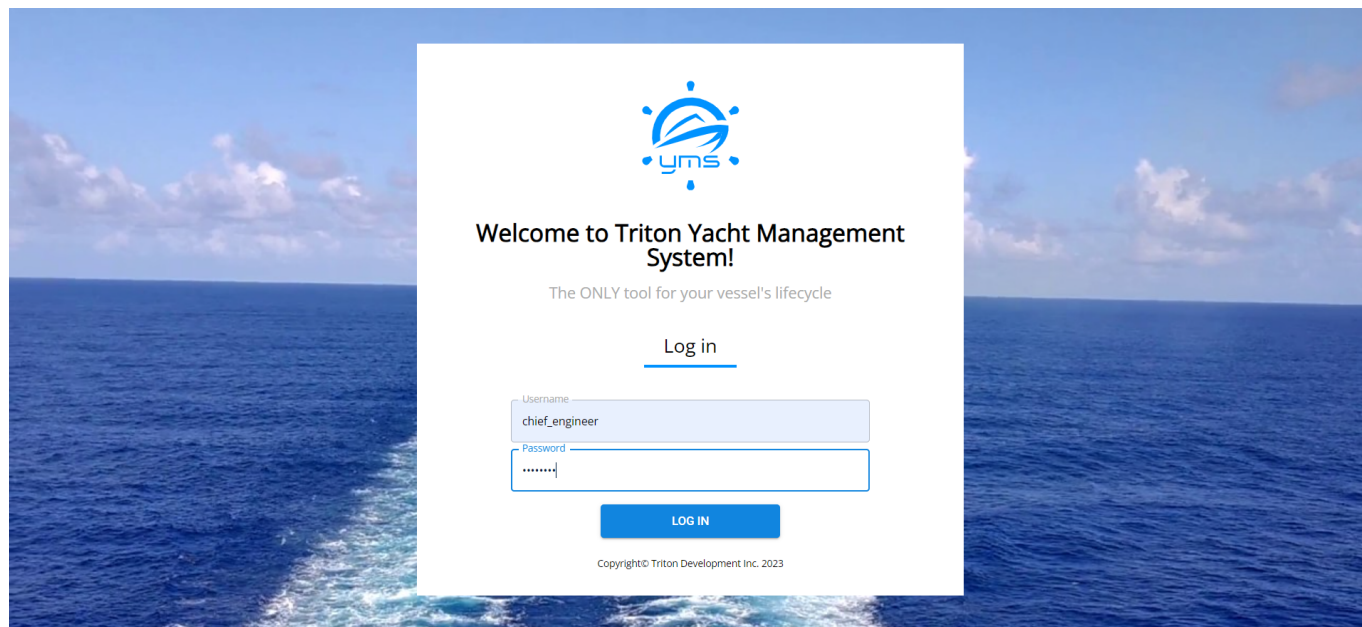
New build Cobra chase tender. The model is the flagship of the Nautique range incorporating a comprehensive specification into this dedicated yacht tender offering. A luxury, performance rib capable of over 60 knots with the new Mercury twin V10 outboards with joystick control with a practical design layout for carrying 14 passengers in style and comfort.

For further information on all our available yacht tenders please contact [Superyacht Tenders](mailto:info@superyachtenders.net) today at:
info@superyachtenders.net.

YMS 360 Officially Launched: The Most Comprehensive Management Software In The Industry

After several years of development, YMS 360 has officially launched and is already receiving excellent feedback. The

fully comprehensive onboard software is capable of tackling all areas of daily Superyacht operations seamlessly. Here, Scott Strand, CEO of Triton Development, Inc. and [YMS 360](#) founder, talks us through some of his favourite features of the app, including the ultra-efficient Inventory Systems and the Safety and Inspection modules.



SYC: YMS 360 has officially launched, what is the Software's USP?

YMS: Our application is specifically tailored to accommodate the requirements of running a large modern yacht by placing the yacht's needs first.

SYC: What are some of your personal favourite features about the platform?

YMS: Some of my favourite features include: all to-dos and any actionable tasks found in one place with oversight for department heads. Also, our tasks are assignable to a person, position or department.

We have chat collaboration built right into the app. We offer the only 'WYSIWIG' log books that are fully customisable and integrated into your 3rd party monitoring system.

We are the only application to offer Spares & Inventory modules that are purpose-built for each department, incorporating a replenishment application that makes keeping on top of your inventories a breeze.

SYC: Talk us through the inventory feature, how is used across all departments onboard?

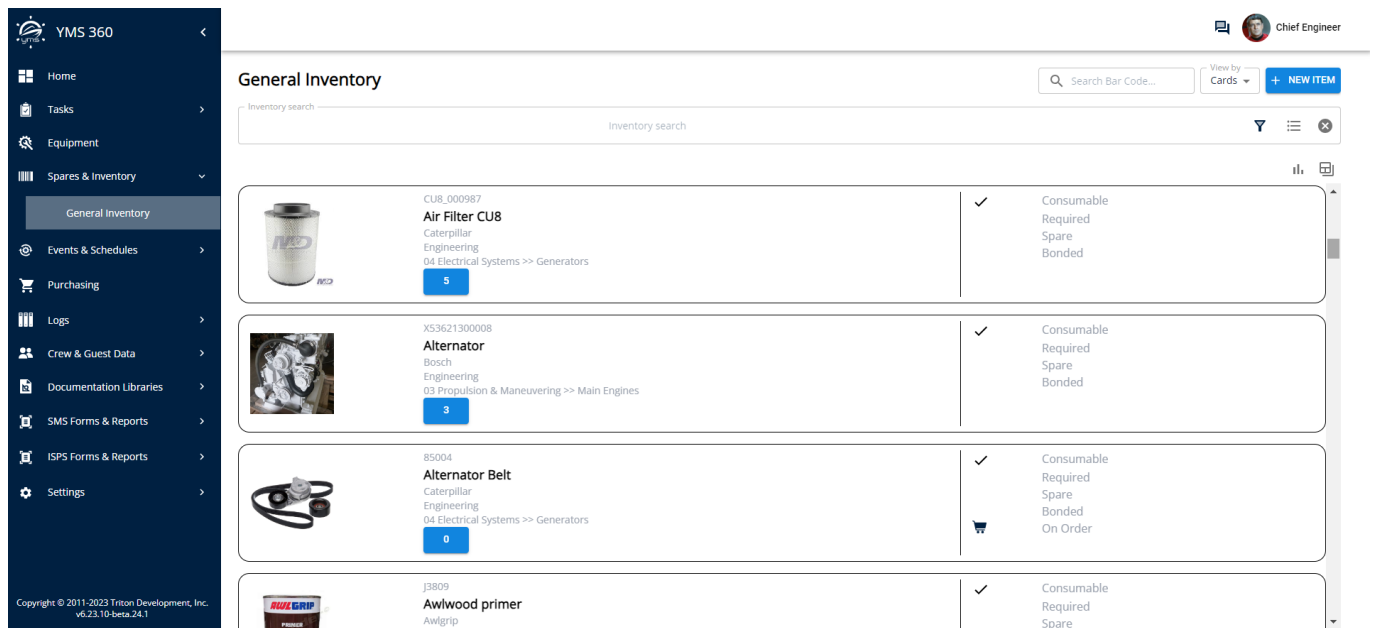
YMS: Our Inventory application seamlessly integrates with our purchasing module. With this, you can build, place and track orders. When you receive items, they are added to your inventory in one step.

You can also design your own purchasing workflow, for example; if you need to step through a vetting process to receive bids or require approval from purchasing.

Our app can leverage the barcoding and labelling of the products or you can create your own labels. This makes stock-taking extremely efficient.

Interior staff can easily keep an inventory of uniforms with sizes, colours, etc. Safety officers can keep track of medical supplies with expirations and prescription tagging.

[Read More SYC: Life After Yachting: Developing YMS 360 With Scott Strand](#)



There is no other app that offers this flexibility. Our app makes it very straightforward to drill into your data by any or all departments, functions, stowage locations, related systems, related equipment, usage levels, etc.

Filters are built in to allow you to keep on top of what is running low and you may choose to add these items to a 'shopping cart' where you can generate a purchase order or add to an existing order. Our app works with all popular import formats and we have vast experience getting large amounts of data into the database, fully documented, labelled and photographed (if desired).

Along with the core application we are actively designing side kick apps such as a stock take application that will allow users perform this function in minutes rather than days.

"Our system is geared to how you work, not how it wants you to work."

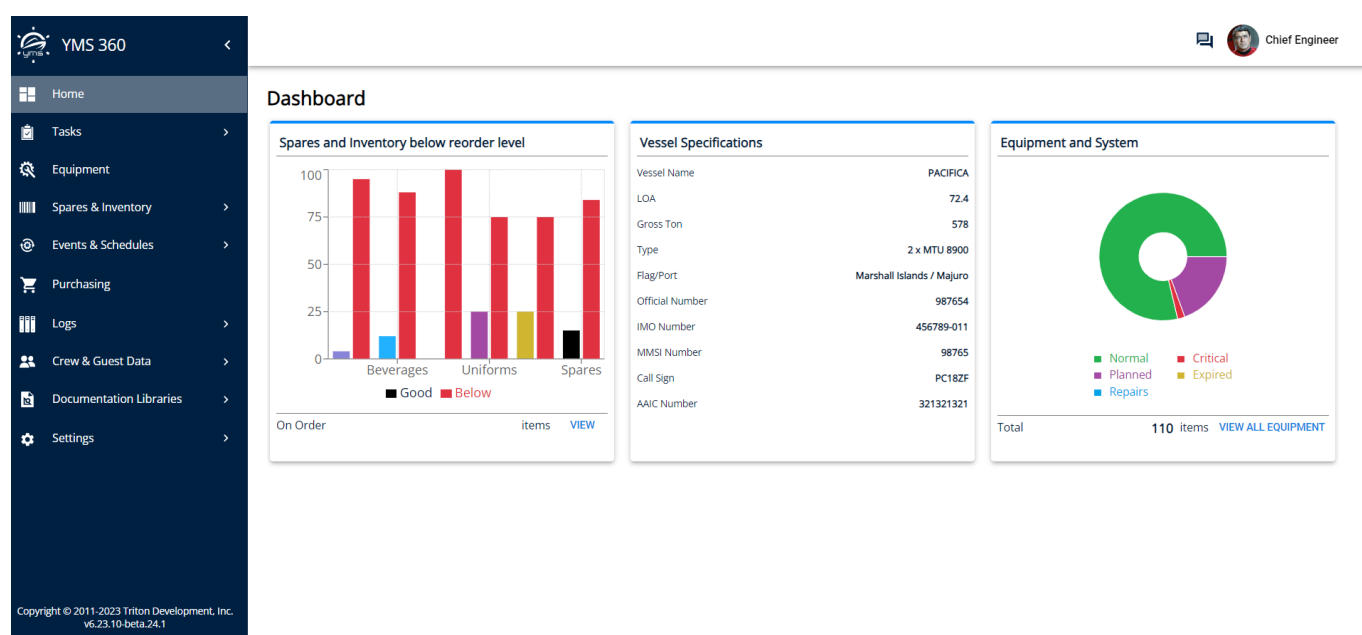
SYC: How does the app assist the crew in ensuring their vessel is compliant?

YMS: Our system is geared to how you work, not how it wants you to work.

We have built-in *Hours of Rest* tracking and continue to improve our safe-manning recording

Our SMS Content Platform controls required documents, forms and reports. Users are issued roles of authorship, approval and publishing. There is full and complete version control. Unlike virtually all other systems, YMS360 lets you work in any common format (word processors, spreadsheets, PDF, even HTML if you prefer!).

Our safety and inspection modules are the most versatile in the market. Users can define rich checklists that stand alone or can be related to equipment items. Defects and corrective actions can be created on the fly. All are logged and auditable. You get to define your own parameters with everything



SYC: Have you had any feedback so far from those who have booked demos?

YMS: We have received really great feedback both in compliments and constructive suggestions – which we take very seriously. We’ve just returned recently from a successful tour at the Monaco Yacht Show and will be at FLIBS and METS. Our existing customers are anxious to convert to YMS360 and we’ve had many, many new clients join. We’re very excited to close out 2023 with an active client list and continue improving YMS360 into 2024 and beyond.

For more information or to schedule a demo, visit:

yms360.com/contact-us

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Discover The Artistry Behind Elite Yacht Covers Bespoke Awnings & Covers

The design team at [Elite Yacht Covers](#) has an impressive combined experience of over 50 years in the yachting industry. The importance of durable and well-fitted awnings cannot be overlooked onboard, protecting not only the yacht from the sun but also guests and crew. The process of creating an impeccably well-fitted form-found computer designed cover is something the team at EYC has perfected. We got some insight into the design process and learnt about the tools used to create one of their bespoke covers...



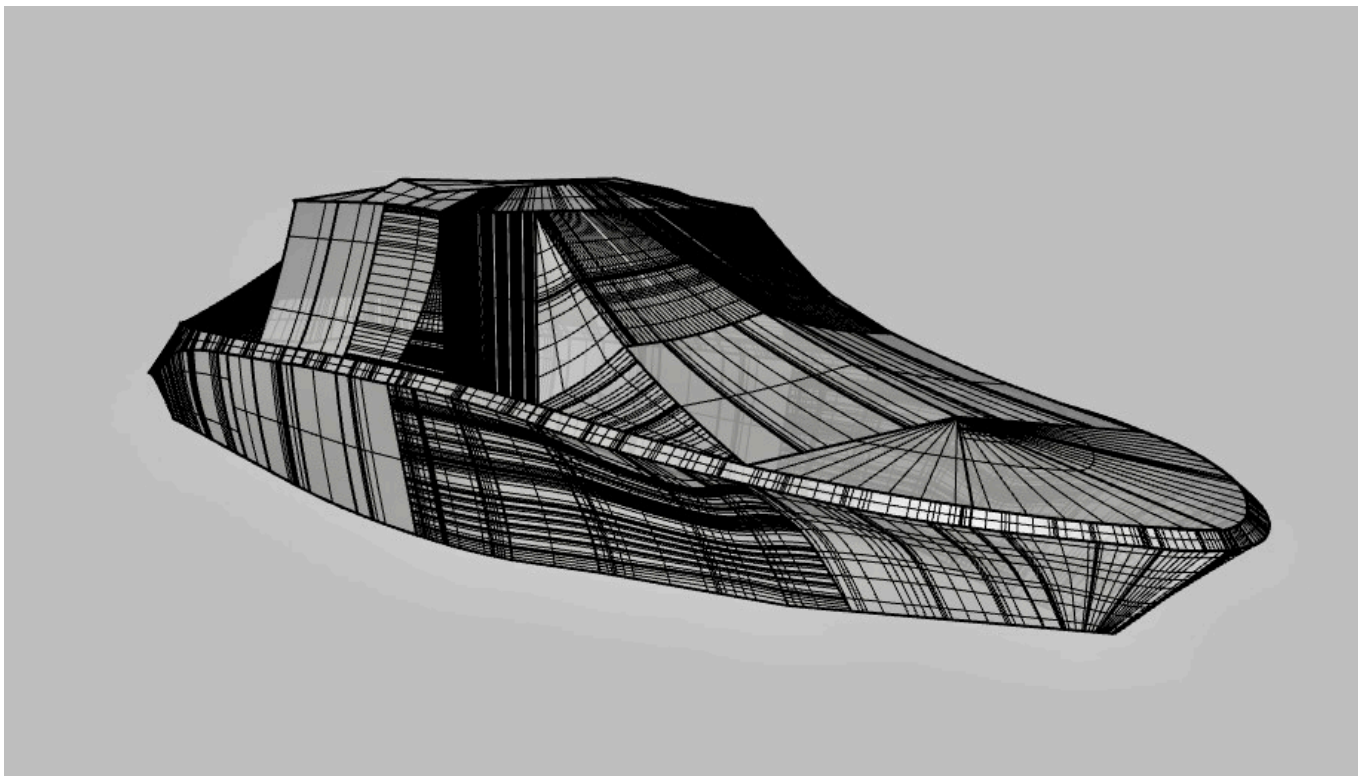
The Design Process

“Like a tender alongside a majestic yacht, we navigate the sea of possibilities. Every detail matters, and we’re here to capture your vision.”

The process of creating a cover for any yacht begins with the design, and the first step is for the EYC team to discuss with the vessel’s representatives exactly what is required from the covers or awnings. The estimated design is issued from either 2D or 3D drawings of the yacht – or measurements and photographs before the EYC team travel to the yacht. Once they are onboard, the details are discussed further with the clients and any costing amendments are made.

The design team then proceed to take measurements in order to create comprehensive sketches. Having the team present onboard is important in order to gain a the scope of the project. A digital measuring computer called a ‘Proliner’ is used onboard to ensure the designs are created with millimetre accuracy. EYC then provides a detailed quote to the client.

At *Kayospruce* fabrics, the fabric is cut to scale using laser cutting and blade cutting machines. Other intricate machine processes are used throughout to ensure that the design’s intricate details become reality.



[Discover More: Elite Yacht Covers: Using CAD Technology To Create Bespoke Covers](#)

CAD Design plays an integral part in the process, ensuring detailed accuracy and enabling the team to present every detail of the design to their clients, avoiding the possibility of miscommunication and mistakes:

“Digitising the yacht or working from 3D drawings opens up a huge amount of opportunities, from millimetre perfect measuring, laser-cutting fabric, exacting repeatability and CAD design work. For Awnings, we can test differing loads to gauge the size of the cables required to make sure that they stand up to the working loads. We are also able to show different design shapes to the client for approval so that the finalised design meets the clients expectations and there are no surprises”

Having adequate protection is crucial for yachts to operate properly, and EYC understand the importance of the finer details involved in creating them.

After having spotted a gap in the market for a niche product, Elite Yacht Covers are confident that the service they provide is the best in the industry. Using cutting-edge technology, EYC stands out from the crowd with their designs, and go the extra-mile to ensure that Superyacht quality covers and awnings are produced (even travelling as far as the Seychelles for one yacht after they had previously been let down by another supplier).

Watch their video on the process of creating their products below:



[View this post on Instagram](#)

A post shared by Elite Yacht Covers (@eliteyachtcovers)

Elite Yacht Covers will be present at Monaco Yacht Show 2023!
To arrange a meeting, contact Paul Gray, Sales Director at:
paul@eliteyachtcovers.com

To discover more about Elite Yacht Covers, visit their [Website](#)
and [Instagram page](#).

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Why You Should Be Using A Planned Maintenance System Onboard

When signing up for your first job as a Yacht crew member, you may envision sun-soaked days driving a Superyacht tender or perhaps creating exotic cocktails for guests. Becoming familiar with and using different types of software onboard, such as a Planned Maintenance System, is a less likely dream. However, as the industry embraces digitalisation, these systems will inevitably become a part of yacht crew members' daily working lives.

In order to discuss the benefits of these systems, we spoke to Joe Whittaker of [YMS 360](#). Having previously had a long career onboard Superyachts, Joe has firsthand experience in using onboard management software and understands how these platforms can vastly improve daily operations for yacht crew. In this article, we gain some insight into Joe's professional background and hear his predictions for the future of tech in the industry...



SYC: How long did you spend working onboard Superyachts and what was your position onboard?

Joe Whittaker: I spent around 10 years in the industry, working my way up through various roles on Deck. When I finished college, I attended UKSA on the IOW and completed the Superyacht Cadetship. My first role was Junior Deckhand on a 60m motor yacht in the South Pacific. I was incredibly lucky to start and end my career in the Pacific.

Eventually, I worked my way up to First Officer working on 5 different Yachts all in the 50 – 60 m range. My last position was onboard a 50m and I spent 3 years cruising Australia, Indonesia PNG and French Polynesia, I enjoyed every minute of my time working on yachts but cruising the Pacific was an

incredible experience.

SYC: What kind of software did you come across during your time onboard yachts?

JW: In the earlier years, I was blissfully unaware of the software used onboard, I was busy polishing Stainless and scrubbing teak. Although, as you progress, you gain more understanding of how the vessel operates and the need to stay compliant with various regulations.

The first time I used a Planned Maintenance System was when covering for the First Officer who was on leave, the vessel was using *'Triton Administrator Version 4'* (T4), and I needed to scan and upload a Crew Member's Certificates. At the time I remember it being tedious and thinking I would have rather been on deck. It was only when I moved up to First Officer on a vessel using T5 that I realised how beneficial good software can be.

Working in a position with much more responsibility for the Safe operation of the vessel, a big part of my role was taken up by paperwork and compliance. I spent a lot of time working with T5 in the early months which paid dividends in the long run. We also invested in onboard training for the whole crew which was a huge help in utilising T5 to its full potential.

“Software can be incredibly helpful for all the crew, but on the Deck side, I found that tracking Certificate Expiry

both for the Vessel and Crew, made life easier”

SYC: In what ways were these platforms useful onboard?

JW: Software can be incredibly helpful for all the crew, but on the Deck side, I found that tracking Certificate Expiry both for the Vessel and Crew, made life easier. Being reminded when a certificate was 3 months from its expiry date gave me time to plan renewals or tell a crew member about their expiring ENG1.

I also added all the LSA and FFE maintenance in T5 and set staggered schedules. A vessel's SMS will require certain Maintenance/Checks to be completed on the Life Saving and Fire Fighting equipment, using T5 I could stagger this out over the year and I would be prompted with tasks appearing on my worklist at the start of the month.

For example, I was prompted to check all of the Fire Extinguishers or to test all of the Bridge Deck Smoke detectors etc. Once completed I marked it off on T5 and this saved my history of conducting these critical checks so that I had evidence to present during Flag, Classification and Management audits. Having all of this information on hand in one easy-to-access place really took the stress out of the audits.

SYC: You previously worked with T5 onboard, how did you come to work with Triton Technical and what was your role with them?

JW: We had T5 training onboard with an instructor who works as part of the Support Team for T5, Triton Technical also provided remote IT support for the vessel. Having a small crew means you must have multiple disciplines and I also looked after the AV/IT systems onboard and worked closely with the T5/Triton Technical Team to keep all the systems running and properly maintained.

I built a good working relationship with the team and they provided a great service. When moving ashore, coincidentally we ended up about 10 minutes down the road from the Triton Technical European office, and through the relationships I had built with the team, I applied to work as a Support Technician. I think my experience using T5 and my time spent as a crew member really helped in securing the position.

[Read More: YMS 360, The Complete Solution To Vessel Management](#)

SYC: How did your role with Triton Technical allow you to go on to work with YMS 360?

JW: Part of my role was T5 support and naturally the T5 team were excited about developing YMS 360. Over time I was given more and more time to assist with YMS 360, both testing and helping to shape the software. Having worked so recently as crew and using T5 onboard, I was uniquely positioned to give

the end-users perspective.

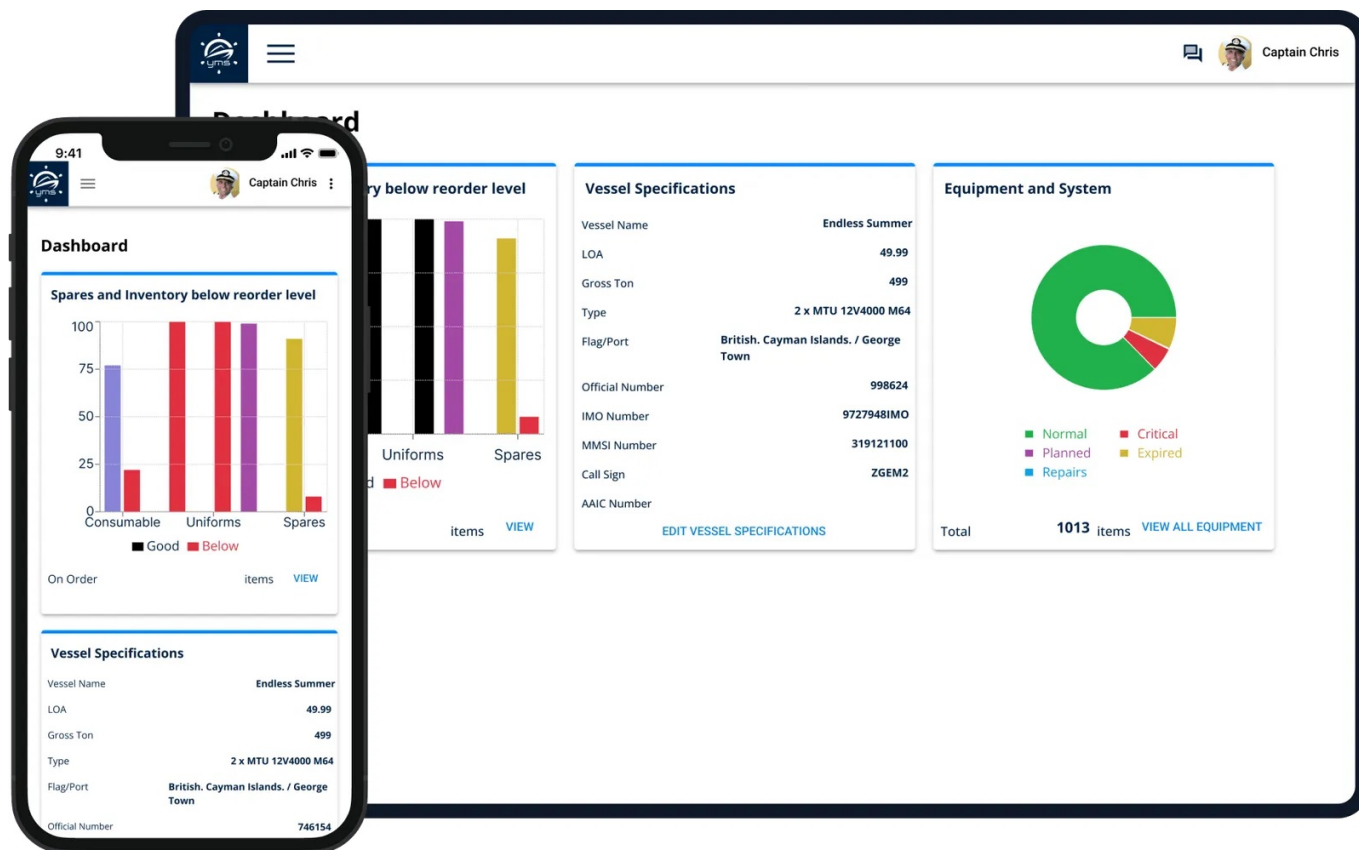
In March, I was offered the role of Product Manager for YMS and started working full-time on the product. It's a challenging and rewarding role, we are very ambitious and are determined that YMS will be a powerful product that is not only feature-rich but also easy to use and intuitive. We often joke that the more accessible the software is, the harder it is to design, code and test.

“We want YMS to be the one central place the whole crew use to stay organised, compliant and make daily life onboard easier”

SYC: In your opinion, how does YMS 360 differ from competing software platforms?

JW: YMS can help with the core operations for the whole vessel, we are not limiting functionality to one department, the whole crew can track Hours of Rest and their own Inventories. Each Department can track its own Worklists, Tasks, Equipment and Scheduled Maintenance, whether that be Main Engine servicing, Coffee Machine Descaling, or scheduled inspections of the 'Working Aloft' safety gear.

We want YMS to be the one central place the whole crew use to stay organised, compliant and make daily life onboard easier.



SYC: What do you perceive to be the future of this type of technology in yachting?

JW: It's difficult to know how Maritime Specific Software will change over time, we certainly have a lot of ideas and plans in place to expand our product offerings. However, I think it will be dictated by how the industry itself evolves. Software should solve a problem and there needs to be demand for a solution to said problem, as regulations change and new requirements come into force this will create a demand for new software features that help crew keep vessels complaint in a streamlined way.

The key is to understand what the crew need so we can design a solution that works for them. Following the recent IMO resolution regarding compliance for Ship Cyber Security, in

the short term, I could see new features being released to help manage this cyber risk. In the long term, who knows? But, it's great to still be involved in the industry and see how this technology is developing over time.

SYC: What do Yacht Crew need to understand about this type of software?

JW: The key is understanding how the software works and putting in the time and energy upfront to build a solid foundation to work from. Entering all of your planned maintenance schedules for example will be a big task, but once completed, your planned maintenance tasks will appear on your worklist at the appropriate maintenance interval. Then you just need to do the work, mark the task as complete and it will automatically reschedule for you.

The same goes for certificate expiries, and you can even set minimum stock levels on your inventory so you can see if you are running low on important stock.

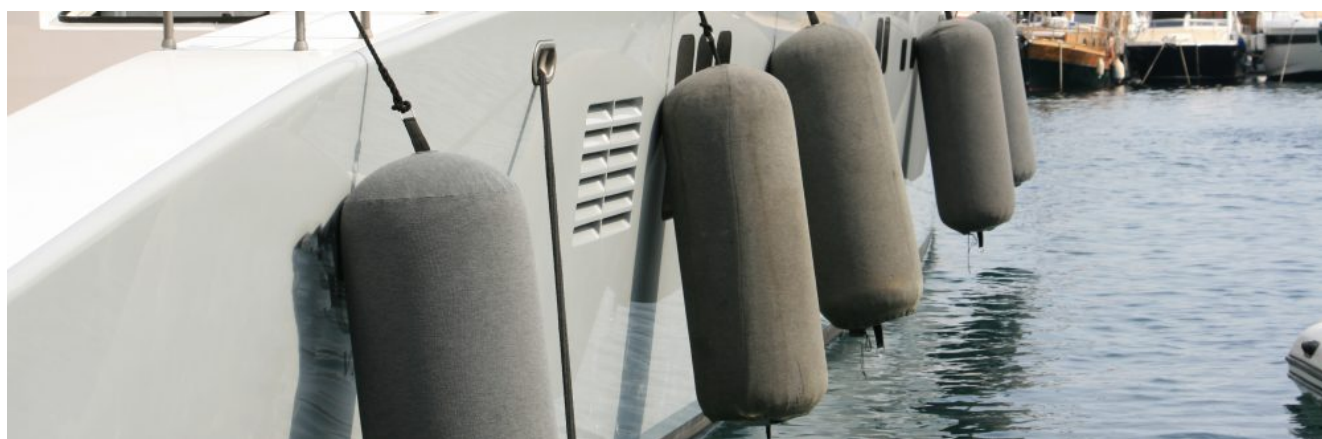
I would say, read the how-to guides, consider in-person or virtual training to make the most of the software, and spend the time setting everything up initially, you will thank yourself in the long run.

To learn more about YMS 360 and how it works, [click here.](#)

For more Career & Training articles, [click here.](#)

Superyacht fenders and fender covers: The different types, and their importance

Superyachts are the ultimate symbols of luxury and extravagance. These stunning vessels are often owned by the world's wealthiest individuals and are equipped with all the latest technology, amenities, and safety features. One of the essential safety features of a superyacht is the fender system. Fenders are designed to protect the yacht's hull from damage caused by collisions with piers, other boats, or any other solid objects in the water. In this blog, we'll focus on superyacht fenders and fender covers, their types, and their importance.



Types of Superyacht Fenders:

1. **Inflatable Fenders:** Inflatable fenders are the most popular type of fenders used on superyachts. They are made of high-quality, heavy-duty PVC and can be inflated with air or gas to provide the required amount of cushioning.

2. **Foam Fenders:** Foam fenders are made of high-density foam and are very durable. They are designed to absorb shock and impact and provide excellent protection for the yacht's hull.
3. **Pneumatic Fenders:** Pneumatic fenders are made of rubber and have a high-pressure air chamber inside them. They provide excellent protection against impacts and are used for heavy-duty applications.

Types of Superyacht Fender Covers:

1. **Neoprene Fender Covers:** Neoprene fender covers are the most common type of fender cover used on superyachts. They are made of high-quality, waterproof neoprene and are available in a range of colors.
 2. **Polyester Fender Covers:** Polyester fender covers are another popular option. They are made of durable polyester fabric and are available in a range of colors.
 3. **Leather Fender Covers:** Leather fender covers are the ultimate in luxury. They are made of high-quality leather and are available in a range of colors and finishes.
-

Importance of Superyacht Fender Covers:

Fender covers are an essential part of any superyacht fender system. They protect the fenders from damage caused by UV rays, abrasion, and other environmental factors. Fender covers also help to reduce noise and prevent fenders from marking the yacht's hull. Here are four benefits of using fender covers:

1. **Protection from UV rays:** Fender covers protect the fenders from the harmful effects of UV rays, which can

cause the fenders to deteriorate over time.

2. Protection from abrasion: Fender covers protect the fenders from abrasion caused by rubbing against piers, docks, and other boats.
 3. Noise reduction: Fender covers help to reduce noise caused by the fenders rubbing against the yacht's hull.
 4. Aesthetics: Fender covers are available in a range of colours and materials and can be customised to match the yacht's aesthetics.
-

Where to buy Superyacht Fenders and Fender covers?

Captains can buy superyacht fenders and fender covers from a variety of sources, including:

1. Marine Supply Stores: Many marine supply stores carry a variety of fenders and fender covers for all types of boats, including superyachts. These stores are often located near marinas or on the waterfront, making them easily accessible to captains. Marine supply stores may also carry other essential boating accessories, such as ropes, anchors, and safety equipment.
2. Online Retailers: There are many online retailers that also specialise in superyacht fenders and fender covers. These retailers offer a wide variety of products, including inflatable fenders, foam fenders, neoprene covers, and leather covers.
3. Manufacturers: Many fender and fender cover manufacturers sell their products directly to consumers. These manufacturers may offer customised fenders and covers to meet the specific needs of a Superyacht.

Conclusion:

Superyacht fenders and fender covers are essential safety features that help to protect the yacht's hull from damage caused by collisions and impacts. When purchasing, captains should consider the size and weight of their yacht, as well as their specific needs and preferences. It's important to choose high-quality, durable products that will provide adequate protection for the yacht's hull and last for many years. Additionally, captains should ensure that their fender system and covers are properly installed and maintained to ensure their effectiveness in protecting the vessel for as long as possible.

For the latest Superyacht Content crew mess blogs, [click here](#).

Team Building With Yachting Startup Floatist

The start-up [Floatist](#), founded in February 2022, took team building to the next level with their recent offsite trip.

Offsites help deepen connections that lead to more inspired work and, ultimately, a stronger company culture. With remote working the new normal and with a team distributed across the world, Floatist recently took advantage of the founders' sailing experience to host an offsite on a charter yacht in Croatia.

Ahead of their busy summer season, the 5-day charter boosted team morale and also helped the non-sailors gain a better and deeper understanding of the business, the industry problem they're solving, and the needs of their users.



Floatist: A solution for the yacht charter market

Floatist is a SaaS company disrupting the yacht charter industry. They are solving the operational challenges that fleet operators and yacht charter companies face, in turn creating a better and more streamlined customer experience and organising back office operations.

The Floatist app provides a platform for clients and companies to use self-check-in and check-out, a tool for scheduling and tracking boat maintenance, and is integrated with various popular booking systems. From the beginning to the end of the

guest's chartering process, Floatist is on hand to support through its one-stop-shop support function. Although launched with their first customers less than a year ago, the startup already has 200 boats using the platform and is preparing for a very busy summer season ahead with plenty of new customers to support.

[More SYC Articles: Lithium-Ion Batteries, Too Hot To Handle?](#)

Team building at Floatist

Building a startup is tough and life can often feel like all work and no play. Creating a good and cohesive company culture and a sense of community is vital to success. Particularly for remote teams, where milestones (e.g. product launches, securing partnerships, hitting sales targets) are achieved remotely, regular team-building activities are an essential investment. Recognising this and despite being a relatively new company, the Floatist founders decided to invest in an offsite and put the wellbeing of their remote team at the top of their agenda.

But for Floatist, this trip was not just about building a team culture – it was also pivotal in showing the app developers exactly how the platform works in a real-time situation. The developers – some of whom had no sailing background – were able to experience what a yacht charter entails, and they were able to better understand the clear pain points that Floatist is answering. By actively using the app for the entire trip, they now better understand how well it works and where it can be improved – invaluable insights for future product and

feature developments.

Floatist's co-founder Cindy Allis wanted something different from the usual tried and tested offsite activities. Prior to launching Floatist, Cindy regularly worked as a skipper on charter yachts, and so she understood how a week onboard – exploring, living, sailing and eating together – has the power to unite people like almost nothing else. She decided that taking her team on a charter would be the perfect bonding activity and chose Croatia as one of Floatists' biggest markets, where a significant portion of their clients are based.

Supported by their strong relationship with [Navigare](#), a renowned yacht charter operator, Floatist was able to secure a five-day rental of a Lagoon 50 based out of Split. The entire team stepped aboard the catamaran with an itinerary covering the popular Croatian sailing hotspots of Split, Hvar, Trogir and Milna.

"Working remotely has many pros – however one of its challenges is the natural proximity you create when working in the same office space as your colleagues. Being able to share a yacht charter experience with the team was truly a relationship accelerator. If you've ever been on one you will know how intense and bonding it can be – in the best way possible. From meal preferences, breathtaking views, to swimming skills, everything becomes a conversation starter and an ice breaker. I could not recommend a team building event on a yacht more." – **Rebecca Florissi, Floatist Customer Success and Ops**

Floatist's future

The opportunity to use the product first-hand throughout the offsite trip helped to cement the teams' vision and conviction that Floatist is truly revolutionising the yacht charter

market through their technology. The team found the chartering process simple and quick from start to finish, and returned to their daily lives full of motivation and inspiration to continue building their product and answering the needs of their users.

*“I believe that to be successful in the startup world, a team needs to understand and believe in the founders’ vision. Until now, the Floatist development team had little to no experience in chartering, and all of their industry knowledge came from Rebecca or me. The whole team now truly understands the problem statement we are solving, and they have experienced how our product adds value for our customers and their clients. Our sailing trip enabling this – whilst also being a great team building opportunity at the same time – made this an invaluable week.” – **Cindy Allis, Floatist Co-Founder.***

In a startup environment, both time and money are precious – and sometimes, founders can be tempted to focus on activities that deliver more immediate value. Whilst an offsite may not bring instant revenue, it develops a team’s productivity and builds a stronger company culture, which will pay off in the long term.

The app is playing a considerable role in the much-needed digitisation of the industry by offering solutions to improve internal communication between the client and charter company, providing support to clients through the app, keeping track of maintenance and providing data to analyse trends.

The future looks bright for Floatist as they continue to offer additional features through their app. The forthcoming months will see a few exciting features such as ultra-fast check-in, enabling clients to sign the contract and pay the deposit while still at home and the ability to order additional services via the app, such as water toys or even a grocery

delivery service ready for when you step aboard. For the charter company, new features will be released imminently, such as inventory management.

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Gym Marine Announce Saltlick Fitness As Their Crew Wellbeing Partner

[Saltlick Fitness](#) has been appointed as [Gym Marine's](#) crew wellbeing partner. In this exciting new partnership, Saltlick Fitness will offer its well-known, tried, and tested crew fitness programs to any yacht or crew collaborating with Gym Marine on a new gym or equipment installation, as well as those with existing Gym Marine-designed facilities and equipment.



Photo by Ian Armstrong

Founded by ex-crew, both Gym Marine and Saltlick Fitness seamlessly bring their years of experience working in health and fitness environments aboard Superyachts to the industry. The two companies share a depth of understanding on how crucial it is for yacht crew to prioritise their fitness when onboard, and the difficulties of finding time to focus on their wellbeing.

Ed Thomas, Managing Director of Gym Marine comments:

"It is impossible for anyone who hasn't worked at sea to understand just how challenging it can be to maintain a healthy physical routine during a busy season. This partnership between Gym Marine's experienced team of gym designers and Saltlick's crew fitness experts is the closest thing to a perfect match for yachts looking to invest in reducing turnover and improving crew wellbeing."

Tom Jones, Co-Founder of Saltlick Fitness echoes this by stating:

“Saltlick are very excited to be given the opportunity to be partnered with the superyacht industry’s leading gym designers, Gym Marine. Understanding the need for crew to keep fit and healthy has always been at the forefront of Saltlick’s thoughts, and with Gym marine now in our corner yacht crew physical training can become something that everyone can get involved in!” – Tom Jones, Co-Founder of Saltlick Fitness.

About Saltlick Fitness



Photo By Ian Armstrong

Saltlick Fitness was founded by Tom Jones and Christie

Surveson, two personal trainers currently working in the superyacht industry. To ensure people reach their goals, the company offers both vessel-specific group programs as well as customised individual programs and online coaching.

An important objective of the company is to help those in the yachting industry maintain a healthy mind and body. With constant time zone changes, long hours, minimal down time, and limited space and equipment, maintaining a work/wellness ratio in yachting can be quite challenging.

A members of the yachting community themselves, the Saltlick team understands these factors and wishes to educate and inform fellow crew members about how to maintain a healthy, well-balanced life on board, while simultaneously recognising the importance of mental and physical well-being.



[View this post on Instagram](#)

A post shared by Gym Marine Yachts & Interiors (@gym.marine)

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Superyacht Turnaround: 5 Tips And Hacks For Crew

A Superyacht turnaround refers to the process of preparing a yacht for its next voyage, which involves cleaning, restocking, and performing routine maintenance tasks. As ex-yachties ourselves, we've put our heads together and brainstormed our top five key superyacht turnaround tips and hacks for crew.



1. Plan Ahead

Tip – Superyacht turnaround involves a lot of tasks that need to be completed within a limited timeframe. Therefore, it is important to plan ahead and create a detailed checklist of all the tasks that need to be completed. This will help ensure that nothing is overlooked, and everything is done efficiently.

Hack – Use a digital tool, such as a task management app, to

create a detailed checklist and assign tasks to team members, ensuring everyone is aware of their responsibilities and deadlines. Or, use templates for commonly repeated tasks, such as deep cleaning cabins, to save time and ensure consistency.

2. Communicate With Your Team

Tip – A skilled team is essential for a successful superyacht turnaround and communication is key. A good team will be the difference between a quick and high standard turnaround, or a poor and disorganised turnaround.

Hack – Communicate to each team member what their turnaround job roles will be, clearly outlining expectations and responsibilities, to ensure that everyone is aware of their duties and can focus on their assigned tasks.

3. Use Cleaning Companies To Assist



Tip – Cleaning is obviously an essential part of the superyacht turnaround process, but its not always what you will have time to prioritise, especially with smaller teams. Consider using a cleaning company that can come onboard for one or two days to assist with the turnaround, that way you'll have a dedicated team for cleaning whilst you carry out other tasks such as admin or shopping for provisions. It's also worth considering sending any laundry ashore for a super-quick turnover on guest sheets, they will return ironed and ready to go!

Hack – If you don't have access to a cleaning company, create a cleaning schedule, breaking down the cleaning tasks into manageable chunks that can be completed in smaller timeframes. Similar to the planning ahead hack, use a team-based approach, assigning specific cleaning tasks to each member to ensure that the entire yacht is cleaned efficiently.

4. Stock Up On Supplies

Tip – During the Superyacht turnarounds processes, it is important to restock all necessary supplies, including food, drinks, and other provisions. The last thing you want it to run out of stock for the next guests trip!

Hack – Create a detailed inventory list of all the supplies and equipment needed, including the quantity and location of each item, to streamline the restocking process, as well as create a master list of suppliers and vendors to use as a reference for future turnaround processes, streamlining the ordering and restocking process.

5. Perform Routine Maintenance

Tip – Routine maintenance tasks are important for keeping the Superyacht in good condition. During the turnaround process, it is vital that the crew perform routine maintenance tasks, such as engine checks, electrical inspections, and other repairs. This will help ensure that the yacht is safe and ready for its next voyage.

Hack – Schedule routine maintenance tasks at regular intervals throughout the year, avoiding a backlog of maintenance tasks during the turnaround process. Then, create a maintenance log, documenting all completed maintenance tasks, including the date, time, and the person responsible for completing the task, to ensure that all maintenance is tracked and up-to-date.

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How do I get an STCW Basic Training Certificate?

STCW (Standards of Training, Certification and

Watchkeeping) basic training



Image by [UKSA](#)

An STCW Basic Safety Training course is the legal minimum requirement for anyone looking to work aboard a 24m+ yacht. To obtain an STCW (Standards of Training, Certification and Watchkeeping) Basic Safety Training (BST) certificate, you will need to complete the required courses at a training center that is approved by your countries' maritime administration or an authorised organisation.

What's included in an STCW Basic Training Course?

The basic Safety Training course is typically composed of five

modules: Personal Survival Techniques (PST), Fire Prevention and Fire Fighting (FPFF), Elementary First Aid (EFA), and Personal Safety and Social Responsibility (PSSR) and Proficiency in Security Awareness (PSA). The course may be completed as a single program or as individual modules, depending on the training centre.

Other elements of an STCW course include:

- Understand life-saving appliances and control plans onboard
- Demonstrating an ability to assist passengers en route
- Understand mustering procedures

To enroll in the course, you may need to meet certain requirements, such as being at least 18 years of age and in good health. You may also need to provide proof of identity and nationality, as well as any other documents required by your country's maritime administration or the training centre.

READ MORE: [Superyacht Crew – Sustainability and STCW for Engineers](#)

Before you're issued a certificate, students are required to take a continual practical assessment with theory based examinations. Once you have completed the required modules and passed the assessments, you will be issued an STCW Basic Safety Training certificate, which is valid for five years. You may then be eligible to work on certain types of vessels or in certain positions that require STCW certification.

It's important to note that the specific requirements and procedures for obtaining an STCW Basic Safety Training certificate may vary by country and by training centre, so

it's best to check with your local maritime administration or an authorised training centre for more information.

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How Superyacht Crew NDAs Can Impact Career Opportunities

If you're in the yachting industry, you'll know that non-disclosure agreements (NDAs) are commonplace to protect the privacy and confidentiality of yacht owners and guests. Superyacht crew members are often required to sign NDAs as a condition of their employment on a boat. This typically prohibits crew from disclosing confidential information about the yacht, its owners, and guests, including details about the yacht's operations, locations, and onboard activities.

However, over the past few years, it's come to light that NDAs can have a significant impact on superyacht crew career opportunities. You may be thinking "how?", read on to understand.



Career opportunities

While NDAs are intended to protect the yacht owner's privacy and confidentiality, they can also limit a yachties ability to discuss their work experiences and accomplishments with potential future employers. For example, if a crew member signs an NDA that prohibits them from discussing their work history on a particular yacht, they may not be able to include that experience on their resume or discuss it during a job interview. Therefore they have no proof of an excellent work history.

Networking and build relationships

Many crew have also commented on the fact that to some extent, NDAs can limit the ability to network and build relationships within the yachting industry. Some may argue against this, but imagine that you are a less experienced crew member and you meet someone at a social event who you; 1. get along with and 2. is interested in hiring you for a future job. They then ask you about your work, experience and so forth which legally, you're not able to discuss due to an NDA. Although this is the

nature of the industry and most will understand, there will always be the odd one that won't.

Workplace issues and safety concerns

Before moving onto advice surrounding Superyacht Crew NDAs, we have one more issue to touch on – **workplace issues and safety concerns**. One of the main concerns is that NDAs can prevent crew members from reporting workplace issues or safety concerns. If a crew member witnesses or experiences something that they believe is unsafe or unethical, they may be hesitant to report it if they are bound by an NDA. Ultimately creating a dangerous situation where safety issues are not addressed or resolved, and crew members may feel that they are unable to speak up about concerns that could impact their safety or the safety of others onboard.



We got in touch with **Molly England**, former crew member and current director of **Seven Seas Recruitment** to discuss what crew should consider before signing an NDA:

“NDAs are legal contracts that prohibit employees (crew) from disclosing confidential information about their employer(s). In the superyacht industry, where privacy is of utmost importance to some Owners and their programs, NDAs are particularly important.

As a recruitment company, we believe that all superyacht crew should consider the following points before signing an NDA;

- **Understand your NDA's scope.** Before signing an NDA, it's essential to understand what information is covered by the agreement and the consequences of violating it. Carefully read through the agreement and ask questions if anything is unclear.

- **Weigh up the potential consequences of violating your NDA.** NDAs typically come with severe consequences for violating the agreement, including termination of employment and legal action against you, so it's important to weigh these potential consequences against the benefits of the job.

- **Consider the impact on your personal life.** NDAs may limit your ability to share certain information with your friends and family, which can impact your personal life and relationships. Consider whether the restrictions are reasonable and whether you're comfortable with them.

- Our last and most important point is to **seek legal advice if ever you have any doubts** or concerns about your NDA or its potential impact on your career. A lawyer can review the agreement and provide guidance on whether it's in your best interest to sign."

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Captain Luke: Is There Such A Thing As A Yachting Community?

Captain Luke Hammond is back with his monthly blog, this time delving into the topic of community, the importance of diversity and inclusion and the nature of making relationships within the yachting industry. Read on to hear his thoughts...



Relationships Forged At Sea

Yachting is a special niche that has expanded rapidly since its inception. It's an extravagant, glamorous, and adventurous world filled with more crazy stories than you can poke a stick

at.

At its core, one would assume that yachting culture is based on relationships and a feeling of community that unites people, (despite all the flash and glamour).

Many may imagine a true sense of belonging among yachting peers that work countless hours alongside each other, and share tales that can't, and really shouldn't, be repeated due to multi-page NDAs that would make even the best lawyers on earth twist their face.

Hailing from all walks of life and all corners of this amazing planet, we build enduring relationships forged over our time at sea. It's these very connections that have developed into lasting friendships and also offer a vital support network in a society that is frequently chaotic and fast-paced.

In such an environment, there is always something to learn and it's only in this **very global but very small network**, where crew can discuss best practices, and exchange knowledge at events and through networking possibilities. Information sharing can advance the sector's sustainability, effectiveness, and safety. If we don't, history reminds us with that common slap in the face that we need to share our wisdom, not take it for granted.

[**Read More Captain Luke: Understanding Misconduct On Your Vessel**](#)

A Fiercely Competitive Industry

But, there are drawbacks to our yachting community as well.

The potential for cliques and exclusion is one of the key disadvantages. The yachting industry is based on exclusivity, which might make some groups feel excluded. Making sure that everyone in the community feels included and welcomed is crucial.

On more than one occasion we have all felt the cold shoulder from a neighbouring boat. Maybe our yacht was too small, too dirty, or maybe just the wrong build?

There is also the potential for rivalry and conflict. Yachting is a fiercely competitive industry, which may cause conflicts between various parties based on positions onboard or on other vessels. While fostering healthy competition, **it's crucial to preserve a sense of community and cooperation.** We all forget that whilst one door closes, another opens. In my instance, for me turning a job down, opened up two jobs for friends of mine (which I found out after the fact).

Encourage Diversity And Inclusion

So, how can we foster better relationships across all the sectors that provide for the Superyacht industry?

Focusing on expanding networking and collaboration possibilities is one strategy. Events like yacht shows, business conferences, and meet-ups or dock-parties can help with this. These gatherings offer a venue for interaction and idea sharing, and they can aid in the dismantling of barriers between various groups. There is no better social lubricant than a frosted adult beverage shared by friends.

Promoting openness and transparency is another strategy. It's critical to ensure that everyone gets access to the same information in a society where knowledge is power. We can foster trust and a more inclusive community by encouraging

open communication and openness.

Thirdly, we may endeavour to encourage inclusion and diversity in the sector. White, male, and affluent people have always controlled the yachting business. Whilst I don't see that demographic changing that quickly, we can build a more friendly and accepting neighbourhood that mirrors the larger world around us by encouraging diversity and inclusion.

Even during my short two decades at sea, I've seen countless numbers of people leave to continue on with their lives ashore. The one comment that always comes up, how much they loved their time in Yachting.

The exclusions we create serve no one. **Community encourages collaboration, information sharing, and a sense of belonging.** But it takes a village to make this a reality, it takes your comments, your positive feedback, and for you to empower one or two people that they are on the right path. As you grow, you too can mentor those around you.

We can create a more welcoming and cooperative society that supports the expansion and sustainability of the Superyacht community.

Everyone started at the bottom, and it takes all of us to make this the best community for all of us to really shine!

Get after it and make sure you make today a great one!



Captain Luke Hammond On Duty

Captain Lord Luke Hammond recently launched Reffr – A new yacht crew recruitment platform. Reffr aims to solve the problem of connecting people with the right jobs, which opens up amazing opportunities for recruiters, captains, and businesses that join the platform.

If you would like to be involved in the prelaunch, head over to www.Refrr.io – The solution to yacht

recruitment that helps all, and sign up to be one of the founding members.

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