

Environmentally Friendly Yacht Charter

How to have an environmentally friendly yacht charter:

Superyachts travel to some of the most beautiful destinations in the world. They experience the finest natural beauty, enjoy the best diving sites and bask in the sun on white sand beaches. However, it is no secret that the industry is a large contributor to the damage on the environment. Whether it's using single use plastics or flying provisions in from the other side of the world, there are ways we can help to reduce our impact.

So how do we make a yacht charter more environmentally friendly?

The crew onboard any charter yacht are responsible for implementing and running the yacht in the most eco-friendly way possible. When a yacht enters a marina or port, the heads of departments should ensure all crew are informed of the correct garbage disposal and recycling plan. Each marina has their own system, and it is important each yacht and crew member adhere to these rules to ensure proper recycling takes place. These can include different colour garbage bags and designated bins for each type of garbage disposal.

Crew can also contribute towards an ocean clean up project such as [40cean](#), who clean plastic and waste out of the ocean all over the world.



ladyjoycharteryacht
The Bahamas



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ladyjoycharteryacht Lady Joy's Angels 🤗💖

Lady Joys Angels Beach Clean Up

Installing a [Seabin](#) off the yacht's stern is another great way of removing plastic and garbage from the ocean whilst in a marina, at anchor or underway.

Each department on a yacht has their own responsibilities and ways to ensure the running of the yacht has as little environmental impact as possible.

Interior:

The interior team on board can purchase re-usable water bottles for crew and guests. Installing a water filtration system under the pantry and crew mess sinks eliminates the need for purchasing large quantities of plastic water bottles. These systems can produce room temperature or cold still water, sparkling water and have an instant boiling tap. This will save on storage and decrease the amount of waste on board.

The interior team can also make use of reusable or eco-friendly straws, which come in a range of colours and designs, and can make the guests cocktails even more fabulous.

There are several eco-friendly cleaning products, such as [Ecover](#), on the market and companies who provide cleaning products specifically for yachts and professional use when it comes to laundry and maintaining the high-quality interior finishes.

The Chief Steward/ess can ensure the toiletries and amenities for guests, which are provided by the yacht, do not damage marine life. These can include [reef friendly sunscreens](#) and organic shampoos and conditioners.

Coral reefs are amongst the most biologically diverse ecosystems in the world and products such as standard sunscreens can damage them and the marine life that call them home.



Photo by Egor Kamelev from Pexels

Galley:

The Chef on-board can reduce their carbon footprint by provisioning locally and using local ingredients to avoid the need to hire refrigerated vans or planes to fly in produce from another country. Purchasing large quantities of items, which can be stored and used when in remote areas will help with this.

Another way to reduce waste in the galley is by managing portions when cooking for crew and guests to ensure there is a small amount of food going to waste. Alternatively, re-using ingredients when possible is another great way to reduce waste such as making arancini out of left-over risotto.



daniel_theyachtchef

Deyá, Islas Baleares, Spain



48 likes

daniel_theyachtchef Exquisite sweets Oranges 🍊
recollected in our garden's tree #chefencasa #chefroll
#yacht #yachtchefworld #culinary #orange #freshfood
#palmademallorca 🌴 #spain 🇪🇸

Daniel_theyachtchef Making the most of the local produce

Deck team:

The Officers on board are in charge of making passage plans from one destination to another. When doing so consider taking the shortest route possible accounting for weather conditions and local regulations, speed – operating the engines at their most fuel-efficient rpm. This will not only save the guests money it will also ensure the passage is the most fuel-efficient option for the yacht.

When dropping anchor, the Captain and deck crew need to ensure they are aware of a number of factors to decrease the possibility of damaging the seafloor and marine life. These include knowing any local, national or international regulations for anchoring and being aware of any protected areas or nature reserves where anchoring is illegal. These protected areas can change from year to year depending on whether or not a certain area needs time to replenish itself after being previously damaged.

Deck crew, similar to the interior crew, can make use of environmentally friendly cleaning products when conducting day to day cleaning and routine maintenance projects.

As technology progresses, the yachting industry will see an increase in the use of electric and eco-friendly water sports toys, which is a great way to have charter guests still enjoy a day in the ocean but without the increased risk of damage to the marine environment around them. For example, the electric [jetsurf](#) was launched in 2020 and hydrofoils are becoming increasingly more popular. Many existing water sports activities such as kayaks, paddle boards, wind surfing and snorkelling are firm favourites of charter guests and do not have any environmental impact whilst in use.



endlesssummeryacht



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endlesssummeryacht Evening paddles. Food for the soul. 🌞 🧘 🥰 #superyacht #tranquility #paddleboarding #sup #yachtlife #yachtieworld... more

Endless Summer Yacht -Evening Paddles

Engineering:

Engineers on yachts not only manage what is in the engine room, they also are in charge of the maintenance and repair of everything electrical and mechanical on board. A very simple

way for the engineers to make the yacht more eco-friendly is to change all lighting on board to LED bulbs.

When it comes to making sure the engines are as eco-friendly as possible, the 'fuel curves' need to be analysed. Each engine installed into a yacht is provided with 'fuel curves' and form part of sea trials prior to delivery. These curves not only provide the fuel consumed at maximum speed but also provide information of the most fuel-efficient speed the yacht can operate at. This is often known as the 'sweet spot', and whilst it is not always possible to operate within this range due to charter requirements, operating at efficient powers should always be factored in wherever possible such as overnight cruising or repositioning voyages between charters

With regards to purchasing fuel for the yacht, the Chief Engineer and Captain should use as high a quality fuel as possible. The regulations recently changed in January 2020 reducing the allowable sulphur content of fuel to 0.5%. Yachts already more than comply with this as they generally burn low sulphur gas oil with a sulphur content of 0.1%. However regular testing of bunkers taken, by independent laboratories is recommended, particularly where fuel is not taken from a regular supplier or at an unknown port or marina.



gene.chaser
Atlantic Ocean

...



Liked by theyachtconsultant and 372 others

gene.chaser [#GeneChaser](#) is powered by quadruple 3512C caterpillar engines, a combined 4476 bkW or 6002 Bhp. Each engine drives its own reduction... [more](#)

M/Y Gene Chaser's Impressive Engine Room

Carbon Offset:

Another way to make the engineering department more environmentally friendly is by joining a carbon offsetting

scheme which would mean you are supporting projects around the world that reduce carbon emissions; one example is a tree planting project.

Commercial yachts of 400GT and above currently in operation should review their Ship Energy Efficiency Management plans on an annual basis. It is a great opportunity for the Captain and engineering team to review the way their yacht is operated as well as ensure they are running in the best possible way to decrease the damage to the marine environment in which they operate.

The tanks on board holding waste of any kind needs to be correctly treated as well as following all local, national and international regulations for any discharging into the ocean where permitted. In order to minimise damage to the ocean and marine life.

West Nautical's Yacht Manager Tony Hildrew commented;

"When entering a port and connecting to shore power there are a number of ways superyachts can be a little more environmentally friendly and reduce the amount of power that they consume. Things like reducing the number of air conditioning compressors running, keeping exterior doors closed and harmonising guest and crew mealtimes to reduce the length of time the galley equipment is running can all have an impact on the power a modern-day superyacht consumes whilst in port.

A few little adjustments can make a huge difference when looking at the bigger picture, if every one of the 10,000+ superyachts worldwide made the little changes then the steps in helping to move yachting towards a more environmentally friendly industry would be great!"

Sustainability Musings: Part 3

Spring has finally sprung in the northern hemisphere and commitment to sustainability is high on the agenda this season. Yards are producing sustainability plans. Yachting organisations launching sustainability programmes. World sailing races encouraging sustainable practices. Builders launching yachts with new technology and crew pledging their efforts. As we emerge into this post-pandemic world, we are seeing this commitment thrive and can only hope this continues. Actions we hope will begin to speak louder than words.

Talking of actions. Seastainable has recently teamed up with Ethical Yacht Wear to launch 'The S.E.A Club,' an ambassador program. Bringing together the yachting community on a global scale to put the ocean first. Making positive changes, leaving the industry better than we found it. When it comes to commitment and change, this aspect of a community is so important. As the familiar quote goes, 'individually we are one drop, together we are an ocean.'

Why sustainability isn't just about the environment

The commitment to a community and the people of our industry is the cornerstone behind this month's musings.

It's no secret that sustainability is a huge encompassing topic. To make our industry more sustainable there is a lot more than the pesky plastic water bottles and the other billions of various environmental impacts we are having, to be considered. When it comes to these environmental impacts, we

obviously have a long journey ahead of us in the industry. But we also mustn't forget sustainability in its entirety. Because, if we don't look at the whole topic, the industry will simply never be sustainable.

The sustainability of the industry means meeting our own, present needs without compromising the ability of future generations to meet their needs. These needs aren't just about the natural resources but also the social and economic factors.

The 3 P's.

Planet, profit and people. This month I want to focus on the people.

The people

The yachting industry is a lot more than the shiny billion-dollar yacht in the marina. One billionaire's decision to buy a superyacht helps keep so many employed, with the impacts trickling out globally.

It is a huge industry, with a domino effect. From the people who design, build , insure , decorate, supply, and sell them. To the people that work on them, the heart of the industry (bias inserted here), the crew.

We (I hope) already understand that the environment is paramount. Saving our oceans is key. Our jobs depend on it. Our lives depend on it. But, what about the impacts the industry is having on people? When it comes to 'social sustainability,' this can be defined as a sustainable, successful place that promotes wellbeing. Through understanding what people need from the places they live and the places they work. For yacht crew, that happens to be the same place, hence the importance of achieving this social sustainability doubles.

A job where you get to travel the world, and earn a healthy

salary each month. So what are the downsides? What are the issues facing crew when it comes to developing a sustainable industry? From unpaid wages, health issues, crew conflict, discrimination, harassment, alcohol & drug abuse, contractual issues to issues transitioning out of the industry.

'But, it's yachting, you'll never change it.' 'It's just the way it is.'

These air quotes are wrong. Like, the environmental impacts, if individual crew members do their bit. If yachts adapt and alter processes and products, change will follow.

Equality & Diversity

When it comes to social sustainability. Equality, diversity and inclusion all play a huge role. **Equality** being the act of fair treatment and opportunity to all crew. Whilst **diversity** takes into account differences between crew members. From age, ability, gender, race, religion, faith, sexual orientation and placing positive values on these differences.

Unfortunately, it won't come as a shock to many, that the yachting industry is rife with discrimination. Simply, the need to have a profile photo on a CV is evidence enough.

In recent years the concepts of diversity have been slowly emerging into conversations throughout the industry. Gender is the most visible form of diversity, in a very male-dominated industry, this is clear to see. It was just yesterday I was on a phone call with someone telling me about "when the girls get their cleaning caddies," an innocent presumption, but discrimination all the same.

There have been global improvements and positive moves towards a more equal and inclusive world. Shown for example through the Sustainable Development Goals.

Goal 5 (gender equality), the yachting industry legislation

for this is somewhat lagging behind. Although there are organisations out there making a difference to these issues.

She of the Sea's aim is to move past the industry's outdated status quo of the industry and to help pave the way for a more sustainable industry when it comes to onboard cultures. Their diversity and inclusion pledge is bringing together organisations and individuals within the industry to highlight the issues and work together in improving the industry. I also want to mention the work Yachting International Radio are doing with their diversity segment, highlighting the issues and raising awareness throughout the industry.

A Work – Life balance

Quality of life is vital for yacht crew. Their place of work is also their home. There needs to be an inclusive and safe environment for all.

The concept of wellbeing has had a huge glow up in recent years and rightly so. Wellbeing encompasses our physical and mental health and is responsible for how we live our lives.

When it comes to onboard happiness, it is essential there are policies and procedures in place for crew wellbeing. This can mean anything from access to all kinds of healthcare support. Both physical and mental to regular feedback and training programmes to further develop their career.

No 'I' in team

Put a group of people together in a confined living environment. Have them work long hours together, throw in spurts of not going onto land to see other people and you have yourself a rather complicated social experiment, or...the life of yacht crew.

Whilst the topic of mental health is huge and diverse and in itself should have its own column, mental health within yachting is even more so. A yachties job onboard comes with a

unique set of features which differentiates it somewhat from those 'normal' 9-5's, for example demanding physical and mental working conditions, employment insecurity, long hours sometimes resulting in stress and fatigue whilst living in an environment that appears to be 'perfect' and 'faultless' at all times. On top of this, obtaining support and assistance whilst onboard can be difficult. Whilst, there is no magic bullet for mental health issues but what is key for the industry's future is recognising it and building up awareness. We can already see this today from the work of organisations such as ISWAN, Yacht Crew Help and the various mental health awareness courses for crew now available.

Yachts that consider the wellbeing of crew onboard tend to have a lower crew turnover and in turn strengthens the crew, as a team.

Lead the way

Like all issues onboard it is vital to have good management to oversee the policies and procedures that are being put in place. This governance needs to come from a whole host of people from the management company, the Captain through to the HOD's. Leadership issues can pose a whole host of problems when running a boat.

Both crew recruitment and retention are key for the industry, prioritising crew welfare can see a huge improvement in these two factors. With organisations such as PYA, Safety4Sea, ISWAN and industry leaders in crew welfare, such as The Crew Coach crew welfare is slowly creeping up the agenda.

What next?

Social sustainability isn't a new issue, this conversation facing the industry hasn't just started but change still needs to come. Seastainable's aim is to raise awareness of aspects that stop the industry from developing in the correct way, we want to see a change that will prope

l the industry into a sustainable future. Whilst there are plenty of pledges and promises out there, which is amazing and a great start, our actions also need to start mirroring our words.

Ocean awards: Yacht of the year

BELUGA is crowned Yacht of the Year in the Ocean Awards

SYDNEY, AUSTRALIA:

M/Y BELUGA, a 34.7-metre Moonen based in Port Douglas Queensland, has been crowned Yacht of the Year in Boat International's Ocean Awards for 2021. The award, in its first year, is recognition of BELUGA's Owner and crew's efforts to survey and protect the marine ecosystem as part of the Great Reef Census.

BELUGA was entered by charter management company, Ocean Alliance and the submission highlighted the Owner's commitment to ocean conservation and pioneering the way forward for the superyacht industry, embodied by [Ocean Alliance](#) as 'Yachting for Purpose'.

Specifically, the Owners donated utilization of the yacht to Citizens of the Great Barrier Reef's scientists. They completed necessary surveys, testing of new equipment, and piloted research and development which supported the inaugural Great Reef Census to become a pioneering and scalable approach to assessing reef health.

"We would like to congratulate Citizens of the Great Barrier

Reef and the Owners and crew of BELUGA for their leadership in marine conservation and their positive contribution to the very region in which they charter” stated Ocean Alliance’s Managing Director, Mr Joachim Howard.

“This award represents a clear example of how Owners and Charter guests can participate in the monitoring & preservation of the marine environments they are experiencing,” continued Mr Howard.

Mr Howard explained, “Ocean Alliance partnered with Citizens of the Great Barrier Reef, several years ago with a combined interest to connect the superyacht industry with citizen science initiatives such as the Great Reef Census. When in 2020 a vessel was required to assist with testing new technology ahead of the first Census, it was only natural for us to approach BELUGA as the Owners are actively involved in ocean conservation.”

In late 2020, on a leg post-charter from Cairns to Lizard Island in Queensland’s far north, Citizens of the Great Barrier Reef spent valuable time onboard BELUGA testing equipment and surveying priority reefs. It was the first time equipment had been applied in a real-world application and BELUGA the first superyacht to be involved in the Census.

What is the great reef census?

The ambition of the Great Reef Census is to capture reconnaissance data in the form of images from across the entire length of the Great Barrier Reef, up to 40% of which has never been surveyed previously. This data will help researchers and managers better understand how the reef is changing year-on-year under climate change.

The Citizens of the Great Barrier Reef team developed a model and technology which would allow any vessel to upload survey images of the reef to a central source from remote offshore locations. Over 13,000 images were uploaded to the Great Reef

Census website for researchers, regulators, governments, students and ordinary citizen scientists anywhere in the world to analyse, view and study.

“The Great Barrier Reef is close to 3000 individual coral reefs stretching over 2300 km, an area larger than Germany. Utilizing the assets already out on the reef every day to support critical research and critical monitoring will become even more important in the coming years” stated Mr Ridley.

Mr Ridley continued, “The support we received from Ocean Alliance and the Owner and crew of BELUGA was invaluable. It gave us a chance to pilot important new technology which was critical to the successful roll-out of the Census. We hope the Award will encourage more superyacht Owners and Charter guests to be part of this exciting project in 2021.”

Involvement

BELUGA's involvement in marine conservation extends beyond Australian waters to Papua New Guinea and the Solomon Islands to include supporting a turtle sanctuary in the Conflict Islands, Take 3 for the Sea and supporting the production of conservation documentary, BLUE. These are not activities removed from their charter season yet integrated into the guests' experience whilst on charter.

“Our charter guests are looking for yachting experiences with deeper meaning and BELUGA is the leader in this field,” continued Mr Howard.

“Involvement in the Great Reef Census is easily incorporated into an itinerary and we would encourage charter guests, crew, and owners, to participate,” offered Mr Howard.

“It is a simple way of contributing and protecting the precious element that makes superyacht charter so exceptional. At Ocean Alliance, we support Yachting for Purpose and feel there is a huge opportunity for Superyachts to be involved in

these citizen-science initiatives,” adds Laurie Foulon, Charter Experience Manager.

The inaugural Great Reef Census has just closed, capturing over 13,000 images across 690 reef sites from the far north to the remote Swains. s. Between October and December 2021, the Census aims to reach and survey even more of the GBR and Ocean Alliance welcomes enquiries from superyachts, owners, charter guests and scientists who wish to be involved.





Want to see more news from us? Have a look [here](#)

Sustainability at MB92

MB92 BARCELONA COLLABORATES WITH THE SEABIN PROJECT

MB92 has reported a Successful first year of collaboration with Seabin. With the removal of the equivalent of 65,000 33cl plastic bottles. [MB92 Barcelona](#) is a world-leading superyacht refit shipyard located in the port of Barcelona. They announced that it has collected 570 kg of waste. The equivalent of 65,000 33cl plastic bottles, over the past year thanks to two sea bins installed in its facilities. The waste included everything from industrial plastics, bottles, cans, packaging, and disposable PPE such as masks, textiles and organic ocean waste.

The MB92 Seabin project,

It began in 2019 and forms part of the water quality improvement objective of its sustainability plan. It was created in order to manage the debris that is transported into the port from the Mediterranean by the tide. The first sea bin was installed in partnership with one of the shipyard's most environmentally aware customers. The 80-metre superyacht MY Talitha, who helped MB92 with the acquisition and installation. Despite the large quantity of waste collected throughout 2020, the shipyard estimates that, in a year without the global pandemic, the figure could have been as much as 780 kg.

The Seabin project

[The Seabin Project](#) was devised by Andrew Turton and Pete Ceglinski in 2015. It started from a simple idea. If there are bins on land, why not install a bin in the water to filter waste from the sea? Over time, the scope of the project evolved. It developed into a comprehensive research, technology, and educational initiative with global interest and reach. The goal of the creators, also shared by MB92, is ambitious. **Improve the water quality of all oceans so that we**

might live in a world without the need for sea bins.

How do they work?

The sea bins work by moving up and down with waves. They collect all waste that passes through. Water is sucked from the surface using a submersible water pump. (capable of displacing up to 25,000 litres per hour). It then passes through a collection bag inside the sea bin itself. Each unit plugs directly into an electrical outlet. Once activated it enables the water to be pumped out while retaining the debris within the sea bin bag.

The shipyard's maintenance team is responsible for monitoring and emptying the contents. This is once or twice a day depending on how full they are. The results of the extraction are then sent to the Seabin Project team for analysis and research purposes.

A process in constant improvement

Each sea bin has the capacity to collect about 6kg of waste in its basket. This may not be enough on stormy days or rough seas. The Seabin Project is working to improve the results for those days when the tide brings greater amounts of waste. The aim is also to expand the level of participation in the project to collaborators and ports. Among these, in addition to MB92: Marina Port Vell and Port Adriano (Spain), Safe Harbor Marinas (USA), Le Grande Motte and Porolu Marine (France), Porto Montenegro (Montenegro) and Wärtsilä (Finland).



Make Yachting Sustainable

No. 2 in our series of Sustainability questions and answers by Gemma @SeastainableYachting

Sustainability Musings;

A new month, a new column. A new (improved) future, perhaps, already?

The last month has seen a splash of positivity, with the world returning slowly to a somewhat new normal. The increasing vaccinations and lockdowns slowly lifting in some areas are providing light at the end of a long tunnel. Now, let's hope it also brings the urgency of sustainability agendas and plans into practice.

In **sustainable yachting** news this month, I can't help but notice the increasing stream of eco-friendly news coming into the limelight. With the IMO roadmap for a 50% reduction in CO2 emissions by 2050, this is hardly surprising. There seems to be a seismic shift towards sustainable builds and if others aren't working to do the same, they will be left behind. It is great to see various shipyards churning out yachts with a difference, whether that be greener propulsion, eco-friendly antifouling or sustainable interior designs, the design and build process is certainly making waves.

So, how about onboard? We all know that to change existing processes and practices is a lot harder than a blank canvas to work from, but there is still hope. Seastainable's contact form responses are increasing by the day, with lots of yacht crew coming round to the idea of implementing sustainable changes onboard. Our [latest resource](#) is one for the HOD's, helping them make changes at a departmental level.

The P Word

This month, I want to address that 'P' word, our global plastic problem. Whilst I don't want this to be a regurgitation of scary stats and mind-blowing statistics, I will start by pointing out a few to put it into perspective.

A garbage truck full of plastic is thrown into the ocean every minute, every piece of plastic ever made still exists, 9 million tonnes enter the ocean every year, and finally, this is the one that as an avid scuba diver hits home – there will be more plastic than fish by 2050.

Plastic is literally, everywhere.

Its life continues after its use on our planet, it permeates the soil and ends up in our oceans and ecosystems. It is one of the most pressing environmental issues, the debate surrounding plastic is fast-growing but unfortunately, it hasn't seemed to have made a dent in the amount produced, used and then discarded.

Whilst speaking to a family friend (of the older generation) recently they pointed out that 'but quite simply, plastic transformed our world' – the convenience level is indisputable. So, yes, plastic did transform the modern age, it revolutionised medicine, provided equipment for clean drinking water, it has saved lives through various medical equipment however this convenience factor has unfortunately led to this throwaway culture. And, therein lies the problem, its persistent lifespan, like a bad smell, it never leaves.

So what even is it?

Plastic is simply a common term to describe a wide range of synthetic materials, belonging to the polymer family. All plastics are also oily, which means 90% of virgin plastic are made from oil – not only are we making more of the stuff that

never leaves, we are making it from fossil fuel. There isn't a one size fits all with plastic either, there are [various types](#), 7 to be precise.

If it isn't bad enough that it's mounting up, it is also spilling into our oceans at a horrifying rate. The harm to marine life is unfathomable, impacting through choking, starving and poisoning. Most of the plastic pollution is in our oceans, making it near on impossible to retrieve it. Not only does it stay forever, but it also breaks down into tiny pieces, producing microplastics. The worlds seafloor is filled with over 14 million tones of microplastics. These can be found in drinking water and throughout our food chain, and in today's Covid world, around 80% of hand sanitisers actually contain microplastics.

But we can just recycle our way out of it right?

Wrong. Every year more than 400 million tones of plastic waste is produced globally, whilst that is pretty scary in itself, scarier is the fact that only 9% of it is recycled. Quite simply, plastic is hard to recycle and not all of it is even recyclable. Every time is plastic is recycled the polymer chain grows shorter, decreasing its quality. Recycling has become something of a minefield, and would call for another column or perhaps even a whole website about what you can recycle in one country versus another. A simple global unified recycling system would be a yachties dream but unfortunately, we still dream.

What about the alternatives?

Biodegradable and compostable plastics are expected to break down in 6 months, which sounds a lot better than nothing however some of these plastics need industrial composting, meaning exposure to extremely high temperatures. Therefore these alternatives are unable to breakdown naturally if found in the ocean. A lot of biodegradable plastics cannot actually be recycled due to the additives they contain. These

biodegradable plastics produce methane when left to decompose in landfills, and methane actually traps more heat than CO₂, worsening the climate change effects.

Whilst there are some plastics that are recyclable and therefore do not end up in landfill, the best solution is to prevent plastic from even entering our lives at all. Easier said than done.

But, as David Attenborough says 'we have a responsibility, every one of us,'

So what can you do onboard to help?

First and foremost, do a plastic audit onboard. It is effective and provides you with valuable information on how you can cut back. Collecting onboard plastic waste for a week really helps you understand where your plastic usage is coming from and then you can start to cut out the easy to replace items. Secondly, you should always be following the 'Refuse, Reduce, Reuse and Refill' concepts, once you have exhausted these options, then opt for [recycling correctly](#).

You can also...

- *Reduce your single use; think reusable water bottles, reusable cutlery, reusable coffee cups etc*
- *When reusables aren't an option, choose materials that can be recycled (card, paper, aluminium, glass)*
- *Take part in beach clean ups, this stark awareness of how much plastic washes up on the shore will help you and your crew in your quest for change*
- *Opt for large refillable & recyclable plastic products for cleaning & toiletries. Or even, opt for sustainable, non-plastic choices.*
- *Seek out plastic free packaging suppliers, speak to the provisioning companies and suppliers you use and call*

them out on the amount of non recyclable materials they are using

- *Spread the word to others about plastic, be an advocate for change*
- *Look at your laundry practices; microplastics come off our clothes when washing and end up in the ocean*
- *Take reusable shopping and produce bags with you to the supermarket*
- *Look at your [galley and crew mess practices](#) for food storage and leftovers*
- *Are your crew in need of a challenge? Why not do one and support and donate to plastic clean up charities*
- *Sign and follow the [Clear Ocean Pact](#)*
- *Download this useful app: [My Little Plastic footprint](#)*

So, please, do something today, right now, that will curb your reliance on plastic.

The future of travel

From plastic to tin cans, the large ones with windows allowing us to move between continents in hours...

With some travel opening up, or indeed with a promise for the near future, I wonder about the long term impact of Covid on people's attitudes to their travel habits.

The responsible recovery of the tourism and travel industries is paramount for a sustainable future. This recovery period will give operators and clients to think about their impact. Just recently, Air New Zealand's chief environmental advisor has suggested an increase in flight costs as their new, post-Covid approach, as well as a departure tax to offset the environmental cost of flying. Albeit controversial, is this what it will take to cover the environmental costs that are

already sky-high (excuse the pun)

How will this sustainable travel movement impact crew? Perhaps carbon offsetting will become ingrained into crew repatriation, maybe even a slower route home? Or more importantly, will we now think more before we pop somewhere on that 4-hour weekend flight?

Thank you for reading. Let me know your thoughts on the points raised this month and if you would like any additional information, drop me an [email](#)

If you missed the last article you can find it [here](#).



MB92 launches sustainability plan

[MB92](#), the world leading superyacht refit, repair and maintenance group, announced today that it will be embarking on an intensive drive towards becoming more sustainable.

[MB92](#) has been working towards more environmental practices for several years but in 2020 the Group decided to vastly increase its efforts and make sustainability one of its principal strategic pillars across both shipyards. As such, the Group has launched a 2021-2025 sustainability plan with which it aims to consolidate its position as a leader in environmental care in the superyacht refit industry.

The result is a 5-year plan, which will tackle six key areas of focus:

- Reducing the shipyards' carbon footprint
- Reducing combustible gas emissions
- Minimising non-recoverable waste
- Improving port and sea water quality
- Reducing VOC emissions
- Improving social responsibility

“The problems we face as an industry are simply too big and too important to face alone so we must all work together to evolve, as fast as possible, towards a more sustainable future” **said Pepe García-Aubert, CEO of MB92 Group.** “The journey ahead of us is long and we understand that there are many challenges to overcome that will involve major changes not only for our company, but also for our supply chain and in the nature of solutions we propose to our clients.”

Local and international commitments.

As part of the plan, MB92 has forged alliances with local and international organisations such as the United Nations, the Water Revolution Foundation (as one of the first anchor partners) and the Catalan Government, through the Climate Change Agreements.

A large scope of initiatives

A significant multimillion euro investment will be allocated for the next 5 years enabling the Group to execute the goals that have been set with a large proportion to be invested in environmentally efficient infrastructure and Innovation.

A number of initiatives are planned for this first year and are designed not only to reduce the impact that the activity has on the environment but will offer benefits to clients in terms of greater efficiency and simplifying many processes such as shore power connections and waste management.

In Barcelona

Marc Hervás, Sustainability Coordinator, was recruited to oversee a thorough review of the organisation, its facilities and processes, and form partnerships with local, national and international organisations dedicated to sustainability. With a masters degree in energy efficiency and sustainable development Marc, brings a wealth of experience and knowledge to this new position having previously worked on several environmental initiatives, principally related to the sea, including coast line preservation, underwater emissary control, hydrocarbon control and energy efficiency consulting.

[MB92 Barcelona](#) is currently working with the Water Revolution Foundation on the development of a pioneering system for assessing the yachting industry's environmental footprint. This Yacht Assessment Tool (YAT), will allow the shipyard to address the impact generated by its activity and those generated by client's yachts while in the facilities, in order to reduce it. As such, MB92 is committed to better assisting its clients in reducing the environmental impact of the work carried out and also offering them the possibility of making an equivalent economic contribution to the regeneration of underwater ecosystems.



MB92 Barcelona

In La Ciotat

A sustainability committee was formalised and is composed of representatives from throughout the shipyard, including procurement, HSE, project management and communication.

[MB92 La Ciotat](#) is currently undertaking research and development of a new filtration system for VOCs and is working with La Ciotat Shipyards on a number of projects to improve shore power connection and water treatment. In addition, the company is investing over 40M€ in the future 4,300t Atlas yachtlift, where it will provide clients with an environmentally friendly dry docking solution with features such as the largest port-based artificial fish nursery in the world.



Finally, an important part of the plan is oversight and reporting of progress. As such, the Group will begin to publish a yearly sustainability report outlining its actions and deliverables. The oversight committee will include external sustainability auditors and will be EMAS Certified (European Union's (EU) Eco-management and Audit Scheme).

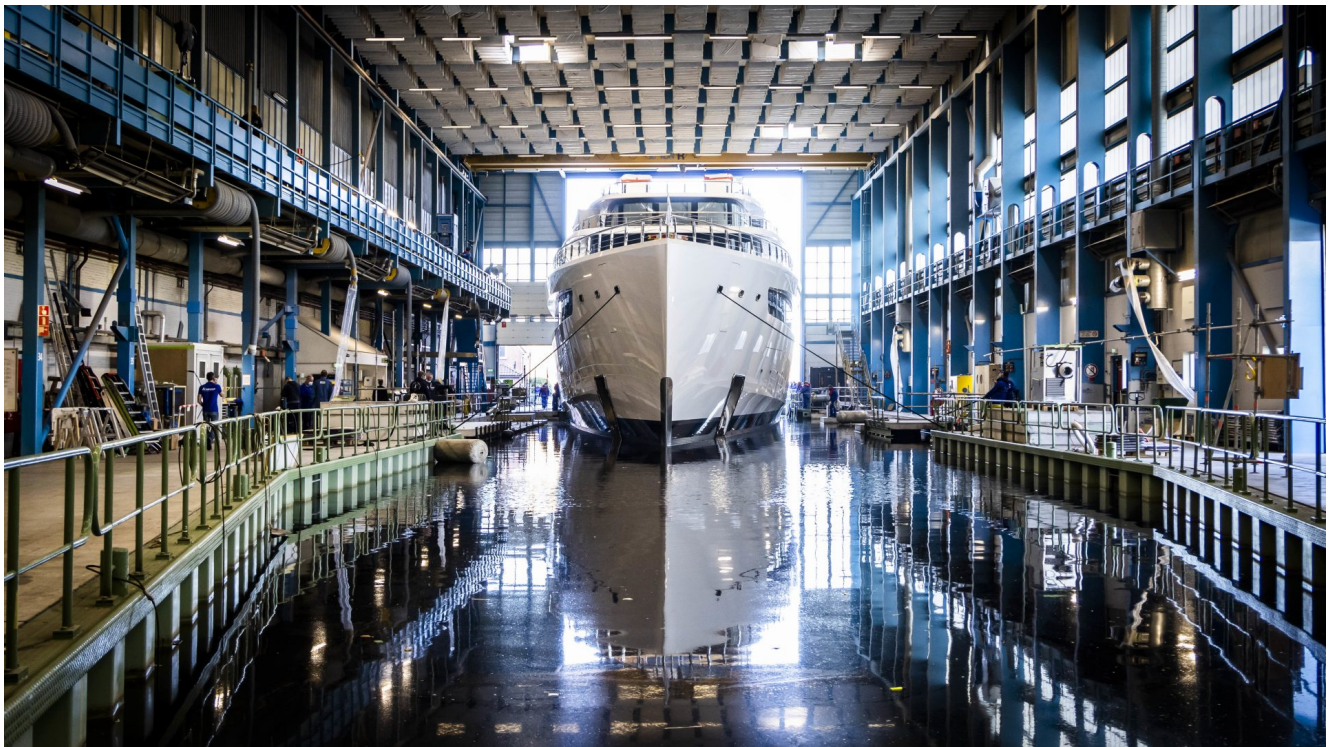
Eco Friendly Feadship seen for the first time

Built for an exceptionally experienced yachtsman, the groundbreaking Eco Feadship Project 817 has left the [Feadship](#) yard in Kaag for the first time. Having chartered virtually every Feadship available in the global fleet over recent years, the owner of Project 817 set the target of keeping the environmental impact of this 94-metre pure custom Feadship at around the same levels as his previous Feadship, despite that

being 32 metres shorter in length.

Green propulsion

One of the ways in which this highly ambitious goal was approached has been to install an exceptionally advanced hybrid propulsion system. This will allow Project 817 to travel a comfortable 12 knots on diesel-electric power in the pristine areas the yacht is set to explore. In this mode, all exhaust emissions are treated via the Tier III catalytic convertors and diesel particulate filters. A large battery bank ensures optimum generator loading and a smooth power grid. The top speed in diesel direct mode is 20 knots.



Green Tech

Other advanced green technologies deployed include the waste treatment plant and heat recovery systems. An immense amount of work went into optimising the efficiency of the air-conditioning so as to prevent excessive power consumption. This is especially crucial on a yacht with floor-to-ceiling glass windows, something which required taking a different approach to structural design in order to compensate for the

complete absence of bulwarks.

These giant edifices in glass are a prominent feature in the remarkable exterior design by Feadship Studio De Voogt and Azure. They also obviously play a key role in the open beach-house-style interior by Peter Marino Architects. The owner's '*less is more*' philosophy has influenced every aspect of the design inside and out, with an abundance of clean lines. For instance, all doors in the sides of the superstructure that would normally be hinged have been fitted as electric sliding doors. Closing flush to the superstructure with no handles, hinges or recesses, this super-smooth solution has been applied to all crew access, deck locker and guest access doors.



Painted in a special pearl-white livery, the hull has been designed, engineered and built to be as efficient as possible and reduce the engine power required to move Project 817 through the water. Space has nonetheless been found within the 14-metre beam for the largest tender and longest hull doors seen on a Feadship to date.



Many more details about this striking new member of the Feadship fleet along with her name will be announced after her sea trials have been completed.

Sustainability in yachting

[avatar user="Gemma" /]

Sustainability Musings by Gemma, @SeastainableYachting

The world is a complex, interconnected place and it is in a constant flux of change. It is also changing at a terrifying rate. From global warming, deforestation, water security, pollution, waste, biodiversity loss, ocean acidification, soil erosion to dwindling resources – sorry, were you reading this for good news?

The last few years have felt like these issues have gone from being ‘some day’ to something that we are now seeing the

impacts of every single day. They are so big and complex, I find myself thinking surely someone has got to fix it from the top? How can, I, little old me, be expected to change anything?

I imagine that is how you also feel? But amongst this pending doom is something we should all cling to – hope. Hope that we can turn it around.

It's true, we can turn it around. Times are changing, sure, maybe too slowly, but change is happening. Even in the process of typing this, there are new eco-friendly products in development, shipyards breaking through sustainable. Technical advances and even crew buying their last pack of plastic water bottles. Whilst I certainly don't have the answers to fix the whole industry, what I do have is lots of ideas that will make a difference to our industry.

There are changes you can make without political agendas and without big businesses having to dig deep to find their conscience. I have actionable changes, just for you...

Introducing Seastainable Yachting

The industry is built upon a passion for the ocean, a drive to constantly improve and a commitment to please and offer the best to our clients. So, why on earth would we not want to protect its future?

Sustainability needs to be on the top of every agenda. Enter [Seastainable Yachting](#). This purpose driven platform was founded by me back in 2019, for more information check out this [interview](#). I have started this monthly column as a way of opening up the sustainability conversation even more.

Make a change

Making sustainable changes onboard can be overwhelming. Wondering if it really does make a difference? It does. I want you to use those feelings to fuel some active hope. Sitting

and waiting isn't the solution to any problem. Doing something feels better than doing nothing, every time. Seastainable is about **doing**. Changing some of the things we do, we buy, changing the way we, as crew, run Superyachts.

But changing habits is hard work. Ask anyone that has tried to loose a few pounds or tried to stick to a new fitness regime. But also ask them how they succeeded – in small acts everyday. Making small changes builds into bigger shifts in social behaviour. Look at how quickly we all ditched plastic straws or stopped travelling in lockdown.

Small acts multiplied by millions will transform the world (and, more importantly, our industry) So, read on for my top tips to make changes today.

Top tips for making changes

- ***Get motivated:***

Find your 'why?', why you actually want to make changes? Why you want your boat to be run more sustainably – if my introduction wasn't scary enough, please contact me for more information on why you should be wanting to make changes!

- ***Quick & easy does it:***

No-one will continue with anything if it isn't easy to start with. Look at what can be changed easily without too much upheaval and start with that.

- ***Don't run before you can walk:***

Similar to picking easy tasks. Start with one – do not go out with the mindset to change everything. When you put your sustainability goggles on believe me you will

see everything differently and want to change everything there and then but you have to start with a means to continue.

- ***One step at a time:***

Yes being a 'zero waste' yacht would be amazing but, completely overwhelming. Imagine where you are at now and where 'zero' would be – I know without even setting foot onboard your yacht that's too much. So break it down into manageable milestones.

- ***Progress not perfection:***

Quite simply, all progress is progress. Don't beat yourself up about making it perfect, yet.

- ***Be realistic:***

You work onboard a yacht with a unique set of circumstances, things change. Sustainability is such a huge topic, pick specific goals you want to happen onboard first.

- ***Write it down:***

Accountability goes a long, long way. Display your changes and goals visually in the crew mess for everyone to see. I have some simple but effective downloadable [infographics](#).

- ***Don't do it alone:***

You have a team onboard for a reason, this is a whole crew activity, involve everyone in your proposed

changes. You also have Seastainable, I founded the platform to help others make changes, get in touch.

- ***Set deadlines:***

Don't procrastinate. Set timelines on when you want things to happen, e.g. by the time we leave the yard we will be doing X instead of Y.

- ***Accept mistakes:***

Forgetting your reusable shopping bags doesn't make you a failure – think about what went wrong and why and give yourself a better chance next time.

What does our new future look like?

Lastly, I want to end these columns looking out into the future and the wider world, bringing these thoughts back into our industry.

Since the Covid pandemic this phrase of 'new normal' is being thrown around a lot. How should the world make its comeback? Should we go back to the way things were? Have we realised we can change certain things in our lives that really weren't working out too well anyway?

What does our industry need to do for our 'new normal'?

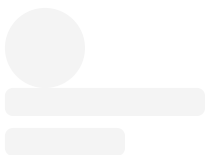
- We need to clean up; clean up our workplace, the oceans
- We need to expand better; using the framework of circular economy
- We need to create a better industry; a fairer, equal, more diverse one
- We need to collaborate more; no one can prosper alone to solve these issues

- We need to embrace positive change; and to implement these changes throughout the industry

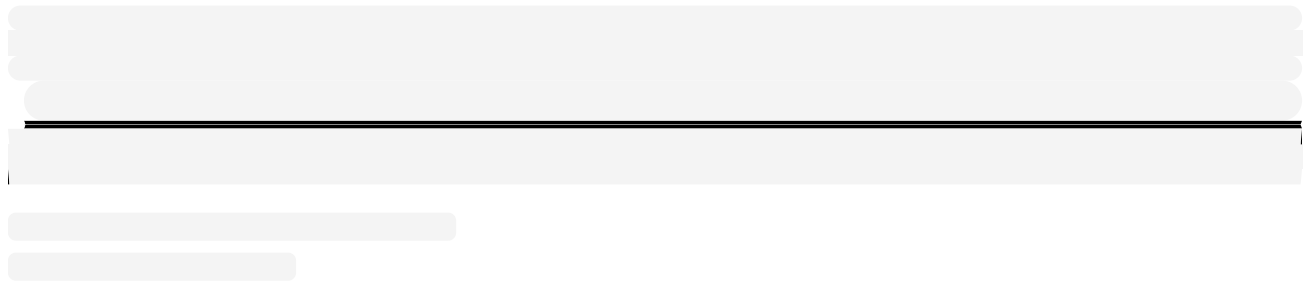
Thank you for reading, for additional information and resources please drop me an email or check out the [website](#).

Rowing for a Cleaner Ocean – M/Y Pi

The crew of M/Y Pi is nearing the end of their 3 week *rowing for a cleaner ocean* challenge. Here at [Superyacht Content](#) we want to take a look back at what they have achieved. We would like to ask for assistance helping them reach their €25,000 target. All to raise money and awareness for [The Ocean Cleanup Initiative](#).



[View this post on Instagram](#)

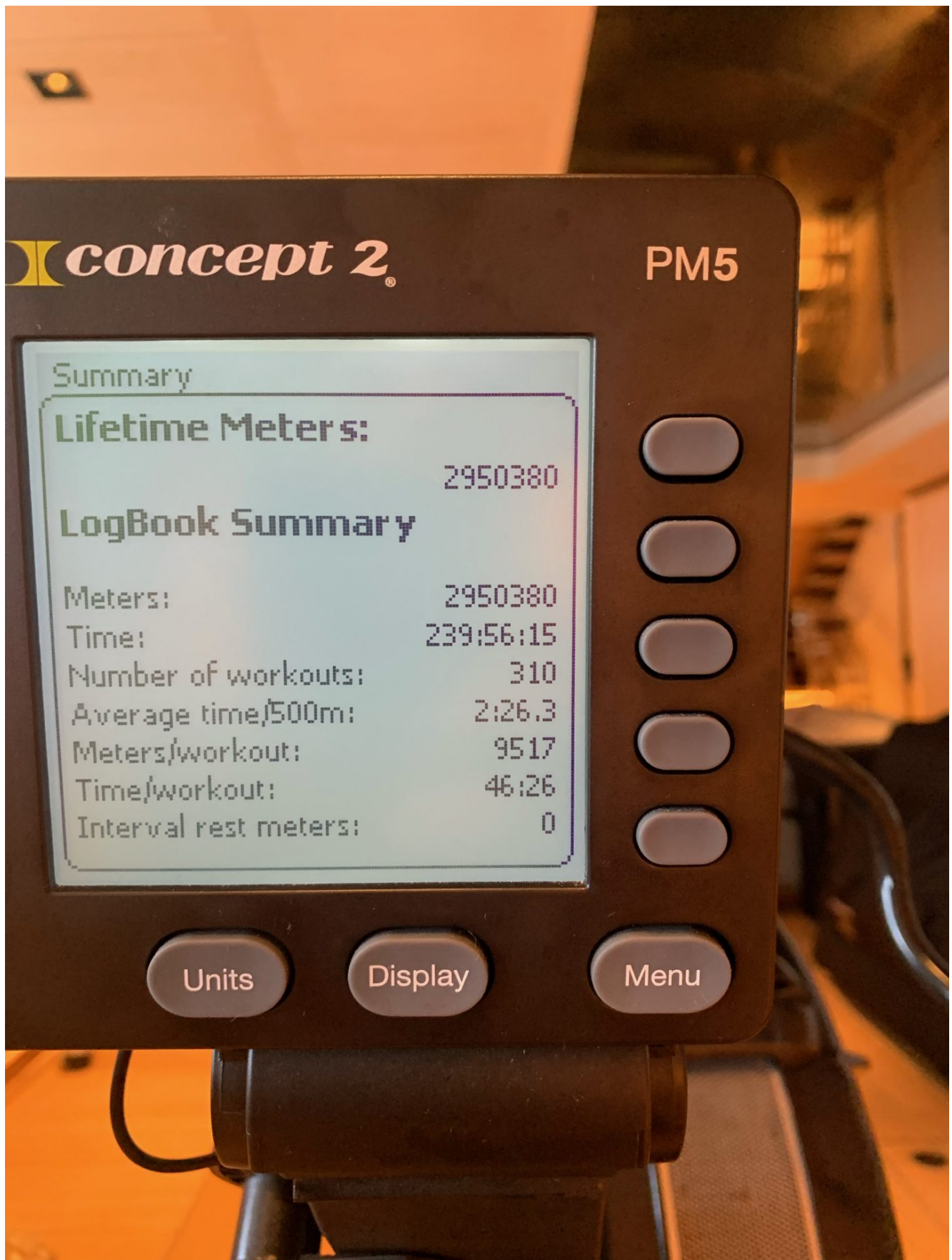


A post shared by M/Y PI (@pi_rowing_for_a_cleaner_ocean_)

The Goal

Their aim was to row continuously for 12 hours each day. All for the duration of the 3-week crossing from Amsterdam, Netherlands to the Panama Canal. As you can see from the shot below they have rowed a combined 2.95 million meters. That's an average of 9500 meters per workout (which i'm pretty sure is more than I have done in a lifetime). Read their mission statement below.

"We are duty-bound as seafarers to respect the oceans as we earn our living travelling across the seven seas. With our combined experience of travelling over the whole globe over the course of many years, we have seen the effect of plastic pollution first hand. Having once experienced pristine environments full of marine life, it is demoralising and heart-breaking to see how much these remote places have been destroyed in recent years by plastic pollution."

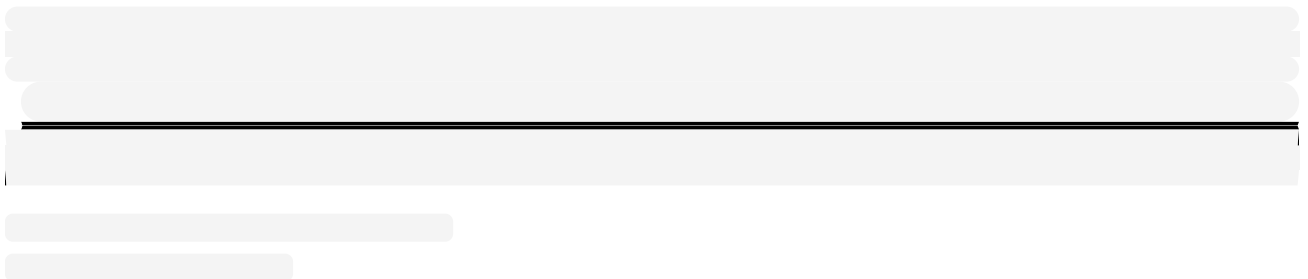


They are still welcoming all donations on their [Go Fund Me page](#) and if you cant donate use the buttons on the right to share their story.

Make sure to follow them on [Instagram](#) for loads of story updates and great pictures.



[View this post on Instagram](#)



A post shared by M/Y PI (@pi_rowing_for_a_cleaner_ocean_)

The Fight Against Waste

Waste is unfortunately a word synonymous with the Superyacht industry. If we are being brutally honest Superyachts themselves represent waste but, let's not go down that road today.

Superyacht Crew are showing a huge interest in reducing on board waste. This is something that Alex Howard, founder of [Circular Maritime](#), not only took to heart but took one step further he;

Quit his job and decided to stop the waste!

Alex was First officer on a Superyacht. Like many of us he experienced waste first hand. He was particularly touched by the high level of waste associated with items like t shirts. Yachts go through a LOT of crew uniform and they are often simply thrown away when they are finished with.



Most waste clothing ends up in landfill!

A dump truck of clothing goes to landfill every second of every day! Very few used clothes are recycled or re used.

It was this specific kind of waste that Alex felt strongly about and he decided to try and make a change! Alex created [Circular Maritime](#) with one goal in mind.

Create a sustainable solution to Yacht Crew uniform

Not an easy task we are sure you will agree but, it looks like he's done it!

So, what does [Circular Maritime](#) do?

- They supply T shirts, sweat shirts, hoodies and long sleeve t's.
- Everything comes from sustainable suppliers which could be traced all the way back to cotton production.
- All the products are printed to order
- No minimum orders so no need to order too much. No Waste!
- Every customer has the chance to recycle products when they have finished with them
- All returned items are recycled into new products. How cool is that?

“Everything we make is designed to be returned and recycled. Instead of producing waste we make new products from it. It's a circular supply chain” Says Alex Howard of his innovative and exciting concept.

Start small and grow

Alex has found a solution to a problem we are all aware of. Therefore he has taken steps to help the Superyacht industry limit the amount of waste it produces. For this, we should **ALL** be grateful.

So, when it comes to your next uniform order, don't just take

the “usual” option. Why not do something to help the industry, the planet and an ex yachtie with a conscience and a **GREAT** idea. Order your new t shirts from Circular Maritime. **We DID.**

How do we order?

It's pretty simple to be honest. Alex and his team are waiting to hear from you via his website [here](#). Have a chat with the Circular team, send them your designs they will get back to you with proofs and pricing. Then, you make amendments, agree the design and voila, your sustainable yacht crew uniform journey has begun.

Is it the Future?

Of course it is. We love the fact that crew are taking waste so seriously. So seriously that they are actually quitting their jobs to try and make a difference. The world needs more people like this and we commend Alex and his team for their commitment.

The journey

We will be following Alex and Circular Maritime on their journey in our [Life after Yachting/Crew mess sections](#) Keep following to see how they get on. Or, better yet contact Circular Maritime and order some shirts. This way you become part of that journey!

Safe and Sustainable
Networking – SuperYachtIn

Launches

Almost 90% of business cards are thrown away within the first week – more often than not, without the details even being input anywhere – that's not good for business, and it's not good for the planet. With everything else about our way of working having gone digital, is it time this paper-based platform of contact sharing was given a re-think?

In response to this seriously old school way of sharing contact details and expanding our networks, Superyacht Captain Matthew Baldizzone has launched [SuperYachtIn – a superyacht-specific networking platform](#), designed to allow users to share a digital business card and expand their network in a safe and sustainable way.



Matthew Baldizzone has 14 years' yachting experience under his belt, working his way up from deckhand to Captain and today

running a 65m superyacht. Knowing the time constraints involved with day-to-day operations and the need to have contact details instantly at hand, prompted him to create SuperYachtIn.

Besides the issues raised above, Baldizzone found that having business cards made on a regular basis for himself and other crew members, when contact details would inevitably change, was a waste of paper and time. Now, in the midst of a pandemic with the days of handshakes, hugs and high-fives long gone, SuperYachtIn has the potential to be a huge success in our new, socially distanced environment.

Baldizzone comments, *"Many countries have done away with single-use plastic bags, and we think paper business cards should come next? I might be biased, but 42% of trees are harvested for paper – let's save some wood, the planet needs us to. Contactless business cards will let you profile your business, your yacht, and your whole crew! Find work, offer work, rent your yacht – do it all and then some – in a sustainable way."*

Catering to the specific needs of super-yachting, the contactless cards are super-easy to create and are a convenient and quick way to share contact details on any device, with anyone. With users doing their bit by saving paper, SuperYachtIn goes a step further in its sustainable actions and supports the tree-planting programme [One Tree Planted](#) and global environmental initiative, [1% For The Planet](#).



SuperYachtIn
ENVIRONMENTALLY FRIENDLY BUSINESS CARDS



In addition to the contactless business cards, SuperYachtIn provides users the opportunity to create an enterprise page or profile – suitable for yachts, companies, groups and associations. Users can search for contacts and services by location, leave reviews, post and respond to job advertisements and connect with other professionals.

Did you know? Six million trees are cut down each year to make 10 billion business cards?!

With social distancing here for the foreseeable, shanking hands and distributing business cards is a big no-no in the Covid climate. SuperYachtIn encourages us to ditch the paper cards, clammy hands and power shakes for good, promoting a contact-free solution that's simpler, quicker and makes the connection in a more hygienic way.

Getting started is easy:



SuperYachtIn
ENVIRONMENTALLY FRIENDLY BUSINESS CARDS

STEP 01



Sign Up & Create
your free account.
You know you want to!

STEP 02



Create Your Card and Profile
Add a nifty image, a logo,
social media links web URLs,
even your phone number.

STEP 03



Promote Your Profile & Get
the whole company a digital
business card. An industry
profile will save time!
Save money!

STEP 04



Share Your Card!
In cyber-space no one will
see your card unless show
them. Share in person, via
text, email, QR code.

The Green Wings Challenge

Air travel is a big part of life for many of us in the yachting industry – be it for business or pleasure, we spend a staggering amount of time on planes and in airports and, we are responsible for massive greenhouse gas emissions as a result. The Covid-19 pandemic sent us cowering to our home offices and looking for alternative ways to connect – and for many, the array of communication and video-calling platforms available meant that business didn't have to stop entirely. BUT, can we extend this behaviour beyond the 'new normal' and make it the way of the future?

This enforced break in travel was a welcome one for Gym Marine's founder and CEO Ed Thomas. The opportunity has given him a chance to reassess his business practices in general and, how his actions affect the planet. There was overwhelming evidence for the positive environmental impact that various international lockdowns had, and a reduction in air travel is a big part of that. For Ed Thomas, it's something he intends to continue.

Working in partnership with [Yacht Carbon Offset](#), Ed was able to offset his 10-tonne carbon footprint, generated by the 38 international flights he took in 2019. The cost was a mere £95 – a small price to pay for shrinking one's impact on this delicate little ball of blue and green that we call home.

Ed and his team intend to see how the number of flights can be reduced generally across their business operations, and will partner this with other carbon-footprint-reducing steps.

In a move to put this positive action on the agenda of other super-yachting CEOs, Gym Marine now challenge their industry colleagues and travel-mad friends to join them in the #GreenWingsChallenge. How many miles of air travel can we offset? Can we make it to the moon and back?

Anyone can take part, and there are just three simple steps to get involved:





















1. Go back through your diary for 2019 and make a list of all the flights you took
2. Send the list to greenwings@gymmarine.com
3. Our partner, Yacht Carbon Offset, will send you a quote for implementing and certifying the carbon offset measures from your flights. Pay your bill, proudly display your certificate, and share your story.

DONE – it's as simple as that.

Check out some stats from those who've already accepted the challenge:



Yacht Carbon Offset

			
EDWARD THOMAS <u>GYM MARINE</u>	ROXANNE HUGHES <u>HILLIER & HUGHES</u>	CLAIRE MOTTERSHAW <u>VINS SANS FRONTIERES</u>	DARYL BRADLEY <u>YOTSPOT</u>
 FLIGHTS TAKEN 38	 FLIGHTS TAKEN 42	 FLIGHTS TAKEN 24	 FLIGHTS TAKEN 16
 KM TRAVELLED 54,825	 KM TRAVELLED 138,706	 KM TRAVELLED 87,534	 KM TRAVELLED 73,074
 EMISSIONS 9.75 TONNES	 EMISSIONS 18 TONNES	 EMISSIONS 13.33 TONNES	 EMISSIONS 7.5 TONNES
 OFFSET COST £95.52	 OFFSET COST £176.88	 OFFSET COST €121	 OFFSET COST £74.40

Of course, we're a competitive bunch, so let's see who's got

the dirtiest feet and who has to take the largest steps towards change. We'll keep a cumulative total running – let's see how far we can go!

Visit [The Green Wings Challenge](#) for more details. When you've got your certificate, why not share the stats online – tag @GymMarine in your Facebook or Instagram story and we'll add you to our gallery of Green-Winged challengers!