

How to Get Your First Yacht Job

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

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



Credit: super_yacht_chief_stew

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

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

And so on...

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

your first yacht job:

STCW:

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

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

And so on...

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

CREW AGENCIES:

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

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

They will help you (a lot) IF:

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

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

out there and pursue your dream is YOU.



Credit: @amelia80, @milanvanrhyn

DOCKWALKING:

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

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

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

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

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

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

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

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

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

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

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

And, of course, [Jamila](#)

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

This is what you will find:

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

And much more.

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

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

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

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

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



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

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

What does a yacht AV/IT Engineer do?

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

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



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

The night before Guest arrival

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

18:00 –

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

First day with Guests

07:30 –

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

08:00 –

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

08:15 –

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

09:00 –

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

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

10:00 –

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

11:00 –

Finally, time for food and a break!

12:00 –

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



12:30 –

Lunch.

13:30 –

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

15:00 –

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

16:00 –

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

19:00 –

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

20:00 –

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

22:00 –

Once the dinner is cleared

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

23:00 –

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

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

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



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

Yachting, Diving and

Photography – The Life Of LJ Strike

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

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



About Lia Johnson-Strike

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

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

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

When did your career in yachting begin?

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

Which M/Ys have you worked on previously?

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



Image by Strike & Co Photography

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

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

“you won’t get a job as a female deckhand, so I’ll put you down as a stewardess” – This was from an agency in Fort Lauderdale.

“Boys on the outside, girls on the inside” – One Captain told me.

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

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

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

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

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



How did Strike and Co start?

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

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

Which area of Photography do you specialise in?

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



Nomad goes INTO THE BLUE

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

Natural Affinity

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

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

Picture Perfect

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

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

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

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

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

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

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

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

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

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

to start yachting:

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

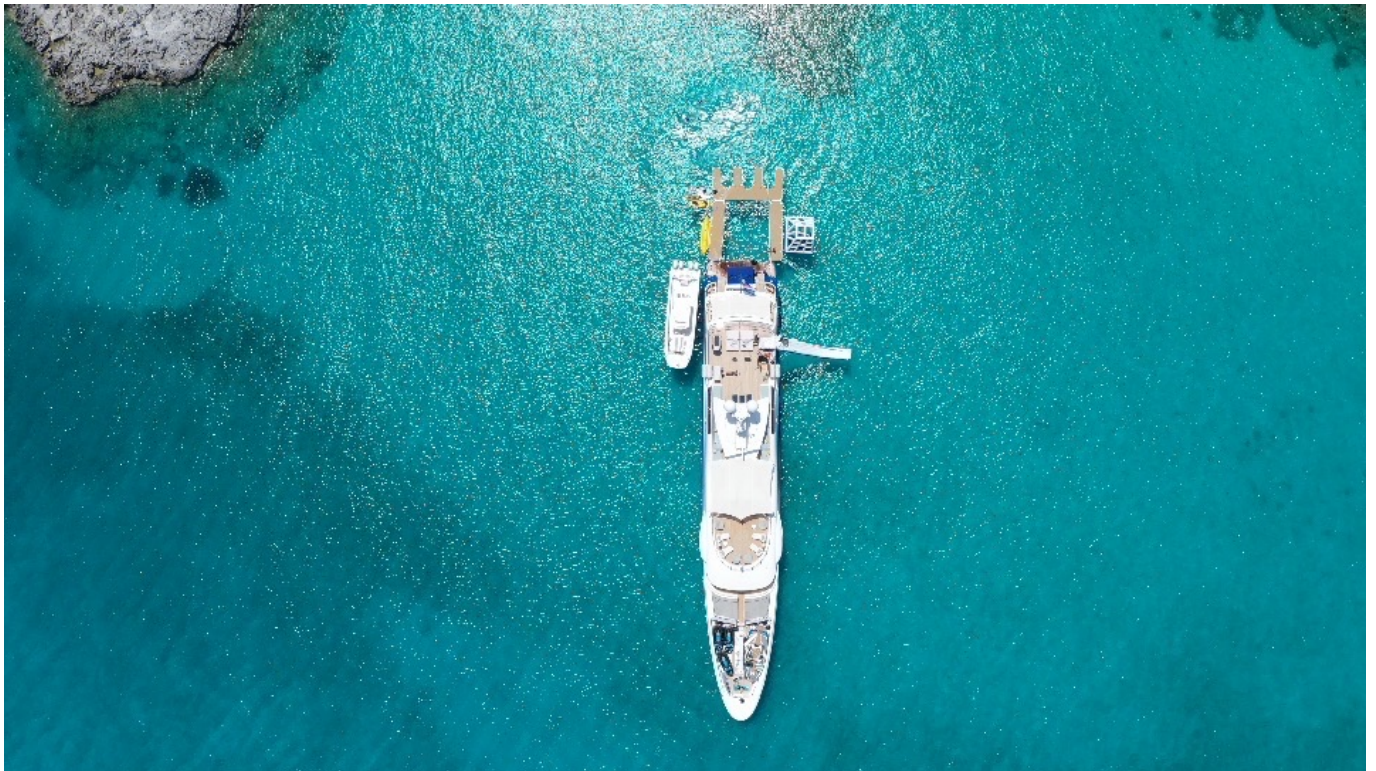
2. The main steps to take to become a diver instructor:

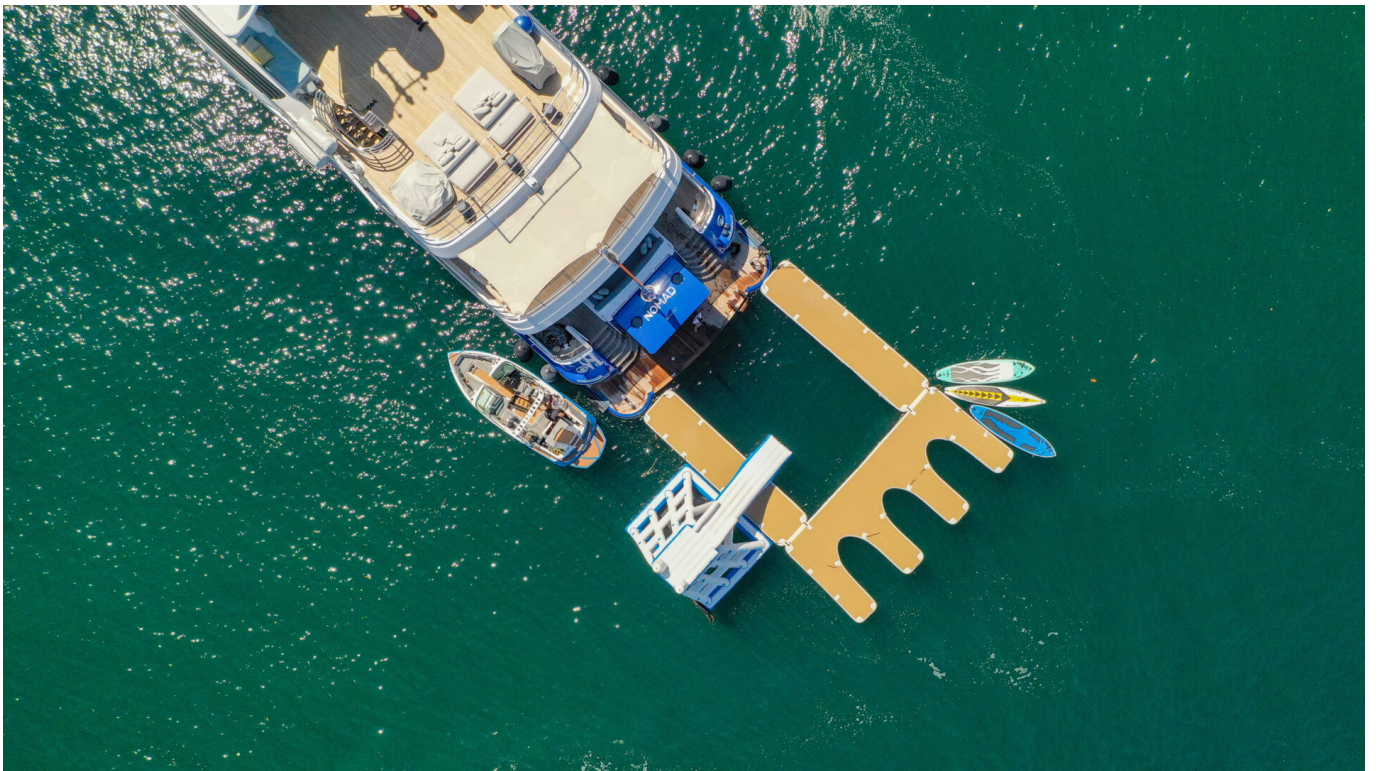
If you go through Padi, everyone had to start with Open water, to Advanced Open water, followed by Rescue, and then Dive Master. Then finally, once you've logged your 100 dives you can enroll in the PADI IDC.

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

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

A collection of photos by Strike and Co:









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

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

Why Superyacht Engineers Should Aim to Lead the Drive for Sustainability

The superyacht industry has an urgent need to embrace sustainability

The year 2030 is a significant milestone as governments around the world take action on sustainable development and environmental performance. Increasingly strict targets on emissions and a greater focus on social responsibility mean that the superyacht industry has an urgent need to embrace sustainability as a fundamental operating principle. Superyacht Engineers are problem solvers and solutions are needed. There is a coming need for well-educated and experienced people to proactively manage change. So, the time is ripe for superyacht engineers to reassess their skills and education in order to meet the coming challenges.

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



How did you get into the industry?

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

Tell us about your current studies

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

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

What in particular made you drawn to this course?

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

As well as on a personal level, this

course is also important on a larger scale. Why is this?

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

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

One remarkable thing I noted when I entered the yacht industry is the can-do attitude of superyacht engineers. Compared to my experience in the commercial sector, there is a much stronger willingness to innovate, modernise and improve all manner of engineering systems and equipment. Sustainability simply was not part of the engineering vocabulary when I started my career. In fact, the prevailing attitude was that meeting the minimum regulatory standards was enough. The innovative culture in yachting can be harnessed to change things for the

better. Sustainability requires us to consider the full impact of all of our decisions and truly understand how processes far beyond our control are affected by our actions. Not only this, it allows us to truly understand how processes far beyond our control are affected by our actions. We need additional skills and knowledge to navigate these challenges.

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

Video by Hlyton John Timmerman- 3rd engineer

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

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

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

For those who want to broaden their horizons but are not yet ready to commit to a college course, I recommend joining a professional body in order to nurture your Continuous

Professional Development (CPD). CPD describes your efforts to remain proficient, competent, and abreast of new developments through learning and experience. For example, via training courses, e-learning, webinars, technical papers, on-board projects, etc. The Institute of Marine Engineering, Science and Technology (IMarEST) is the foremost professional body for marine engineers. There are several more maritime-focused organisations such as the Nautical Institute and Royal Institute of Naval Architects (RINA) as well as broader cross-discipline engineering institutes.

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

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

What are the requirements for acceptance into the course?

There are multiple routes available. Because of my BEng degree, I was accepted directly to the MSc Program. But, if you have a Chief Engineer Unlimited or Yacht 3000 CoC you can apply for direct entry to the Bachelor of Science (BSc) final year or direct entry onto the MSc. If you hold an Engineering 00W CoC, you can also apply for the final year of the BSc without any previous academic qualifications. The program is completely flexible and structured with the unpredictable nature of seafaring in mind.

To Conclude

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

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

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

Superyacht Training: UKSA Discuss The Rise In Female Yacht Crew

Is gender imbalance in the yachting industry improving?

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



Careers in Superyachts and Yachting

5

Course types

626

Students since 2020

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

What Superyacht training courses do you offer for yachties?

We offer three main courses for our Superyacht students:

1. Superyacht Cadetship program – A four-year structured course, designed to help students obtain employment in the industry. And, rise up the ranks to OOW and beyond. The first phase is an intensive five-month course that equips students with their Yachtmaster and engineering qualifications. Students will gain all the qualifications needed to become a junior Deckhand.

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

3. UKSA's intensive three-week Superyacht Interior Training course – For students looking to begin their career as a steward/stewardess. It provides all the skills and

qualifications required to secure that first job onboard a superyacht. Students will come out of this course with interior skills, powerboat licenses, and basic safety training.

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

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

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

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

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

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

deckhands, providing a good entry point into the industry.

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

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



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

There isn't a big difference between the percentage of male to female students getting their first job after the cadetship. One of the biggest barriers to getting the first job is the rooming onboard a vessel. Generally, male students will stay in a room together. So, this can be the difficulty females experience when finding their first role. Although many boats are specifically looking for female deckhands, there are plenty of opportunities in the industry.

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

Unfortunately, I have never watched Below Deck. But having the

presence of a female captain is a positive thing. It will hopefully encourage and help more women get into the industry. Other prominent figures also show the balance is shifting. Such as Kate McCue, one of the first female captains of a mega cruise ship. And, the first all-female crew of an A380. Albeit, slowly to start with hopefully, the shift will change for the positive.



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

I personally think Below Deck has had little influence regarding our course applications. From what I hear and from my experience in the industry, what happens in the show might differ from reality. If a documentary was made showcasing my time onboard it may not match up to what occurs Below Deck. It would have been many hours scrubbing teak decks, cleaning

windows, and polishing stainless steel. Which, may not be the greatest viewing. But the exposure to the Superyacht industry is always good. And, if this helps more people get into the industry, the better.

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

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

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

Best And Worst Times To Find Yacht Crew Jobs – Antibes, France

Following on from our first article, '[The Best And Worst Times to Find Yacht Crew Jobs – Fort Lauderdale](#)'; With the med season fast approaching, this month we're focusing on the best and worst times to find yacht crew jobs in Antibes, France!

We're talking about the ports that are your "best" options. That's not to say that there aren't other places in the world where you could find a job in yachting, but these particular locations we feature are the hiring hotspots of the superyacht industry and will offer excellent access to quality job opportunities for yacht crew entering the industry.

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



Best & Worst Times For Finding Yacht Crew Jobs In Antibes, France:

**The worst times to apply: January,
February, November, December**

The Caribbean season is in full force during this period. Therefore, we would advise an entry-level seeker to avoid applying for a job at this time.

Good times to apply: March, April,

October

When we say good, we mean there is a decent chance. However, you may find yourself either a bit too early, or too late, for prime hiring season. In Antibes, March marks the end of the Caribbean season, April is the beginning of the Med season, and October is the closing month just before yachts head across the Atlantic.

Great times to apply: May, September

We recommend if you're in the area during this time to consider completing your training courses. It may also be worth gaining some experience to prepare for the following month.

The ideal time to apply: June, July, August

With marinas packed and yachts aplenty, this is the ideal time to be in Antibes and hunting for a yacht crew position. This time of year is when you stand the best chance of getting your dream job.

Where To Stay If You're Trying To Find Yacht Crew Jobs In Antibes

If you're looking to walk the docks this year and are heading over to Antibes, staying in a crew house is your best option. It provides you with the opportunity to network with other crew and the houses themselves have plenty of advice and tips on how to secure your first yacht crew job. Keep a close eye on the notice boards as they are often advertising jobs in crew houses and Internet cafes. We have provided a list of

some of the most popular crew houses and accommodations in Antibes:

- [The Crew Grapevine Crew House](#) – Crew Grapevine provides quality shoreside accommodation for Superyacht crew. They operate out of 3 private crew houses in the heart of Old Antibes, just beside Port Vauban.
- [Debbie's Crew House](#) – Situated in a Provencal style villa in a gated, secure courtyard on the outskirts of Antibes. Debbie's Crew House has three independent self-contained studios within our courtyard and garden. Because of its location on the outskirts of Antibes, Debbie's is also popular with more senior crew looking for a base either between jobs or doing yacht courses making it a fantastic place to network.
- [The Glamorgan](#) – The Glamorgan provides a bourgeois style comfortable home, and has established itself as the Crew House of Choice for professional crew.



3 STCW Courses Available In Antibes

1. Stcw Direct – Crew [Courses](#)
2. Zephyr – Crew [Courses](#)
3. SeaScope Maritime Training – [Crew Courses](#)

In the meantime, [keep up with the latest available industry jobs with us here](#) – don't forget to register!

To keep up to date with the latest Superyacht Content News, click [here](#).

Sign up to our Newsletter below:

Newsletter Signup

▪ Your Name

First Last

▪ Your Email*

What Is a Superyacht First

Officer? And How Do You Become One?

Want to learn more about the role of the Superyacht First Officer and how you can land your dream yacht job?

Having come from a yachting background, our team is equipped to help you land the job of a lifetime as a Superyacht First Officer. Here is all you need to know:



Photo by [Yura Timoshenko](#) on [Unsplash](#)

What is a Superyacht First Officer?

Typically, the Superyacht First Officer, often referred to as the Chief Officer/Chief mate is second in command to the Captain. Meaning, they work side-by-side with one another regularly. First officers face the responsibility of being able to cover the Captain when needed due to the chain of command on board. It is not uncommon for the First Officer's duties to overlap those of the Captain, whether those responsibilities involve managing, leading, or communicating with the crew. In addition to knowledge of all deck and bridge procedures, the Superyacht's First officer must also possess the ability to teach the crew new repair and maintenance skills.

How much is the Superyacht First Officers' salary?

It's hard to say a certain figure, due to yacht crew salaries changing based on the size of the vessel, the yacht they're aboard, and so on. But realistically, for first officers, an expected monthly salary ranges from €4,500 up to €10,000.

What are the main responsibilities of a Superyacht First Officer?

Here is a more thorough list of all that is expected from a Superyacht First Officer. They have to:

- Assist the Captain with all administrative duties.
- Follow all safety procedures. This includes arranging regular safety drills.
- Use bridge and navigation systems to navigate the yacht.
- Manage the Deck Crew.
- Maintain the deck itself. This includes being in charge of deck inventory and equipment.

- Set watch schedules.
- Adhere to the deck budget.

What skill sets are required to become a Superyacht First Officer?

To fulfil their role and responsibilities, Superyacht First Officers must also:

- Have good leadership skills to lead the Deck Crew and stand-in for the Captain if need be.
- Be a good communicator with the ability to delegate.
- Have excellent organisation for boat handling and watchkeeping.
- Demonstrate very strong navigational skills.
- Have *ISM* and *ISPS* knowledge and practices.
- Show extensive knowledge of boat maintenance. This includes knowledge of carpentry, corrosion, rope splicing, outboard motors, painting, and varnishing.
- Have advanced water sports knowledge.
- Demonstrate strong computer skills.
- Basic engineering skills.

How to land a job as a First Officer:

The role of the First Officer is high up on the chain of command and therefore, experience is key. Chances are, if you're currently an experienced second officer, you can progress to become a First Officer. However, if you're just starting out as a yachting, a minimum of five years of experience working in a similar role is expected of you. This can include work as a second officer, or experience as a captain on a smaller vessel.

As well as this, you must have a minimum license of 00W

unlimited. MCA STCW Officer of the Watch or Chief Mate certifications are required for most First and Second officers. But, these requirements may differ under certain circumstances. And RYA or IYT certificates can be obtained for yachts of a smaller size.

Listen to Brianne Wight discuss what her role as a Superyacht second officer entails:

Video by Oat Futures

Hopefully, now you have a better understanding more about the role of a Superyacht First Officer and how you can become one. If you have any questions for us, please make sure to get in contact with one of our team.

[Click here](#) to register now and view the latest yacht job vacancies via the Superyacht jobs board.

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

5 First Time Chief Stew Mistakes



How to Avoid these **5** First-Time Chief Stew Mistakes

Step up as chief stew the right way and avoid these common stew mistakes

After training hundreds of stewardesses to become Top-Notch Chief Stews, Yachts Mermaids founder Marién has made a list of the common stew mistakes she has seen in first-time interior HOD. And helpfully, how to avoid them so you can have an easier time transitioning.

Here are some common chief stew mistakes and how to avoid them:

<https://www.instagram.com/p/CCowvE7hcXK/>

Mistake 1: Forgetting to develop a management mindset

How to avoid: You are likely thinking of jumping into a Chief

Stew role because you're awesome at your job. But the crazy thing about your new position is that it's not about you anymore. As a stewardess, your number one job is to accomplish tasks. Now, as a Chief Stew, your number one job is to help other people outstandingly achieve the tasks.

This shift is often difficult for first-time Chief Stews, but it's crucial—your performance will be tied to your team's performance. This means that if your team fails, you fail. And if they succeed? You can take credit, but you have to share it with the rest of the team, or they won't be willing to do an excellent job for you in the future.

Mistake 2: Not having an SOP in place

How to avoid: Create an Interior Management System, aka SOP. This manual, or stew bible as we call it in the interior departments, will be the backbone of your management duties. Without it, you will be lost like a needle in a haystack in your new role. [The Mermaids Kick-Start Bible](#) will support you in creating your own Interior Management System. With over 90 digital and editable templates, you will save time, which means you will lead by example as a Chief Stew. [Download the MKSB here.](#)

<https://www.instagram.com/p/CVc6kbuLVgI/>

Mistake 3: Repeating what previous Chief Stews have done onboard, even when inefficient or wrong.

How to avoid: Learning who you are as a leader is the key to succeeding in your new role. Repeating what others have done if it works is ok, but I often see first-time chiefs doing things the way they have seen others do it, even when they know it is not beneficial just because they haven't taken the time to develop their leadership skills. The best way to

achieve this is by investing in developing your self-leadership skill sets. If you are ready to heighten and develop your natural leadership skills in no time, [check out the YM self-leadership mini-course; Click here.](#)

Mistake 4: Over compromising

How to avoid: Knowing how to set boundaries with the crew, owners, and guests is crucial to your success. As a first-time chief stew, you want to show that you can do the job, but that doesn't mean that you need to say yes to everything they ask, specifically if doing so means achieving the outcome by putting your mental and physical health at risk . Sometimes NO is the correct answer. That's why reconnecting with your feminine energy and menstrual cycle is the key to setting boundaries and avoiding burnout. Understanding the 4 phases of your menstrual cycle will allow you to plan your personal and work life around it to support your mental and physical health and that of the team. [Click here to learn more about the YM Magic Womb Masterclass for Stews.](#)

Mistake 5: Leading from a frenetic energy

How to avoid: Having a self-care routine is essential to prevent engaging in frenetic energy. Practices like meditation, exercise, and guided breathing will help regulate your energy. As a leader, whatever you feel, others will notice and feel it too. If you are constantly anxious or worried, your team will pick up on that, and more than likely, they will start to feel the same way, which translates to a chaotic team energy and service. Taking care of yourself should be your #1 priority. If you don't have a healthy mental and physical state, your work performance will suffer, and so will your team efficiency—That's why Marién recommends investing in a coach or therapist to help you maintain balance in your life. She has over seven years of experience supporting stews in this field. [Click here to book a session](#)

[with Marién.](#)

Here is what others are saying about their coaching sessions with Marién:

"Marién always gives me the tools I need to calm down and come back to myself so that I can be the best leader for my team."

-Greta

"my overall mindset has changed for the better, and we have done some critical work unlocking my full potential. It has helped me, not only in my work life but my day-to-day life."

Marcelle

Remember that the secret to succeeding in anything you do and avoiding stew mistakes is preparing and investing in yourself.

[Click here to learn more about all the ways Marién can support you.](#)

We hope you are able to avoid these common chief stew mistakes and progress you career successfully!

For further guidance visit the Yachts Mermaids homepage [here](#).

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

Q&A With Bannenberg & Rowell Designs, Dickie Bannenberg

Jon Bannenberg founded the modern yacht design business in the

1960s and sadly passed away in 2002. His passion for design was passed down to his son, Dickie Bannenberg who now manages *Bannenberg & Rowell* with his creative director Simon Rowell. We got the chance to catch up with Dickie, and discuss the Superyacht design company founded by his father:



Your father, Jon, was the founder of *Jon Bannenberg Designs Ltd*. Did your passion for yacht design come from him?

I guess I did get it from him, via osmosis. As a kid, I have strong memories of seeing my Dad come back from the studio and then be at his drawing board at home until late at night. He'd be working on big plans, all hand-drawn, with soft pencils, erasers, and stencils. I would often go to shipyards with him for launches. He'd have clients to dinner often (not

something that really happens these days). His clothes would smell of aeroplanes.

What challenges have you faced following in such big footsteps?

They are big footsteps and I don't try and follow them exactly – partly because they are impossible to follow (!) and also as I am not an out and out designer like my father. The Bannenberg name, of course, is a famous one in the yacht industry so it perhaps helps open some doors that were previously shut. But it's also a lot to live up to.

What was the most memorable project delivered by your father?

Well, that's like picking a favourite child and I think most people would agree he design dozens of groundbreaking yachts so I'm not going to pick one!

What unique challenges do you often face when designing a superyacht compared with designing a land residence?

There are many overlaps with land-based projects but, of course, some very particular requirements for yacht design and construction. Some are regulatory – regulations imposed by Classification Societies and the Flag States. Depending on the type of yacht, there can be weight restrictions. Above all, you are working within quite a restricted envelope – even on large yachts – in terms of the sheer number of systems and technical equipment that has to be incorporated. A deckhead void, for example, has to swallow a/c ducting, cable trays, insulation, fire control systems, and much more. That's before the placement of light fittings, speakers, and many other items.

Bannenberg and Rowell Design has worked with some extremely reputable superyacht builders. Who do you most enjoy working with and why?

I am going to play the favourite child card again! What is true is that certain yards are a better match for different new build projects. It can be as fundamental as having the physical space to construct a project of, say, 80 metres. Or it could be a question of propulsion expertise. Then there is the contrast between semi-custom new builds and something completely bespoke. We've worked with almost all of the Northern European yards, leading Italian ones and others in the US, Spain, and Turkey.

Where and how do you get inspiration for your Bannenberg and Rowell designs?

We have a slightly magpie-like mindset, by which I mean scavenging (sorry – drawing inspiration from) worlds as diverse as architecture, car design, graphic design, contemporary culture, and elsewhere. Curious minds are encouraged in the studio.

<http://www.instagram.com/p/CW5obansRa-/>

How do you recruit for such a unique skillset when finding new design team members?

Our Bannenberg and Rowell team includes designers from hotel and residential backgrounds, a naval architect, an ex-ballet dancer, and a digital modeler from industrial design practice. By and large, everyone is involved in all the current studio projects. The team is adaptable, committed, and cares about presentation. Although design work is increasingly digital,

hand-drawing skills are greatly valued and important. So – the recruitment recipe....

What project are you most proud of to date?

Rather than choose the project of which we are most proud, I am going to highlight the [72m Feadship JOY](#), which was our first exterior of the “second Bannenberg era” if I may tag Bannenberg & Rowell like that. She was delivered in 2016, was a multi-award-winning yacht, and has a phenomenally successful record as a charter yacht.

Lastly, What has been the most challenging project for Bannenberg and Rowell to date?

As my father used to say – “The next one”

The logo for Bannenberg & Rowell Design is displayed in white text on a dark blue background. The text is arranged in three lines: "BANNENBERG" on the top line, "& ROWELL" on the middle line, and "DESIGN" on the bottom line. The font is a clean, sans-serif typeface.

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

Yacht Jobs: 5 Things To Avoid Asking in Your Interview

With yacht crew jobs on the rise, we'd like to give you advice for your interview. We've all been in a job interview before, haven't we? If you're already yacht crew, you will have been interviewed at some point. But, as time passes and your seniority builds you will find yourself interviewing others.

Lots of us have left an interview thinking "why did I ask such a stupid question?". Others thought it went really well but never heard back. So, we talked to some Captains and senior crew and learned some of the things which annoy the interviewer. These are all questions that won't do you any favours in a job interview. In fact, they pretty much guarantee you won't get the job.



Do yacht crew get the weekends off?

Imagine you are a Captain. You have just spent half an hour talking to a potential new crew member about the yacht, itinerary, etc, and ask if they have any questions. This is the first thing that they ask. Yes, everyone likes a day off now and again but *really?* You must have a better first question than this!

How often do we get a pay rise?

This is the sort of question in an interview that will normally result in you being asked to leave! Ever wonder why you aren't getting a second interview? This has probably got something to do with it.

Are any of the crew hot?

Yachting may not be the most PC industry in the world but there is still a line you don't cross. This question is the line that comes after the line you don't cross! Don't be

expecting a call back after that kind of blunder. Job interview over!

How fast is the internet on board?

Yes, we know it is very important to keep in touch with friends and family back home. It's even more important to make sure you can post on Instagram to make sure they all hate you for your "perfect life" too. But, remember this is a job interview. We agree that communications and contact with the outside world are important but timing is everything. This should not be one of your "deal-breaker" questions.

How many courses per year will the yacht pay for?

Unlike the first three, this is actually a fair question to ask. However, from speaking to a few Captains about this it is all about timing and context. Asking about time off for training and self-development can make you look keen. You are career-minded and Captains like this. But asking for extra time off and money to pay for the courses can make you appear greedy and self-serving. There is a time and a place for this one, choose it wisely.

Remember this

Yacht crew jobs will always be around, and the interviews are tough. Remember, they are the only opportunity the interviewer gets to see what you are like as a person. Yes, it is definitely important to be yourself. Your personality is a major part of what is under scrutiny in a job interview. But, be the best version of yourself! Working on a Superyacht is all about presentation, standards, manners, timing, and most of all hard work. The person interviewing you wants to see you are capable of all these things. So, whilst all the questions above are valid (except maybe the hot crew one!) there is a time and a place for everything.



To view our current yacht crew jobs available via [Wilson Halligan](#), please visit our jobs board [here](#)

Top Yacht Job Vacancies This Week

Cover Photo by [Eric Prouzet](#) on [Unsplash](#)

With the new year comes new opportunities. Why not check out the latest yacht job vacancies available?

Are you looking to progress within the yachting industry? Click the Job titles in the following posts to see the latest yacht crew vacancies, available with [Wilsonhalligan](#).

The most recent yacht job vacancies:

<https://www.instagram.com/p/CYbRpdagRm2/>

ETO / AV IT

Description

- An ETO/AV-IT experienced candidate to join a 70m+ Charter Motor Yacht.
- This is a temporary role with an immediate start, lasting until April 2022

AVIT

Description

A rotational AV-IT Officer for 110m+ Private Motor Yacht

- The yacht is equipped with the latest technology, including AV, 4G/5G as well as VSAT. This will be a great opportunity for a keen AV-IT Officer.
- Leave 2:2 Rotation.
- Start: Immediate.

2nd Stewardess

Description

A 2nd stewardess for a 90m+ busy private vessel.

- This is a fantastic opportunity for someone who has already been a 2nd stewardess on a similar-sized vessel looking for a change of scenery. This is a very busy

vessel with a large interior team as well as a great incentive for longevity.

Head of Service

Description

An experienced Head of Service for an 80m+ private vessel.

- The Head of Service will take on a lot of the day-to-day running of the vessel, as well as the traditional Head of Service tasks. The vessel has a wonderful multinational crew with great longevity. You will be staying in the Indian Ocean over the next few months with plenty of boss trips planned. The ideal candidate will have previous experience running and managing a team of 9, on top of previous experience as Head of Service onboard an 80m+ vessel for over 3 years.

Sales Representative

Description

- For this role, the company is seeking a Sales Representative to join the team. The perfect candidate will be ambitious and be a self-starter. They will have yachting knowledge and the ability to build contacts within the industry, go to sales/exhibitions, and also speak with the marketing team.

Operations Manager

Description

- Wilsonhalligan is working with an exciting company based in the UK, who due to seeing excellent growth, is now recruiting for an Operations Manager to oversee the day-to-day business. For the role, you will be involved with different parts of the business, as well as speaking with internal and external stakeholders.

Yacht Manager

Description

A UK-based yacht management company, who due to growth is on the hunt for a hard-working yacht manager.

Responsibilities

- You will have an overview of yachts in your fleet and be the main point of contact
- Sound knowledge of compliance and technical overview of yachts
- Assist with some of the recruitment for crew
- Fluent English speaking and writing
- Assist and obtain new business for the company
- Be able to travel and sometimes at short notice
- Be a confident communicator with internal and external stakeholder

Chief Engineer

Description

A Chief Engineer role, onboard a 110m+ diesel-electric – explorer. Yacht experience essential.

- Salary DOE
- Rotational 2:2
- Bonus scheme

3rd Engineer / IT0

Description

A TEMP position for a 3rd Engineer with AV-IT skills, as well as an interest in IT.

- B1/B2 or C1D required.

Service Stewardess

Description

Position available for an experienced Service Stewardess to join a prestigious 90m private MY.

- This is an excellent opportunity for someone with over 1 year's experience in the industry looking to progress and learn. The ideal candidate will be confident in service, and work well in a team. This is a dual-season vessel with a very fast pace on board.

Service Stewardess

Description

A service Stewardess to join a 100m+ dual season vessel.

- The ideal candidate will have a passion for food and wine, as well as a love for all things service. A great opportunity for someone wanting to join a large vessel that offers longevity, and a great working environment. This is a dual-season private vessel with a high expectation of the crew on board.

2nd Stewardess

Description

A 2nd Stewardess to join a team of 6 on a 70m+ private vessel.

- The ideal candidate will be someone looking for a step up to 2nd after a few years in the industry. This is an excellent vacancy for anyone looking to learn and progress in the industry. Ideally, the client is looking for a long-term commitment from the candidate.

Chief Stewardess

Description

Chief Stewardess for a 70m+ private yacht with an interesting cruising itinerary.

- A fantastic opportunity for an experienced chief stew to join a fun-filled and exciting program. 3 years of

experience as a Chief Stewardess on a similar-sized vessel is required. The role is very full-on and organisation is key. The current owners love elaborate decor; So if you have a flair for all things creative then this could be a great position for you.

2nd Officer

Description

2nd Officer on board a 100M+ Private expedition vessel

- This is an excellent opportunity for those looking to join a vessel with an active itinerary. The main responsibility will be as a navigational officer. Because of this, you must be confident with extensive passage planning as well as GMDSS procedures. Experience with Heli ops is very desirable for this role.

Good luck!

To keep up to date with the latest crew vacancies, visit [Superyacht content Jobs board and register now.](#)

Q&A with The Yacht Lady, Aka Marcela

We managed to catch up with Marcela De Kern to discuss how she's helping yacht crew all around the globe thrive in the Superyacht Industry.



Can you tell us a little about yourself?

I am [Marcela](#), originally from Guatemala and a long-term Monaco resident. In 2013 I was the founder and first president of Young Professionals in Yachting Association (YPY) in Monaco. I started in the industry as a supplier, then moved into yacht management then I represented a shipyard and now, I am a business development consultant, I own a consulting firm in Monaco called Onboard and a Marketing and PR agency. My aim is to help yacht crew and businesses succeed in the industry.

I am the author of the first textbook ever written about the Superyacht Industry which comes with a [forum](#), amongst other yachting publications such as the yacht crew basics e-book, and founder of the Superyacht Academy at [La Belle Classe Academy of the Yacht Club de Monaco](#).

I'm a sailor and love sailing with my husband, who is a fund manager and crypto advisor, and our adorable three-year-old daughter.

What is your job role within the Superyacht industry and how long have you been in your current position?

I develop businesses and support companies by improving their corporate strategy, helping them nail their marketing, and increasing their sales. Currently, I'm developing Genoa Superyacht hub which includes two marinas: [Marina Molo Vecchio](#) and we launched a brand new one called Waterfront Marina where we focus on crew village and lifestyle. I also teach luxury marketing at the International University of Monaco and teach the [yachting Masterclass](#) at the [Yacht Club de Monaco](#). I started doing social media for fun and now it has also become my business, creating content for yachts and companies on a daily basis. On top of this, I am also building a library of yachting/yacht crew books and e-books to make the industry more professional in a casual and fun way.

My strategy is B2C and B2B. [Onboard with Marcela](#) is a platform to promote the yachting lifestyle to attract new yacht owners or invite newcomers to charter a yacht. I don't like the word "influencer" but I am proud to be the first female content creator in the Superyacht Industry, creating high-quality videos (to another level!) to show what the Superyacht life is all about! Business to Business is also a platform for people to learn all about yachting. It is very approachable and fun, but a very insightful and professional space. Creating educational materials such as books, e-books, [masterclasses](#), marketing calendars and sharing insights, and providing value to the industry. Overall it is about helping yachties thrive in this industry!



What inspired you to write the first [Superyacht industry book](#), followed by ['Yacht crew basics'](#) and now your most recent children's book ['Sail away with Anna Cabanna'](#)

Superyacht Industry Book:

I come from a very academic background, all my family hold very high titles, I have an MBA and my husband has a PhD from Harvard. If I want to learn something I always buy books, and I was shocked that in the yachting industry there were no resources to learn from! Whilst working as the commercial director of [ICON Yachts](#), I wanted to learn about yacht building, refits, engineering, naval architecture, yacht design, etc, and there was absolutely NOTHING out there to help me! Following on from this, when I started in yacht

management I wanted to learn about ISM, ISPS, maritime laws, etc.. and again we all have to learn through experience and asking around but I wished there was a source I could learn from. Where do we learn about class, flag, VAT, family offices, registration, charters, management, etc?

The book started as my own personal notebook. I was asking top designers like [Espen Oeino](#) and [Tim Heywood](#) to teach me the basics of yacht design. Then, I went to the top Naval Architecture firms and engineers and asked them to teach me the basics I needed to know (or every broker or commercial director in the industry should know). I began working with [Oceanco](#), [Feadship](#), [Lurssen](#) where they shared with me all the yacht building process, and techniques. I all the key points down, turning them into a type of “Yachting for dummies”, followed by turning that into a textbook. It has super valuable content but is all written in an easy-to-digest way and fun way to learn.

[The superyacht industry](#) book is perfect for crew who would like to move to land-based jobs in yachting or who would like to understand “the other side” of yachting. This book is a celebration of knowledge offered by some of the most influential people in yachting.” – Jonathan Beckett, CEO Burgess

Crew basics e-book:

The most frequently asked question I get on my social media is “how do I get a job onboard yachts”? I noticed that I was always answering the same thing over and over again. This then encouraged me to write a long blog about it, followed by partnering up with Alex from [yachtieworld](#). Alex and I wrote down the e-book with all the tips, advice, recommendations about how to get a job onboard yachts, salary expectations, life onboard, the do’s and don’ts onboard a yacht. You’ll find that there are valuable nuggets of information that you can’t get anywhere else.

Sail Away with Anna Cabanna:

I had the honour to meet with Pierre Casiraghi during an event at the yacht club de Monaco. Pierre told me about the “Vendee Globe”, the sailing tour around the world solo. Pierre was spreading the message about sustainability and climate change. I was so inspired that I went home to my 3-year-old daughter and told her the story. I narrated it (like you do to a young child) full of imagery of sailing adventures and sea animals. That evening I decided to write it down on paper. I wrote a beautiful story, where I was teaching her also the basics of sailing: weather, wind, waves, sailing terms, etc. More importantly, I wrote about important life values. Not only does the book teach children about adventure but it teaches them about protecting our oceans.

It took me months to put the story into rhyme! After working with various illustrators I finally found one that was able to draw exactly what I had in mind and we managed to create the most beautiful book in the world (ok I know I am biased but I am totally in love with it and you will be too!)

What do you hope yacht crew take away from your book – ‘Superyacht Crew Basics’?

Superyacht Crew Basics is a book that explains the basics of superyacht crew. The guide is ideal for anyone starting in the industry.

Roles onboard:

- Different departments
- Services by area
- Specialty roles
- Salary expectations

Relationship with owners:

- Owners profiles
- Confidentiality
- Private vs charter
- Life onboard
- What to expect
- Crew mess etiquette
- working hours
- gratuities
- Crew relationships

Career:

- Requirements
- Training
- Visas
- Accommodation
- Dock walking
- Seasons
- CV help
- Crew Agencies
- Life after yachting
- Mindset, motivation, and career advice



Do you have any current projects in the pipeline you would like to share with your readers?

I'm starting a YouTube channel where there will be a "learn yachting" playlist, and a yacht walkthroughs playlist where I show different yacht models, a water toys review, and a Monaco lifestyle playlist so make sure you subscribe to my channel:

[Onboard](#)

with Marcela

Your top 5 tips for anyone trying to succeed in the Superyacht industry:

1. Network, network, network, because your network is your net worth! Make friends with brokers, lawyers, surveyors, shipyards, sales reps, etc. Believe me, you never know when you will need them. The industry is so small you will bump into each other eventually!

2. This leads me to tip No.2 keep, your reputation. Stick to your values and work with integrity because again, the industry is so small and you don't want to have enemies (because you will bump into each other eventually).

3. Invest in knowledge. Read books, attend masterclasses, and get to know as much as you can so you can gain enough confidence to know what you are talking about.

4. Read this blog: [Tips to Succeed in yachting](#)

5. And [Watch this video](#)

For a consistent stream of content to help yacht crew thrive in the Superyacht Industry then follow me on Social Media:

Linked in: Marcela de Kern Royer

Instagram: @onboardwithMarcela

Tiktok: Yachtbase1

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