

The Superyacht Captains Report

TECHNOLOGY

“There are amazing, supportive captains out there making huge changes on board, but I do hear a lot from stewardesses that they are often blocked or unsupported when trying to introduce changes.”

What you, the operators, can do to reduce your vessel’s environmental footprint

DESIGN

Shark by name, shark by nature

The first chapter in a new-build story that will play out over three years, starring Nobiskrug and Imperial Yachts.

OPERATIONS

14.4%

The difference between hours worked and hours rested for captains in August 2018, the busiest month of the year for the fleet.

FLEET

The Captains’ Sentiment Report

In our most overarching survey of masters ever, captains talk candidly about everything from broker/manager conflicts of interest to whether shipyards are delivering adequate after-sales support.

BUSINESS



Photography by Martine Busuttil

OWNER

Are two captains better than one?

We look at whether rotation is the way forward for the modern superyacht and ask how it would be best implemented for owners considering the model.



Realising an ambition *Black Pearl's* project manager, Derek Munro, outlines how the vessel's credentials can act as a blueprint for greener yachting.

ABOUT DEREK MUNRO

WOODEN CANOE

FIRST BUILD PROJECT 2M LONG
BUILT FROM A SINGLE LOG,
AGED EIGHT YEARS

S/Y BLACK PEARL

LATEST BUILD PROJECT, CURRENTLY
'GREENEST' OPERATING YACHT IN
THE WORLD

2018

AWARDED THE ISS BUSINESS PERSON OF
THE YEAR AWARD FOR HIS WORK SETTING
UP AND CHAIRING SUPERYACHT CHARITIES

After more than 30 years in the yachting industry, it's a great pleasure to be finalising the warranty period on what is, in my opinion, the most forward-thinking yacht with regards to propulsion and ecology.

S/Y Black Pearl is the culmination of many years of one man's ambition and desire to show the world that yachts can be much more environmentally friendly (and the client is still tweaking and improving systems).

The client has been involved with this project for 11 years – from his initial designs, changes to hull length and shape, changes to the technical aspects to what we now see on the water.

We spent many hours discussing possibilities such as solar regeneration and how it could be applied to a sailing yacht, plus the various hydrogen options and what would work best for this vessel. This involved thousands of miles of travel, copious hours in meetings with suppliers and engineers and also many hours of testing for certain items to see how they would best fit and work on board.

I was a captain and engineer for many years and have been very fortunate to have sailed globally to some beautiful, far-flung places. My time at sea started on sailing yachts and progressed to motoryachts. This gave me an understanding of the different requirements of the various vessels. Before that I had studied agricultural economics at university.

I believe the end-user influence is very important to the efficient, safe and comfortable operation of any vessel. This in turn provides a far more comfortable experience for the owner and guests by improving flow, access to certain items, improved storage, sea-fastening and increased standards of safety.

The captain and chief engineer play an important part in the initial design and specification – even more so if the client already has a yacht and crew that they trust and work well with. If the client does not have a crew already, then the contracting of an experienced owner's

representative is one of the main priorities prior to signing the contract all the way through to taking delivery. At this early stage, the client's team should ascertain clearly in which direction the client wants to go with regards to sustainability and eco-friendly cruising.

Technology is advancing incredibly quickly and the options for making any vessel much more eco-friendly (whether it is sailing yacht or motoryacht) are numerous. This could be 100 per cent (or a large percentage) fossil-fuel-free if you're a motoryacht client.

Solar cells, wind generators, regeneration, batteries, hydrogen cells and hydrogen production and storage on board are all technologies and processes that are now widely available. It should be a responsibility of designers, the owner's representative and the shipyard to advise the client of all of these options and how they will benefit and affect the operation of the vessel.

Shipyards, and potentially designers, should aim to have a minimum standard that incorporates technologies to improve the environment. These technologies should be part of the shipyard's build specification for the client regardless. Therefore, shipyards could be rated relating to their level of standardisation towards sustainable environmentally friendly vessel construction (for example, do they always install heat recovery, waste-water treatment for wash downs, batteries and hydrogen-controlled HVAC?). The rating would need to differ between motoryacht builders and sailing-yacht builders because each can attain a different level of environmental positivity. This could be something for Water Revolution Foundation to further explore.

There are many owners' representatives, project managers and shipyard teams that do not know all the technologies that are available and how each can be implemented within a build to benefit the client and the environment. This needs to change and is something that needs to be considered by all parties. What is the best way to get ideas and knowledge out to the industry?

Water Revolution Foundation plans to help the industry here by collecting and disseminating this information. This in turn means clients, shipyards, captains and crew need to first pass on information to groups set up to improve our awareness of the environment.

So how can an older yacht retro-fit some of these systems during a refit? Some new technologies can be retrofitted and others it would not be practical to even consider. In addition, costs against return is a large consideration. How far does a client feel the return should go? Are they going to keep this vessel if it can be made more sustainable or are they considering selling in the short term?

What is green and sustainable in a yacht? In my opinion the construction process of a yacht is far from 'green', but this does not mean the operation of the yacht should also be far from 'green'.

It has been proven the operation of a yacht can still be sustainable when fossil-fuel use is at a minimum, the impact of the crew and guests on the environment is less (for example no single-use plastic), there is full compliance with all the MARPOL Special Areas requirements and an ethos that travels with the client, guests and crew when they return home.

Therefore, in operation, captains and crew need to consider many more systems such as (but not limited to):

- Marina recycling options (are they 'real'?)
- Where and how provisions are purchased
- The type of packaging that is acceptable for delivered goods
- How crew specify the packaging of goods in a purchase order
- How suppliers provide sustainable packaging to get goods delivered safely and in an eco-friendlier way.

The next five to 10 years of yacht building will be very exciting and the potential for vessels of all sizes and types to become more eco-friendly is already here – and this will only improve. It is everyone's responsibility to ensure this happens. **DM**

Show your support for a sustainable superyacht industry. Contact Robert van Tol to find out how you can get involved with Water Revolution: robert@waterrevolutionfoundation.org