

Crew & Training

November 18 2011

Advertising in the industry

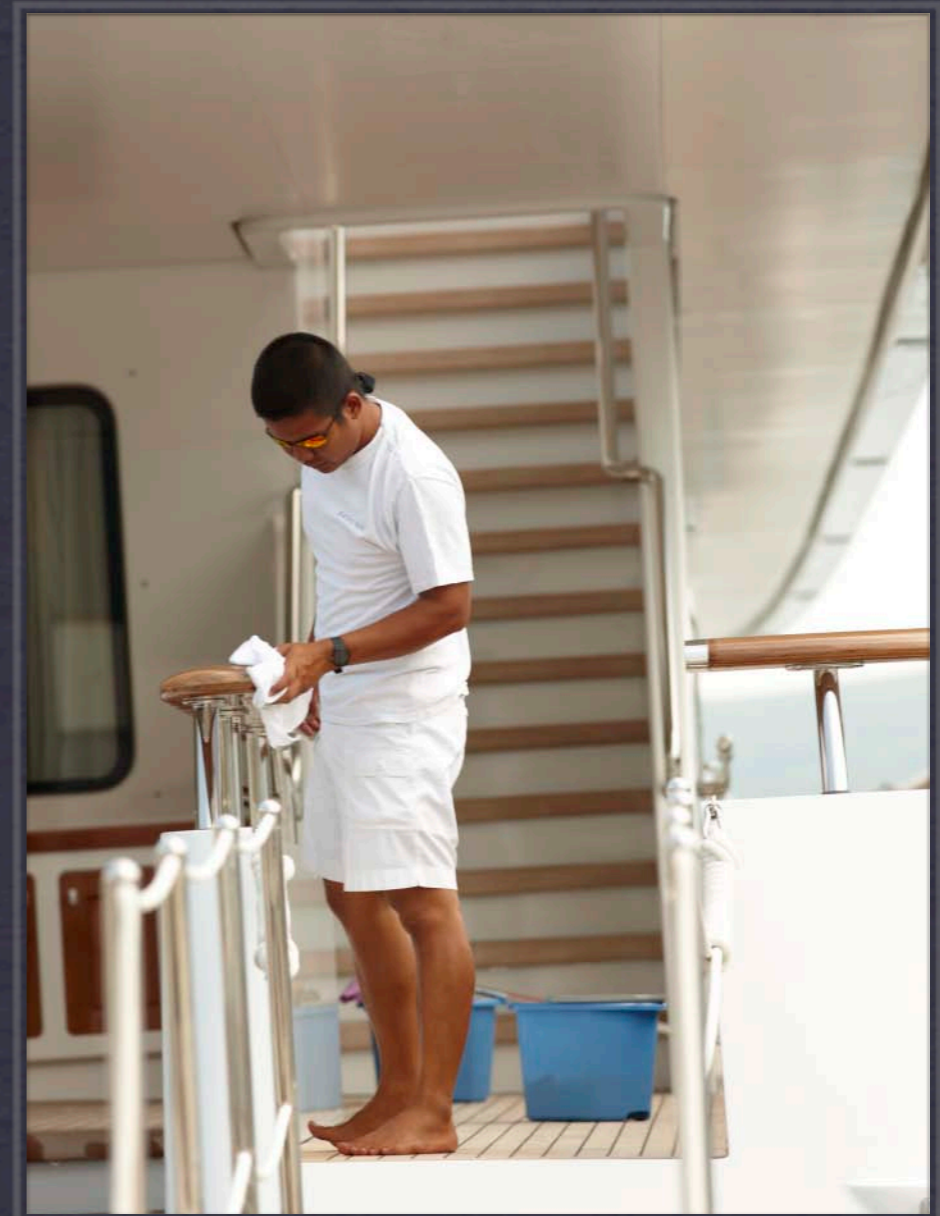
- New waves of green crews aren't totally prepared for the demands of this world they are trying so hard to enter.
- The reality is that yachting is a service industry of the highest level, with expectations often beyond imagination.
- Jobs onboard, both interior and exterior, require not only a certain level of qualification but, perhaps more importantly, the utmost level of sophistication and customer relations.
- Where do people (and future crew) get their impressions of the yachting industry, and are they the right ones?
- The industry has become impressively more competitive and demanding. Yachts start their crew searches with often overwhelming criteria.
- What is perhaps not widely known, taught or realized is the exceedingly high level of guest expectations that exist onboard and what extremely hard work it really is.
- In each and every department, there is absolutely no room for error or an off day. Hours are long and, though it comes with many rewards, there is a certain level of stress on yachts that does not exist in many other professions.
- We end up with a general public who view the yachting industry only on the surface - for its glamour, money, and travel to exotic locations. The result of this slight mis-marketing of yachting as a profession is bound to affect the general stability and longevity of the crew onboard.
- Behind the scenes, each yacht in each glamorous port is packed with a crew who keep it alive, spotless, and safe - and of course, keep its owners happy



Background checks

Today employers want to know more about those they are hiring onto their beloved floating home, so be aware of the background checks that could be made.

- Previously it involved a phone call to a listed reference.
- Today: it will involved a quick Google search, Facebook hunt, and a background check run by an outside agency: employment history, professional references, credit checks, drug screening.



Seafarer's rights

The Maritime Labour Convention of 2006

- Economic downturn
- Labour law provisions
- Seafarer's lien for wages
- Repatriation
- Medical and dental expenses
- Importance of crew agreements

Recent TCR asked to identify status involving employment:

12% had no contract

53% contract and employment agreement

10% signed contract

10% employment agreement

15% verbal contract only



Spice of life

Tender driving

Laundry

Watch keeping

Dinner service

Line handling

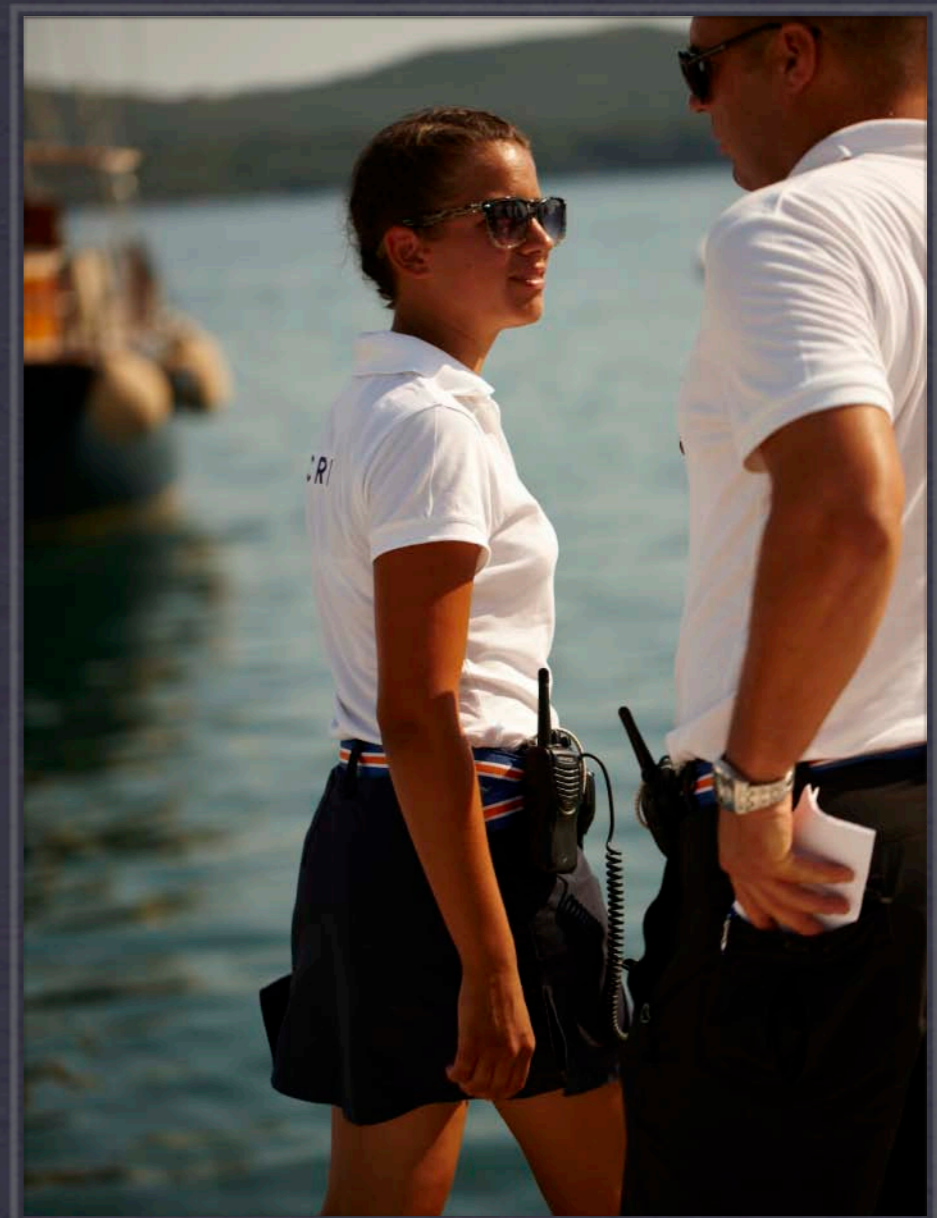
Cocktails

The advantage of knowing both roles inside out will give you experience in all department, and knowledge is power in this industry.



Molecular magic

Chefs are morphing into
mad scientists, pushing the
boundaries of gastronomic
experimentation.



Training

BASIC:

STCW 95 Basic Safety Training (STCW)

Megayacht Crew Course

RIB Level 2 (equivalent to RYA powerboat level II)

Megayacht Interior Operations (MIO)

Silver Service (SS)

MASTER OF YACHTS 200 TONNES

Master of Yachts (MOY) 200 Ton

**Master of Yachts Mate (Coastal) equivalent RYA YM
coastal**

**Master of Yachts Limited (Offshore) equivalent RYA YM
offshore**

Master of Yachts Unlimited (Ocean)

Boat Handling Instruction (BHI)



Training

OFFICER OF THE WATCH:

OOW GSK

OOW GMDSS (GMDSS)

USCG - GMDSS (USGMDSS)

Nav. & Radar (OOW)

OOW Advanced Sea Survival (OOWASS)

OOW Oral Prep

CHIEF MATE

Advanced Fire Fighting (CMAFF)

Medical First Aid (MCA Courses)

MASTER 300-500 TONNES

MARINE ENGINEERING

Deckhands

Megayacht Interior Operations

Marine Engineer

