

GETTING YACHT CREW HELP

According to a 2018 International Seafarers' Welfare and Assistance Network (ISWAN) survey, a whopping 82 percent of superyacht crew reported that they sometimes struggled with low crew morale, while 55 percent of female respondents found accessing mental health care an occasional or regular challenge.

That's why ISWAN welcomed Bond Technology Management (Bond TM) in May as its primary partner for its new online toolkit for superyacht crew, Yacht Crew Help, which should debut in eight to 12 weeks at the time of press. It provides crew with a direct line to 24-hour emotional support, practical guidance, and useful health and welfare resources. It also includes resources for promoting good mental wellbeing and other industry-specific guidance, all for free.

Having initially raised just over £21,000 to fund the toolkit's development, maintenance, and promotion, they're now raising funds for the ongoing operational costs to run their helpline and other services. At the time of press, £13,628 had been raised for ISWAN's helpline, as well as for seafarers and efforts to help meet the recommendations in their welfare research report.

"Having been crew, I just wanted to help make this a reality for our crew of today and for the future," says Will Faimatea, director and founder of Bond TM – he was also an ETO from 1994 to 2000 on superyachts such as *M/Y Aviva*. "Like in all walks of life, mental health was less talked about back then. Some of us may be aware of someone who has suffered from mental illness, and society has moved forward a lot from twenty years ago. Being crew can be isolating and if this project is able to help those in need one day, then

current crew will already be better off," he says.

Caitlin Vaughan, ISWAN's project manager, has been coordinating the new toolkit's development. "The idea came from discussions with an industry group as a response to the 2018 survey we conducted on the welfare needs of superyacht crew," she says. "Our research findings showed that access to mental health support is a real challenge for superyacht crew and that episodes of work-related stress are common. This toolkit aims to make it much easier for crew to access support when they need it and to offer resources to help to alleviate some of the other issues raised during our research," says Vaughan.

In the first phase of the project, the toolkit will focus on mental health support for crew. Next they'll address and provide resources for the issues identified in the report, such as drug and alcohol abuse, financial literacy, and support when moving to shore-based roles. "The survey also identified a need for more effective leadership training and guidance," Vaughan says.

Although Capt. O'Shannassy is no longer active crew, he was a seagoing captain a year ago when he contacted ISWAN. "Daily, I was dealing with complex emotional support issues without all the tools needed to support those in need," says the captain, whose vision is to put Yacht Crew Help details and its helpline on a sticker in every crew cabin. He'd also like to have it distributed to all new entrants to the industry via training providers as they complete their STCW.

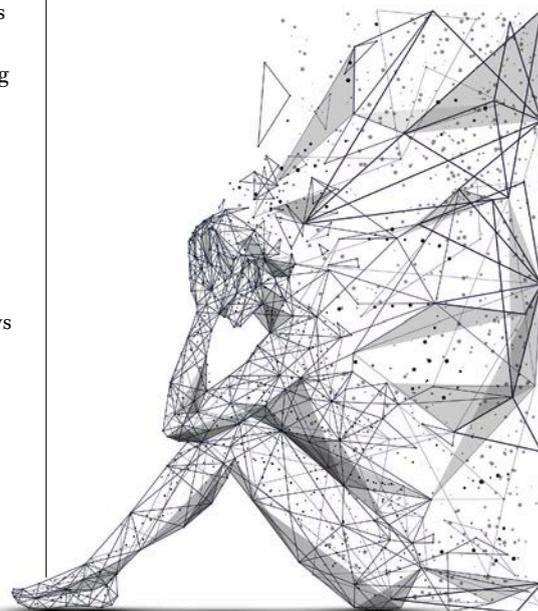
"It will provide educational tools for captains and crews to normalize the conversation around mental health," says O'Shannassy. "It will provide a captain the information to

speak with confidence about a challenging topic and allow a crewmember to read (or speak with) someone about their emotional state."

"The service is free for all crewmembers in need of assistance and we will continue fundraising efforts to ensure it remains available as long as the need is there," says Vaughan. To contribute, go to www.yachtcrewhelp.org.

"It's okay not to be okay," says Capt. O'Shannassy, adding that you should also ask your friends if they're okay. "The more the conversation is normalized, the closer we become to having healthy crew. The needle must move where mental health and crew wellness are spoken of in the manner of fire drills or other medical treatments, where we just do it because it is the right thing to do and could not imagine it not being considered."

www.seafarerswelfare.org; www.bondtm.com
– LAURA DUNN



Virtual Health Training

As we've increasingly learned, the virtual space has proved essential in the restrictions of the pandemic. Telemedicine provider MedAire is obviously no stranger to the virtual world and is now offering a four-hour virtual course to offer crew a "detailed review" of onboard medical equipment resources for handling a medical emergency in a remote marine environment.

"Virtual training is extremely important," says Erin Mitchell, global marketing and communications manager at MedAire. "Virtual training allows crew to keep up-to-date on necessary first responder skills, while also practicing

social distancing – and reducing the number of people that come on the vessel."

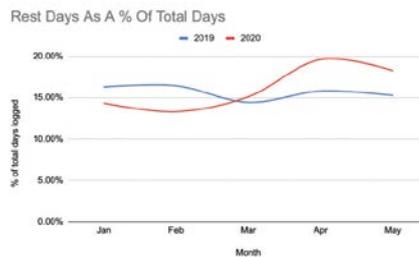
The course allows crew to train on their own equipment on board via Zoom, and the instructor offers guidance on proper first responder techniques. The course includes regular modules from MedAire's Tune Up training – like CPR and AED review, airway management, and control of bleeding and fractures – plus detailed information on critical COVID-19 risk mitigation measures. They're also offering virtual mini modules, which are just two hours each. www.medaire.com

THE IMPORTANCE OF WORK AND REST

Rest days were up 24 percent year-on-year in the superyacht industry for the month of May, according to workrest, a platform that provides crew management software for the maritime industry. Furthermore, the average length of a workday was down eight percent in May year-on-year.

Under regular circumstances, the beginning of the summer peak is usually in May with the average workday generally increasing in length throughout the month and continuing to increase coming into June. Stuart Willis, CMO at workrest (as well as a former bosun), says the opposite is true in 2020: the length of the workday is actually declining as we move towards summer.

The number of rest days per crewmember increased throughout April and May. In May, rest days were up 24 percent year-on-year. This is driven primarily by crew on board working weekends less often this year.



Graph showing the percentage of days taken as rest days from Jan - May in 2019 and 2020.

“Workrest is driving innovation in crew management software, providing the maritime industry with a smarter way to manage work/rest compliance and crew rotation schedules,” says Willis. With over one million days logged in 2019 through the workrest app (which collects data anonymously), they’re able to spot industry-wide trends as and when they happen, and regularly report on topics using the data.

This data is now being used to highlight what the lockdown has meant for those still working on board. For one thing, there’s been a notable drop in non-compliant workdays in 2020 and crew are working far fewer non-compliant days when compared with 2019: In May 2019, non-compliant days made up 2.7 percent of all days logged, while in May 2020, that figure has dropped to 0.6 percent of days logged.

Of course, the effects of the pandemic changes almost daily. “We’ll be monitoring average working patterns throughout the lockdown period and will report on how this changes as restrictions ease around the world,” Willis says.

Workrest easily lets you record hours of rest, maintain crew rotation schedules, and manage leave, but you can collaborate with vessel and department heads to distribute tasks and maximize productivity. www.workrest.co.

FLIBS / BIGGER THAN THE SUPER BOWL

There’s a reason the Fort Lauderdale International Boat Show has been around for 60 lucrative years. FLIBS surpasses the economic revenue of any Super Bowl, according to the Marine Industries Association of South Florida (MIASF)’s Economic Impact study at the end of May.

After the 2019 show, an economic impact study was conducted by Thomas J. Murray and Associates. MIASF and Informa Markets U.S. Boat Shows released the results of the study, which included these findings:

- / FLIBS generated \$1.3 billion in economic output throughout Florida, up from \$857 million from the 2015 study.
- / More than 8,000 full-time jobs are associated with the show and exhibitors expended \$13.1 million in exhibit space and local goods and services (up from 6,000 jobs and \$12.9 million in exhibitor expenditures).
- / Visitors spent an average of \$226 per day and were responsible for more than 72,000 “hotel-room nights” in local hotels (up from an average of \$208 per day and 69,000 hotel-room nights).



According to Phil Purcell, MIASF CEO/president, FLIBS sustains the \$12 billion South Florida marine industry and more than 142,000 jobs between Palm Beach and Miami for the remaining 360 days of the year.

On the heels of MYS 2020 organizers announcing they’ll proceed as a secure, not-for-profit event, it’s likely FLIBS will too. With 100,000 people on average attending the show — which spans seven sites across 90 acres — Purcell says it’s easy to crush social distancing in a positive way. They’re working with CDC guidelines to achieve standards in all spaces so everyone feels safe. “I think the big takeaway from this is ... we’ve dealt with hurricanes, we’ve dealt with ... pandemics, we’ve dealt with recessions, financial crisis.” www.miasf.org

IN BRIEF

The 2020 **Antigua Charter Yacht Show** opened for registration on June 1, 2020. The show’s dates are December 4-9, 2020. www.antiguayachtshow.com

The **USVI Charter Show** will take place November 11-15, 2020, at IGY’s Yacht Haven Grande Marina in St. Thomas. The show will adhere to COVID-19 safety orders. www.vipca.org/usvi-charter-yacht-show

