

THE PANTAENIUS MAGAZINE 2023/24

YACHTING NEWS

THE FUTURE OF YACHTING

WATER REVOLUTION FOUNDATION

ECO VERSIONS OF YACHTS

SUSTAINABLE MATERIALS ON BOARD

CAPTAIN'S EYE

AI RESHAPES THE WORLD

PROTECTION & INDEMNITY

FREQUENTLY ASKED QUESTIONS

PANTAENIUS
YACHT INSURANCE

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Editorial

BE PART OF THE FUTURE

The future of yachting has already begun. With activist groups like Extinction Rebellion having held protests at airports and auto shows, it was only a matter of time before they targeted the superyacht industry. And target they did, at the latest Superyacht Forum in Amsterdam. Others followed. While the chosen means cause controversy among the general public, it seems clear to me that they are symptoms of the fact that it's becoming socially unacceptable to use resources in an unsustainable fashion.

That's why I'm very happy to announce that Pantaenius has decided to join the Water Revolution Foundation (WRF). The WRF brings together leading industry partners with a common aim: to neutralise the ecological footprint of yachting over the complete life cycle of boats. That's not an easy target. However, it's not a dream either. Shipyards like Feadship have committed to it and the

first steps are being taken. At the same time, the WRF's various tools allow other partners to access data about low-impact solutions.

Find out more about the WRF and the steps being taken towards a zero-impact industry in our interview with Feadship CEO Henk de Vries and WRF General Director Robert van Tol, in this magazine. We've added an overview of recently built yachts to illustrate that change is already happening. You'll also find a piece about sustainable materials that can be used onboard to help reduce the impact of existing yachts.


After all, a love for the ocean and spending time on the water lies right at the heart of our business. At the same time, we know perfectly well from our business that we're only guests out there. We depend upon a complex ecosystem, and it's under threat. We have to work together to protect it.



Yours faithfully

A handwritten signature in black ink that reads "Martin Baum". The script is fluid and cursive.

Martin Baum
Managing Director,
Pantaenius Yacht Insurance



Water Revolution Foundation

NEUTRALISING THE ECOLOGICAL FOOTPRINT OF THE SUPERYACHT INDUSTRY

Water Revolution Foundation conference in the Maritime Museum Hamburg

Pantaenius has joined the Water Revolution Foundation (WRF). WRF director Robert van Tol, Feadship CEO Henk de Vries, and Pantaenius' Martin Baum sit down together to talk about the WRF's mission to lead the way in neutralising the ecological footprint of the yachting industry and the steps to take.

Robert, you're the director of the Water Revolution Foundation. Please explain the idea behind it.

Robert van Tol: The Water Revolution Foundation (WRF) is a collaborative platform to succeed in two things that can no longer be seen separately. One is the reduction of the environmental impact of the yachting industry, both the product and the process. The other is that we need to take better care of our oceans as we all depend on their health. Only then we will have a future-proof and proactive sector.

Martin, you've recently decided to support the WRF. Why?

Martin Baum: We have only one world, one ecosystem, and one sea. The oceans are the foundation of all our business models. Of course, we want to be altruistic and save the world but, on the other hand, we also have to make sure our businesses are viable long into the future.

Henk, you're the founding chairman of the WRF and CEO of the Feadship de Vries Shipyard. At the latest Superyacht Forum, four years after founding the WRF, you said the superyacht industry will "adapt or die". Can you please explain, from your builder's point of view, what you mean by that?



Robert van Tol is the Executive Director of the Water Revolution Foundation (WRF).



Henk de Vries III is the CEO of the Feadship de Vries Shipyard and the founding chairman of the WRF.



Martin Baum is the Managing Director of Pantaenius Yacht Insurance, a corporate partner of the WRF.

Henk de Vries: It was a remark I made when the chairman of the session was trying to get the audience to understand the level of urgency. There were some very polite, general remarks that we needed to be cleaner. So I said that if we do not clean up our act, we have no reason to exist seven years from now. I think by 2030 that as industry we should have stopped building 'dirty' yachts. If we don't do that, we make an unnecessary product for which we use very scarce resources. On top of that, the energy used is being done so in an unclean manner. We have to stop leaving footprints.

The WRF will lead the way toward neutralising the footprint. Robert, can you break down what contributes to that?

Robert van Tol: To do that, we need a life cycle approach. It starts with design and build, sourcing sustainable materials and optimising for the operational lifetime of a yacht and the end of life for onboard components. In yachting, especially with larger yachts, that end of life is rarely seen. With good maintenance and refit programs, it is constantly being extended. The operational life of yachts comprises sailing, anchoring, and time spent in the marina. Sailing is about 10 per cent of the time, anchoring a bit more than 30, but more than 50 per cent

of the time is spent in the marina. We need to significantly bring down the energy consumption. And if alternative fuels can bring down the operational impact, impacts in the build and refit phases become relatively higher. Therefore, the life cycle approach is our religion at the WRF.

Henk de Vries: We've done a lot of research into the footprints of our yachts over their lifetime. The whole construction period plus the refit work you do along the way is not even 10 per cent of the total. The fact that more than half of the energy you use is when you're sitting still is completely different from commercial shipping. That unique profile means that you need a dedicated measuring device to judge the footprint of yachts.

Martin Baum: We don't want to greenwash the matter. But it's very hard to find any factual basis in this market. WRF have presented a database of sustainable solutions, and it is a tool that really looks at data in a scientific way and provides you with clear facts. Otherwise, people claim they have a green yacht simply because they use recycled paper and have no plastic bottles on board!

Henk, I'd like to know what technical solutions you implement to reduce the footprint in the operational phase.

Henk de Vries: We offer all the boats with what we call the 'electric drive'. They use combustion engines to make electricity, but you can dose the electricity to the requirement of the drive at that time. Most superyachts are enormously overpowered. That means they're never going at top speed, they are burning at a very slow rate and hence are very polluting. Generators you can load up properly

and match the supply to the demand. That's step one. You immediately save 5 to 15 per cent on emissions.

That doesn't sound like very much.

Henk de Vries: Well then, the second thing you can do is to use biological fuel. That's a fuel you can burn in diesel engines without modifications. In shipping, that biological fuel is not even good enough for 1 per cent of the complete demand. However, the total need of yachting as an industry is relatively small. The entire fleet could sail on that fuel and have a resultant reduction in CO2 emission of 80 per cent. The final component of the setup, is a large battery bank that you use as an energy buffer. When even your smallest generator is too big for the demand the excess energy goes into the battery bank.

Robert van Tol: We see the yachting sector as a strategic one. We work for an incredibly powerful clientele. If they put their power behind the infrastructure of alternative fuels, they could give an enormous boost to its availability. And the yachting sector is flexible and customised enough to be at the forefront if we all work together and really push hard.

Henk de Vries: We convinced a couple of people during Covid. After that, people are becoming afraid that friends might ask if they still have one of those smelly yachts. At least, that's what we're trying to emphasise! I think some of our competitors are underestimating how quickly the world can change.

Martin Baum: We've just seen the Last Generation spray-paint a yacht. It's becoming socially unacceptable to use resources in an unsustainable fashion or without understanding and limiting your impact.

The WRF provides tools for its mission. Robert, can you give us a quick run through? What is the yacht assessment tool doing?

Robert van Tol: The yacht assessment tool is combining environmental databases on the impact of materials with the process to turn, for example, a pile of steel into a hull. One

doesn't need to change the material, but there are opportunities to reduce impact by the use of a percentage recycled material and of course the production and transport. This is also something that companies like shipyards will need to start reporting on under the new CSRD directive in the EU from January 2024.

Ayacht's operational efficiency is tackled through YETI (Yacht Environmental Transparency Index). There are 11 yacht builders working together with four naval architecture studios and three research institutes. YETI allows you to translate the impact into a score, it's transparent and comparable. Think of it like an energy label like that we're used to seeing with our houses. These days, one cannot sell a house without an energy label.

But we don't just want to measure the impact. The score is the starting point. As Martin said, greenwashing is a big threat. It's really important that we understand whether we make the right decision and not just shift impact from one stage to another. We want to help suppliers that have real solutions and put them in the spotlight. But in order to do that, we need to do an assessment. When verified to be better than existing business model or solution, they will be promoted through the Database of Sustainable Solutions.

Talking about solutions – Martin, please explain how Pantaenius wants to incentivise a greener way of yachting.

Martin Baum: As the insurance provider, you're always in the background. You're not there when the owners make the decision of what boat to buy. But one thing they all have in common is antifouling. We have over 100,000 clients. If we could encourage each to use a biocide-free antifoul, that's an enormous impact that we could have as a company.

What we've done so far is join the WRF, firstly, to get some scientific data on what antifouling works best. Secondly, we've been lobbying with the government to implement regulation in this field. We hope the regulators will help us - in Sweden, for example, on the east coast biocide-free antifouling is already the standard.

Thirdly, we are looking at all kinds of technical options to solve the problem of antifouling use, whether it's with technology such as a cleaning mechanism or a combination of biocide-free paint with a cleaning operation. We like to lead. Eventually, we might even come to the point where you would get a more favourable premium if you used biocide-free antifouling. We know that insurers have financial funds to support sustainability projects.

Robert van Tol: That's great because the power of the insurance world is tremendous and it can help us push beyond regulatory requirements into real-time implementation. If there's an environmental disaster, it's also a disaster for insurers; this can have an impact on premiums. In the end, the damage to our society from climate change will at some point not be insurable anymore.

Martin Baum: Excellent point.

Henk, what role can Feadship play in the transformation of the superyacht industry?

Henk de Vries: We're working on hydrogen propulsion. There is a yacht coming that will have the largest fuel cell in existence. It will have autonomy that will allow it to sail for an extended period of time. It's not enough to cross an ocean, so you still need a regular combustion setup to do long crossings.

The big change we are all looking for is alternative fuel. It looks like hydrogen is potentially the cleanest. The supply is for the industry at large to solve. What I'm doing is creating a clean demand in a part of the sector.

We can build boats with electric drives and power generation in boxes. That means you allocate a square room. Once you have a better engine, you take the generator out and can stick something else in. We are currently building one of the new generation boats that will come out in a year's time. Already we are planning a refit in about two or three years when new technology comes available.

What do you think will be the state of the industry in four years' time?

Robert van Tol: I think we will see tremendous steps in the used boat market. We see an uptake in clientele requests for environmental credentials of the yachts. Apart from transparency, we need a different design language. It's not always about the number of cabins and sun decks, but it's not yet always about consumption, sustainable materials and a closer connection to the oceans' health. The most pressing thing is that we create a level of awareness and positive force for change.

Henk de Vries: If I have a dozen of the leading players in my business alongside me, then the others have no choice. For shipping, the ocean is the highway. And the highway is sometimes not very pretty. For yachting, the ocean is the backyard. And you're not going to sit in your backyard if it smells and if it's dirty. So it's a no-brainer that you must have clean seas.

Martin Baum: I think there are going to be more recyclable GRP yachts. There are recyclable fibres and resins already in use. I think the whole idea of recycling and refit is key for this industry.


Henk de Vries: I have an idea. There are a lot of old yachts out there and some of them are very dirty. Within Feadship, we have our heritage fleet. It is relatively easy to electrify. I see a fantastic recycling market in bringing those boats back into the future. Maybe Pantaenius can even give the owners a discount on their insurance premium if they electrify?!

Martin Baum: Fantastic. I fully support the idea.

Gentlemen, thank you very much.



*Interview: Jan Maas
Pantaenius Hamburg*



Eco versions of yachts

VISIONS OF THE FUTURE

A hull made of flax fiber and an engine capable of running on fuels not yet invented – these and other examples show sustainable solutions that have begun to change the face of yachting.

The Feadship concept Pure comes with a fuel-flexible modular engine room.

In 2018, Black Pearl hit the water, all 106.7m of sleek sailing yacht. “The owner drove us to new heights,” commented Marcel Onkenhout about the build — but the Oceanco CEO wasn’t just referring to a trio of black DynaRig carbon masts, each a dizzying 70m high, that can be set in seven minutes. Among the innovations that saw the pride of its Russian owner, the late Oleg Burlakov, crowned Sailing Yacht of the Year at the World Superyacht Awards in 2019 is a hybrid propulsion installation that can reportedly propel it across the Atlantic without using a litre of diesel fuel. *“Black Pearl is, in many ways, my attempt to show the world that we can change and improve the impact we have on our natural world,”* Burlakov said speaking to BOAT International in 2018.

In the five years since Black Pearl was delivered, the carbon footprint of superyachts is a topic coming increasingly under the microscope. And the yacht, which is still owned by the Burlakov family, continues to shine bright in the ocean as an eco-beacon, the fleet of visionary

yachts — and visionary owners, naval architects and yacht builders — is growing to give us a taste of what a more environmentally-friendly future could look like for the yacht industry.

Here is a selection of yachts pioneering their category:

CATAMARANS

If you visited the 2022 Monaco Yacht Show, the **Sunreef 80 Eco** needs little introduction, the 24m vessel turning heads as people walked past its berth outside the Yacht Club de Monaco thanks to its glistening, midnight-blue hull covered in solar panels. Over 164m² in total can be covered in what’s called the catamaran’s “solar skin”, including the mast, boom and superstructure to generate up to 45.5kWp (Kilowatt peak). A rainwater collection system accumulates water to wash down the deck. The yard has gone one further with the recent unveiling of the **Zero Cat**, currently in development. The 90-foot zero-emission catamaran will convert methanol to clean

hydrogen for unlimited autonomy when combined with electric propulsion. It is, says Sunreef's Co-Founder and CTO Nicolas Lapp, "a milestone in our ongoing commitment to protecting our oceans and preserving the natural beauty of the sea."

French catamaran builder Windelo earned a special mention for sustainability at the European Yacht of the Year 2022 awards for its **Windelo 50 Adventure**, an electric-hybrid catamaran with solar panels and hydro-generation technology to generate additional battery power. Eco innovations in the engine room are matched by sustainable choices in construction: the hull is made from a composite sandwich of basalt and PET foam from recycled plastic bottles, while the interiors feature sustainably-sourced wood.

MOTOR YACHTS

When Feadship delivered the 83.50m **Savannah** in 2015, it was billed as "the first hybrid motor yacht" with fuel economies of 30 percent compared to traditional yachts thanks to a combination of a single diesel engine, three gensets, batteries and dynamic hull shape. This pioneering status saw it awarded Motor Yacht of the Year at the World Superyacht Awards 2016. The Dutch yard has a stated ambition of

building the first carbon-neutral superyacht by 2030 and last year unveiled the 81.75-metre **Pure** concept with what it calls an 'agnostic' fuel system that has approval-in-principle from Lloyds. "(That means) it has to work with the fuels of today but also those of tomorrow," Giedo Loeff, head of R&D at Feadship has said.

Italian yard Rossinavi has turned to AI with its first hybrid vessel, **No Stress**. The sporty 50m vessel, which was unveiled in April this year, is equipped with dual diesel engines and electric motors and can operate in a variety of modes. In electric mode, AI-powered tech monitors consumption to conserve the charge. "*Artificial Intelligence allows you to enjoy the electric experience on board to the fullest,*" commented Federico Rossi, Chief Operating Officer of Rossinavi, at the unveiling. He also warned that the best is yet to come. "This technology will be optimised next year, revealing its fullest expression with the launch of the **Sea Cat**," he said, referring to its next-gen, all-electric catamaran that will generate enough kWh to power not only the onboard needs, but even a villa on land.

SAILING YACHTS

In full sail, with nothing but the wind to power them, sailing yachts are inherently eco-friendly.





The Sunreef 80 Eco catamaran

But Finland's Baltic Yachts are going one better to build beautiful, high-performance sailing yachts that can be powered by electricity for extended periods of time. A World Superyachts Award winner in 2020, Baltic 142 **Canova** harnesses the latest hydrogenation technology that sees the electric motor also serve as a generator that can power not only the yacht's engines but also its onboard systems. The Baltic 117 **Perseverance** revealed innovations in efficiency for energy savings, particularly smart cabins that know when spaces are not in use as well as the ability to recycle air conditioning energy waste into heating water. The yard is also making the switch to eco-friendly materials for hull construction, with half of the hull structure for 2021's **Baltic 68 Pink Gin Café Racer** made from naturally-grown flax, an organic raw material that has proven its use in both structural and interior applications.

It's not only new builds that are getting a green makeover, either. At Royal Huisman's Huisfit refit yard in the Netherlands, both **Foftein**, a

30m cutter from 1999 and **Juliet**, a 44m world cruising ketch from 1993, have been recently retrofitted with hybrid power generation. *"Huisfit is offering a number of smart green solutions to reduce the use of energy onboard superyachts with 20th-century technology,"* commented Jan Timmerman, CEO of Royal Huisman. Now, owners don't need to upgrade to enjoy features such as silent operation and reduced fuel consumption. As the shipyard that gave us the world's first hybrid superyacht, the 58m ketch **Ethereal**, in 2009, we shouldn't be surprised that its innovative thinkers are now future-proofing heritage vessels.



*Chrissie McClatchie
Freelance writer*



Sunreef Zero Cat concept

Sustainable materials on board

ECO FROM WITHIN

The everyday running of a yacht adds by far the biggest share to its ecological footprint. Here's some advice on measures you can take immediately to help reduce it.

With back-to-back trips during the summer season, the average charter yacht goes through a dazzling forest of flowers, with fresh arrangements needed for the saloon, cabins and outdoor spaces for every new party that arrives. Floral deliveries are often weekly arrangements, with the previous charter's flowers heading straight to the waste.

This cycle didn't go unnoticed by Karolina Szczytowska during her time working as a Chief Stewardess on superyachts. Along with friend and fellow yacht crew, Loreta Cazacu, the duo set to work on identifying a longer-lasting alternative. The answer lay in bio-preserved flowers and, with that, their business STILLA was born. Earlier this year, their first showroom opened in Antibes.

"From a sustainable point of view, STILLA's bio-preserved eternal flowers have a much **lesser environmental impact** when compared to fresh flowers as they only require one delivery per year and have lesser CO2 emissions overall," Szczytowska says. Their arrangements can last up to a year, and don't need water, trimming or light. What's more, air conditioning is no longer the enemy.

The elixir of long life lies in a wholly plant-based, biodegradable preservation formula that is used to treat the flowers as soon as they are picked. "The flowers are cut at their peak state and treated with a 100% natural and non-toxic wax-based solution. This replaces their natural properties and helps them maintain their texture, shape, and scent for an extended period," says Szczytowska.

The flowers themselves are sourced ethically and the packing materials are designed to be as environmentally-friendly as possible. Even floral foam — that foamy green mainstay of fresh flower presentation — has made way for a more sustainable alternative called Agra

wool. Made from sugar and cellulose, the material naturally bio-degrades after a year.

Arrangements can be customized according to specific guest or yacht requirements. "Our team of professional florists will work with the owners every step of the way to create unique designs that perfectly match their interior spaces, by using their preferred floral elements, colours, shapes and dimensions," says Szczytowska.

The pair claim these preserved arrangements slash up to 60 percent off annual interior decoration budgets. "What owners are getting is a permanent, stunning display whose beauty is reliable and consistent, no matter where the boat is cruising," she continues.

THE CHANGE FROM WITHIN

While the industry awaits the arrival of technology and designs that will drastically



Hannah Russell launched Viveco to provide eco-friendly products.



A floral arrangement from Stilla

reduce the carbon footprint of yachts, yacht crew are busy innovating and implementing their own sustainable swaps — many born out of their own on-the-job experience and first-hand concerns and frustrations.

Hannah Russell's eight years as a chief stewardess opened her eyes to the deterioration of the oceans and, after her last season in Costa Rica and the Galapagos, she settled in Mallorca to establish Viveco - a portmanteau of vive (live) and eco (eco-friendly). With an array of environmentally-friendly cleaning, laundry toiletry and dishwashing and pantry products in bulk sizes and refill packaging, as well as plastic-free alternatives for everything from toothbrushes to Ziplocs, she is encouraging yachts to ditch single-use plastics once and for all. Just choosing bulk options for crew toiletries can reduce plastic waste by up to 75 percent on board, she has said.

Russell's background means she understands exactly the challenges interior crew face to such a big shift. *"My focus is mainly in helping crew drastically reduce plastic use onboard and*

switch to more environmentally friendly products that are better for the planet and people," Russell says. Shopping in bulk, switching to concentrate products, recycling used products and switching to reusable are some of the smart swaps she helps yacht crew make.

She supplies over 30 different eco-friendly brands that have been personally tested and vetted. *"By implementing the positive changes onboard that help reduce plastic waste there are numerous knock-on benefits in other ways. By introducing new systems you can save money, reduce time spent shopping, save storage space onboard and reduce the use of harsh chemicals onboard which can be damaging to health,"* she says. It is a win-win for the planet and the crew.

ACTIONS SPEAK LOUDER THAN WORDS

When Leah Tennant worked as a deckhand on superyachts, she couldn't instigate the switch to a plant-based cleaning product onboard because there weren't any credible options that delivered the same performance.

Rather than complain about it, she decided to act — and the result is Washdown, a range of environmentally-friendly cleaning products designed for and by crew that launched in 2022. With the brand she's out to clean up the industry by, as she puts it, washing down ethically.

Her imaginatively named solutions, such as A Deck's Hand deck and floor cleaner and Body Wash, a "nourishing boat soap (that) removes salt and grime with ease," are made using a probiotic BioTech formula that Tennant spent a year developing. Pollutant and Volatile Organic Compound (VOC)-free, as well as vegan and of no danger to marine life, she quips that the solution "kicks all of the other products out of the water".

Also part of the range are reusable trigger spray bottles made in partnership with Prevented Ocean Plastic, a program that collects plastic in coastal communities to save over 1000 tons of plastic polluting the ocean every month.

And, because all Washdown products are sold as a concentrate, there are savings to be had in both spend and plastic use: one litre of concentrate product, when diluted with water, makes the equivalent of 50 750ml plastic bottles.

YOU ARE WHAT YOU WEAR

Crew uniforms may not have the churn of fresh flowers or cleaning products, but when you're outfitting a whole team and have new members joining on a regular basis, there's an impact to be made by giving preference to environmentally-friendly brands — particularly those with crew behind them.

Ethical Yacht Wear, the brainchild of stewardess Lauren Wardley, produces a range of unisex, men's and women's crew uniforms — as well as an array of accessories such as linen, hats, aprons and belts — made from 100% organic cotton and 100% recycled materials such as polyester from post-consumer plastic.

Wardley has said she was inspired by companies such as shoe brand Toms and 4ocean, who make bracelets from rescued waste from the ocean. "On a 12-day Atlantic crossing with very little WiFi, I launched the brand," she says. "I wanted to create a means

for the industry to buy better quality sustainable crew uniforms that could also give back to the oceans we work on."

Ethical Yacht Wear is built on a circular business model. "We do not just incorporate ocean-bound plastic into our uniform but provide a percentage of profits back to ocean conservation organizations on the front line of our world's plastic crisis." A percentage of each sale is donated to the Plastic Bank, a social recycling movement where plastic waste is exchanged for income and other benefits.

After juggling her crew duties and her nascent business, Wardley decided two years ago that the time had come to devote herself to Ethical Yacht Wear full-time. Today, she counts several dozen yachts as clients — "From super eco 20-metre catamarans up to 100+ metre beautiful luxury super yachts," she says.

And she definitely feels like, more and more, the sustainable choice is winning out. *"Between chief stewardesses and some owners, a general interest and desire to make better decisions, particularly in relation to purchasing, is becoming more paramount in the yachting industry,"* she says. "Thank goodness!".

Chrissie McClatchie



Karolina Szczytowska and Loreta Cazacu founded Stilla.

Travel Maldives

DIVING AND DINING

The turquoise waters of the archipelago in the Indian Ocean invite you to discover the unique maritime wildlife diving. But you can even dine underwater while spotting tropical fish.



Fish guide is written on the menu in front of me but rather than detailing what we're about to eat, the fold-out card showcases the array of underwater life we might see during the course of our meal, from blink-and-you'll-miss Maldives anemonefish to monochrome damselfish and island trevally. I look up just in time to see a school of electric-blue fusiliers flash by; their fluid movements in concert with the soft soundtrack of classical music playing inside the restaurant. I've just been seated for the most unique lunch of my life, below sea level at 5.8 Undersea restaurant at Hurawalhi

Island Resort in the Maldives. The sun dances on the water above, a light that illuminates the scene before my eyes. Wherever I look, either in front, above or behind me, my line of vision settles on a blaze of marine movement and flurries of every colour imaginable.

The restaurant is inside a thick, 5-inch semicircular glass structure measuring 18 metres by 5 metres, sitting on the floor of the house reef 24 metres underwater. The world's largest all-glass underwater restaurant, access is via a spiral staircase from a thatched overwater bungalow. The setting is elegant but understated, in what feels like a deliberate play not to detract from the surroundings. The atmosphere is intimate with only 20 covers per lunch and dinner sitting. To ensure no one misses out on the show, tables are snuggled against the glass.



Ingredients sourced from local fishermen

As we sip on our Champagne apéritif, the conversation turns into a game of fish spotting with our handy guide a crucial point of reference. Is that a triggerfish that just swam by? Have we just had our first sighting of a



The 5.8 Undersea restaurant allows guests to dine amid maritime wildlife.

sweetlips? Will we be lucky enough to be visited by one of the reef's turtle population?

A FINE VENUE

We take a break when the first course of our five-course degustation menu arrives. There are three menus to choose from: meat, seafood or vegan. At the advice of the resort's

executive chef, French-born Eric Drogueux, I chose the seafood. A delicate glass verine of steamed Alaskan king crab is placed in front of me, garnished with greens grown in the resort's tropical island herb garden.

Fresh and light, it's the perfect starter for the other exquisite dishes that follow: Maldivian yellowfin tuna tartar, Glacier 51 Patagonian



The Hurawalhi house reef is renowned for its robust health.

toothfish and Canadian lobster, each of them paired with a carefully selected white wine, including an Austrian Grüner Veltliner and a Petit Chablis from the Loire Valley. After the fine savoury flavours that danced on our palates, we are treated to a theatrical dessert, a hollow sphere of fine chocolate that collapses when a rich chocolate sauce is poured over it.

Drogieux, who joins us for the meal, explains how he sources ingredients from both local fishermen and Parisian produce markets. The island location is a challenge to execute fine dining, but here the venue, he says, is just as much a part of the experience as the menu. *"It's about bringing something special to guests,"* he tells me. "I would be disappointed to hear someone say they've already eaten something similar in another restaurant."

As we emerge back into daylight, the crew of Bella, the resort's Flybridge Princess 55, are busy preparing for a sunset cruise. There's ample tender docking space, which means that outside diners, whether arriving by seaplane or guests on yachts cruising these waters, comprise a large segment of 5.8's clientele. With no comparable dining setting in the world, it's easy to understand why.

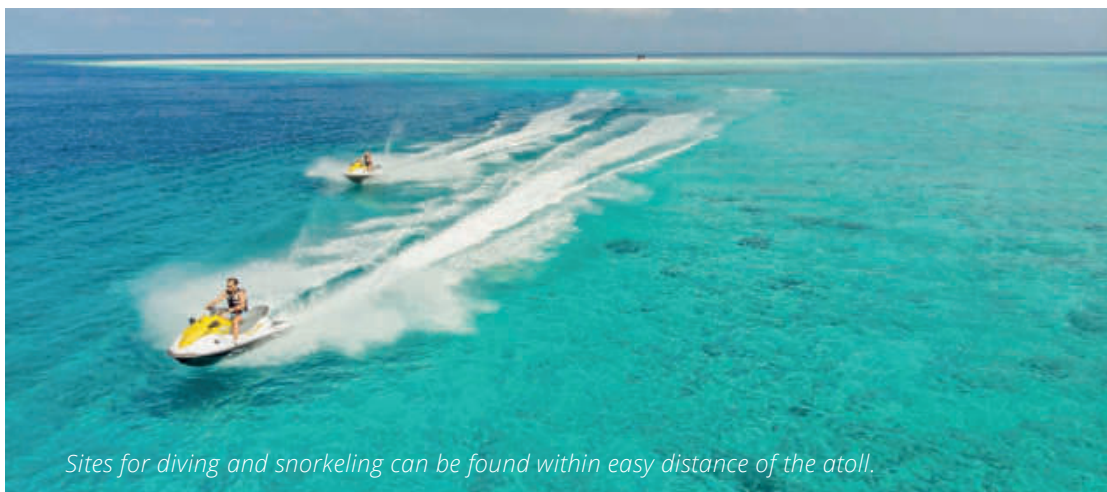
DIVE RIGHT IN

There's more than 5.8 to draw you to this top tip of the Lhaviyani Atoll, about 150 km north of the capital, Malé, however. I quickly learn that this is an area of the Maldives that is blessed with an abundance of marine life



and dive sites. The Hurawalhi house reef, in particular, is renowned for its robust health. "I've snorkelled a few other places and they are just nowhere near as big," Frances Budd, a marine biologist and dive master based on the island, tells me.

She describes the shallow waters between Hurawalhi and Kuredu, the neighbouring island, as a place with a "nice balance of everything



Sites for diving and snorkeling can be found within easy distance of the atoll.



Five sea turtle species can be found in the Maldives.

throughout the year.” “The diving here is really special,” she says. It’s not uncommon on channel dives to see up to 100 sharks at a time, Budd says. I spot a few of them gliding across the colourful coral in the distance while snorkelling the house reef, as well as spindly lobsters, sedentary sea cucumbers, and more tropical fish than I ever thought imaginable. This includes iridescent parrotfish whose sandy stools create over 80 per cent of all sand in the Maldives, a piece of trivia that’s sure to become a quick favourite in my repertoire.

It’s not just the parrotfish that inspire awe here, however. Of the seven sea turtle species in the world, five can be found in the Maldives and, in the lagoon close to Kuredu, green turtles swim languidly across the ocean floor, through gently swaying seagrass. This underwater meadow is home to one-third of the total Maldives green turtle population — or around 160 turtles — and they can be seen all year round.

The atoll is also prime for manta ray sightings and, in her capacity as project manager for

the Manta Trust, Budd’s mission is to conduct research, educate and protect the Maldives manta ray population. The population of these graceful marine creations migrates across the atolls according to the monsoons; in the UNESCO heritage-protected Hanifaru Bay in Baa Atoll next door, over 150 can be viewed feeding at the same time. “We’re fairly sure this is the only place in the world where this happens,” says Budd. Here in Hurawalhi, when it’s manta season, she can tell exactly where she’ll find them from her window.

More than 60 dive sites can be found within easy distance of the island, including The Shipyard wreck and MuDa Thila, an intermediate-level dive site with a miniature canyon and a swim-through crack. After calling Hurawalhi home for just over a year, Budd calls Lhaviyani Atoll a “very special place”. “I feel like every time I get in the water, something exciting happens.”

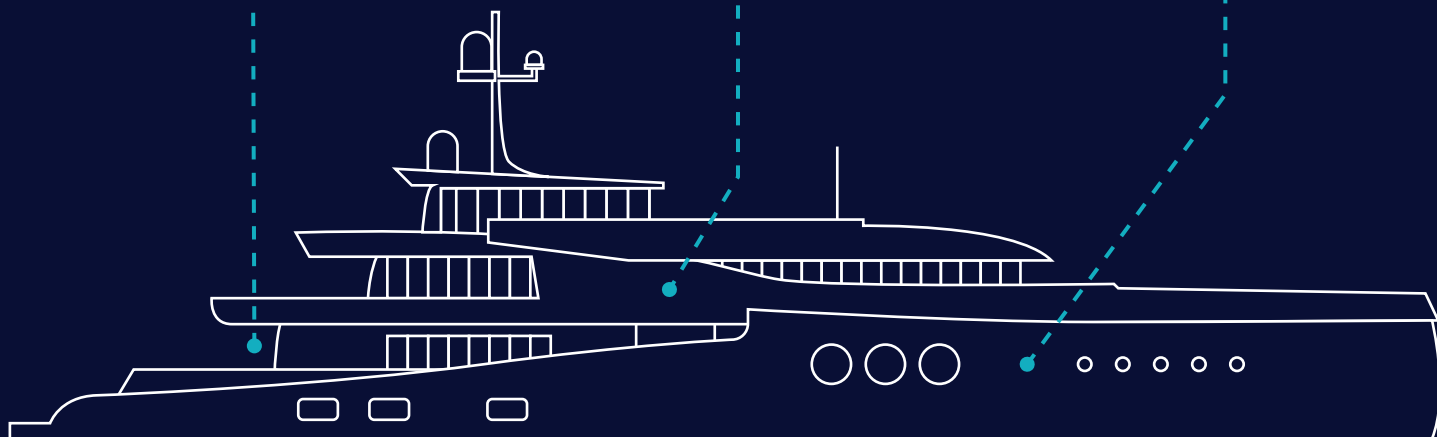
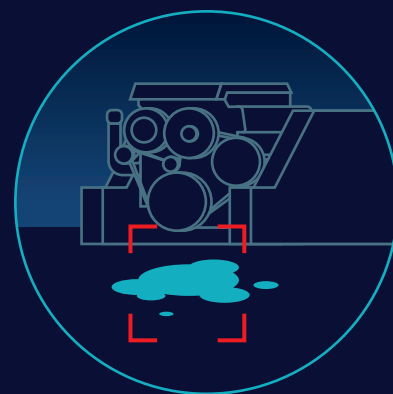
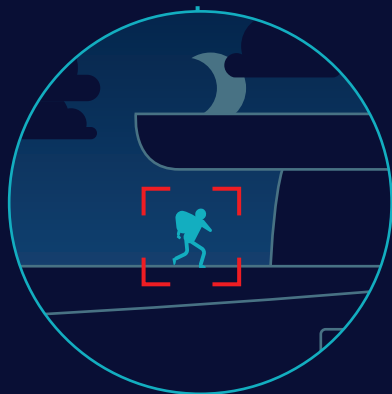
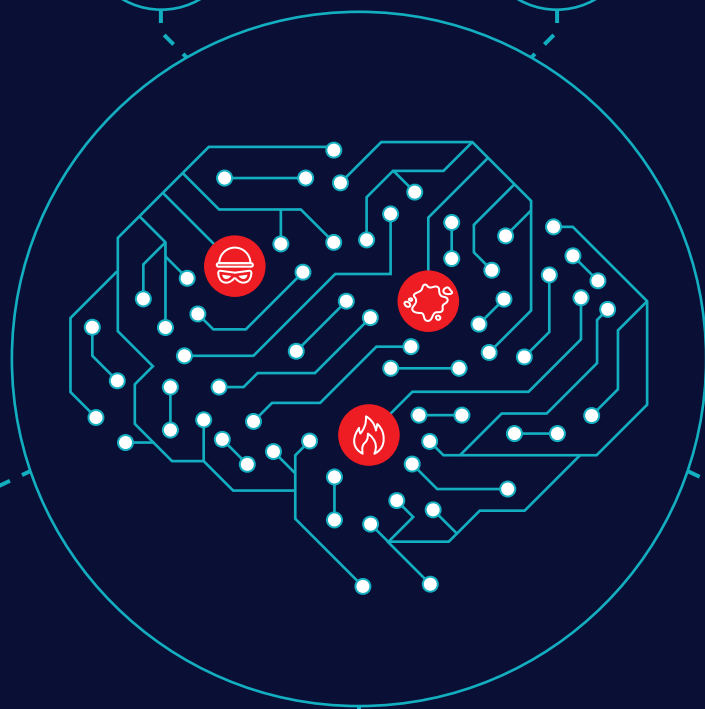
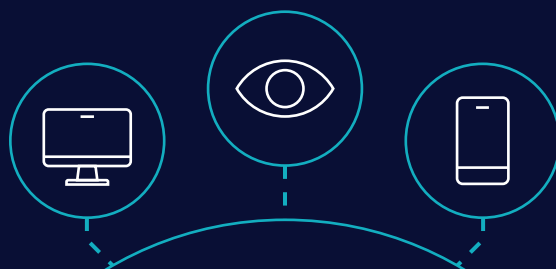
More info: hurawalhi.com

[Chrissie McClatchie](#)



FROM THE
BUSIEST PORTS TO
THE QUIETEST OF BAYS,
PANTAENIUS IS
BY YOUR SIDE





Captain's Eye

KEEPING THE OVERVIEW

With apps like ChatGPT, artificial intelligence is mainstream now. Combined with CCTV systems, AI can help to provide security on board. Captain's Eye is a market leader in the field.

Artificial intelligence is predicted to reshape much of the world we live in, transforming everything from product design to complex management systems. Its effects are already being felt in the maritime world, particularly in commercial shipping, and systems are being refined for superyachts.

The possibilities for AI integration are huge. By analysing vast amounts of data, algorithms will be able to suggest design modifications to improve performance and reduce fuel consumption. Systems are being developed that are not only able to detect and avoid obstacles, but can rapidly optimise routes to changing weather conditions. These will all reduce the risks of human error.

We already see the seeds of what is to come in SEA.AI, a system for yacht and motorboat crews to help detect objects in the open ocean surface that could present a collision risk. This system has been in use as an aid to watchkeeping on solo round the world race yachts for several years.

Vessel maintenance, safety systems and security are where the greatest efforts are being made, and AI algorithms tailored for large commercial ships are beginning to filter down to privately run vessels. A market leader in this area is Captain's Eye.

The company was set up just over two years ago by Uri Ben Dor, a former head of planning and organisation in the Israeli Navy and Doron Oizerovich, a former head of R&D at the Israeli Ministry of Defence, specialising in UAV, computer vision, AI and radar. Having taken early retirement from military careers in their late forties, the pair were perfectly placed to develop a tech business that could be applied to commercial vessels. Their Captain's Eye system has already been installed on over 100 commercial vessels.

Captain's Eye connects to cameras installed aboard ships and yachts. Every frame captured by these cameras is analysed to recognise changing circumstances and identify objects. If certain parameters are met, an alert is immediately sent to an owner or captain. Alerts and notifications appear on the Captain's Eye computer system on board and also remotely via an iOS or mobile app. Remote connectivity is with a SIM or on board wifi. Should there be a break of connection, Captain's Eye will keep recording and upload video once reconnected.

Its main objective is to avert serious safety issues. "Fires are one of the biggest problems" explains Zev Edgar, sales and marketing officer at Captain's Eye. "The current detection systems are not 100% bulletproof. With lithium batteries there have been many overheating incidents, and by the time it is recognised it is way too late. This system can be set to detect smoke and send notification about the exact location.

"It will also recognise oil leaks, or any custom parameter, for example, doors that should be closed, or where something has changed, such as rags left in an engine room," he says. The AI system can be set up to reinforce watchkeeping routines, sending a notification if no one makes a round each hour, for example. It can also recognise if people are not wearing the correct protective gear, and it can send alerts if someone who is not on a permitted access list is detected on board.

"Face recognition from a camera based on entrance to the yacht is one option," explains Edgar. "The owner can list people with permanent or temporary access and the system compares with this. Other systems can give a lot of false alarms so people get so annoyed with it and they switch them off," he adds. "This system is very smart and it can separate [circumstances] and understand

them. It will differentiate between a person and a dog, and between different people, so you don't get these false alarms."

Captain's Eye connects to a network of four or more cameras placed around a vessel using an existing CCTV system (any normal definition IP camera is suitable). These can be added to if there are additional locations an owner or captain wants to oversee. A typical installation would have six cameras, one at the main entrance, two directed at the engines and hydraulics, another rotating camera outside at the highest point of boat and one or two cameras on the deck and entrance to the main living saloon.

Installation of the system takes one or two days, followed by a process of calibration and measurement. Captain's Eye has already been installed and is being routinely used on over 100 large ships and container vessels, and a 'mini' version is being marketed for superyachts. The cost of the hardware, software installation and cloud space starts at €10,000 for yachts of 30-50m and rises to €30,000 for superyachts over 100m, not including the cameras, plus a yearly subscription for the service.

ELIMINATING THE COSTS OF HUMAN ERROR

Nir Geva is CEO of ASM Maritime BV, an Amsterdam-based ship management company that operates chemical tankers, bulk carriers, car carriers and container vessels. He is already seeing the real world benefits of AI systems such as Captain's Eye, which has been installed on the company's fleet.

"We noticed a gap between the office requirements and the ship performance – often there is a gap of knowledge between different ships – and Captain's Eye provide a solution to supervise these and see incidents quickly," he says. "It can provide the crew with the first alert if something is going wrong and, on top of that, the office is alerted to something going wrong or going to happen, such as lying down on the floor that nobody noticed. We can then ask the captain to check." Geva works in a world where the cost of human error slip-ups

can be astronomical. He believes Captain's Eye will help to reduce, perhaps eliminate, these. "The consequences of a leakage during a cargo operation can run to millions of dollars," he says. "We had one ship detained in the US because of a crew error. They were handling the ballast water treatment system outside of the system and the ship was detained with a \$1 million fine, despite the crew saying they didn't do it."

"So we asked Captain's Eye to customise two specific cameras to record these areas and alert us if the systems [in place] were not being correctly used."

For the next phase of customisation, the system will be customised to ensure no one who is unauthorised embarks the ships. "Every compartment will be inspected every 3, 5 or 7 hours, and the system would trigger a specific alert so that we in the office can be sure these areas are visited each time," he explains.

Another use would be to ensure that the Bridge Navigational Watch & Alarm System is never switched off. "It will also check that nobody is falling asleep on the bridge, disappearing from the bridge or is there who shouldn't be."

There are many other potential tasks that Captain's Eye can be customised to alert for, he adds. "We could request a portable camera when we need office support to connect live or to put a camera in a location to protect an area if we want to check crew are using personal protective equipment," he says.

Other similar systems for the yacht market are emerging. DZ Technologies was founded by Dennie Zaad, also based in Amsterdam. Zaad has a background in superyacht IT solutions and hotel CCTV, and is working with AI analytics partners to hone a rival system that uses Axis IP cameras to "detect if there is a fire, do man overboard detection and fall detection and object detection," he says. Zaad is currently installing the system on a yacht as part of a refit being carried out in the Netherlands.

These AI systems have a valuable place on board now and in the future, agrees Holger

Flindt, head of the claims department at Pantaenius. "Back in the Eighties, there were engine rooms without any watch keepers, with alarm systems instead, but this comes at a much higher level. The technology is good for identifying problems on board and possibilities to manage that," he says.

"The question is always how you use this technology. It is good to have technical assistance on board but it should never replace crew who should be permanently on board."

MAINSTREAM IN THE FUTURE?

Flindt worries about the possibility crews could become reliant on smart tech doing their jobs. When superyachts come into port, crew are often all too keen to move ashore. "I think there is a question when an alert pops up on a mobile phone how long it will take to get back to the yacht and deal with it – and who does that," he cautions.

"I think you need training for crew to handle problems and I prefer to have educated crew on board. Vessels are getting bigger and tech levels are increasing and a lot of people are not qualified to deal with that. But, yes, it will be helpful and it will give crew more freedom and allow them to be more flexible."

There is no doubt in Flindt's mind that we are on the verge of these systems being widely, even universally adopted. "Will it be [the norm] in future? Yes. Even if you think you have

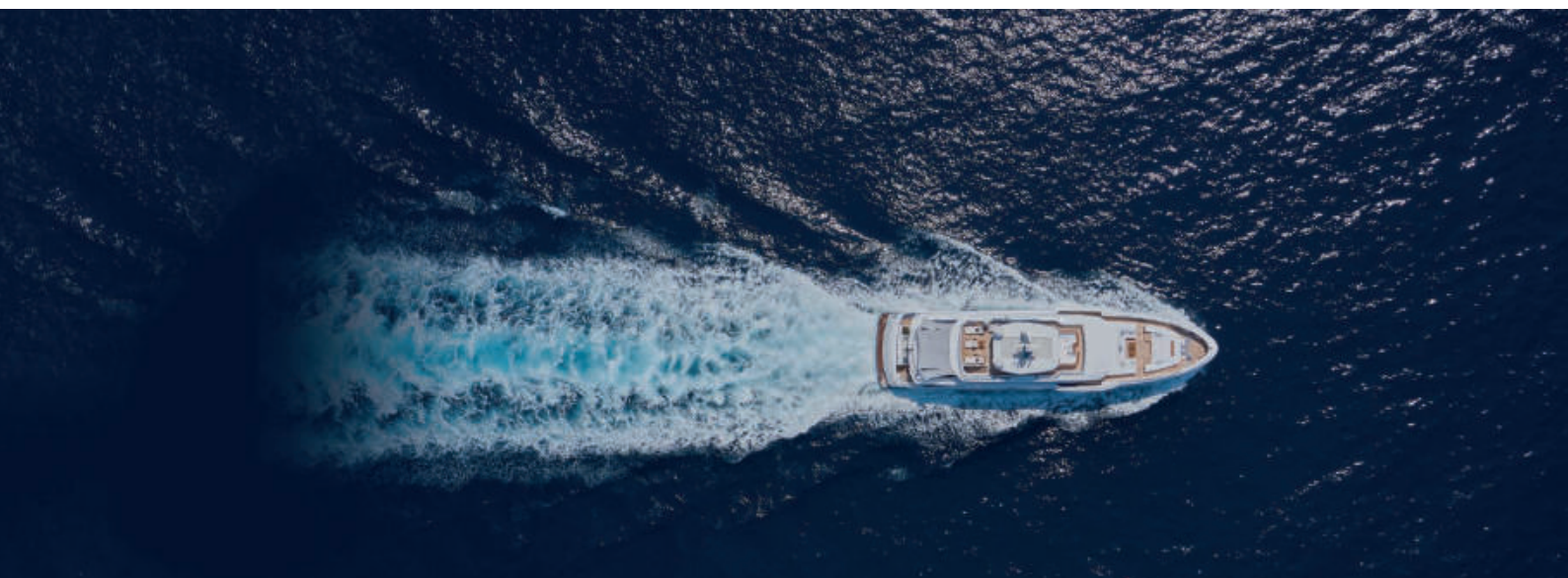
everything under control at any moment it will also give you documentation. You could combine it with a tech logbook, making it easier to identify problems on board, even in harbour.

"There are a lot of advantages in the opportunity to have more data about changes of crew, changes of engineer, watch keeping. It will bring everyone ahead, management companies and owners, and may also drive down engine or technical breakdowns. So from that perspective there is a safety factor to it."


AI systems will be able to incorporate many other peripheral functions in the near future. We will see systems devoted to the realm of onboard experience providing personalised services to owners, guests and crew. AI-driven systems using natural language processing will be able to adjust lighting, temperature, and entertainment preferences. They will be used to guarantee privacy and security for owners, yet at the same time give them a window into the world on board their yacht from a mobile device anywhere in the world.



Elaine Bunting
Freelance writer



AI effects are already being felt in the maritime world, particularly in commercial shipping, and systems are being refined for superyachts.



Lightning protection

HOW TO MINIMISE THE IMPACT

According to statistics, the earth receives up to 40 lightning strikes per second. Jochen Dahm, team leader of the Superyacht Claims Team in Hamburg, explains why this can pose a particular problem for yachts.

Pantaenius handles between 200 and 260 claims of lightning damage to boats per year, and the trend is rising. Although this figure is just a small percentage of the total amount of claims, the individual sums caused by lightning are usually twice as high as the average reference value in the Pantaenius damage statistics, as Jochen reports: "As a rule, the electronics are the first victim on board and it can take weeks and months to get the consequences eliminated."

Many yachts have connected bus systems from the TV in the salon via the ambient lights up to the navigation systems and engine controls without safety circuits or isolated redundant systems. A direct hit to this network may not only affect parts of the yacht – more than often the yacht is taken out of service completely and is not able to operate at all any more. Obviously to check such a system and to get it back to working fashion takes a lot of time. Additionally, these days, it may take a greater time to purchase all needed parts to get the complex system running again.

LIGHTNING PROTECTION SYSTEM IS RECOMMENDED

The yacht itself is also in danger: "The lightning searches for the path with the least resistance to grounding potential. If it encounters resistance, rudder blades can be split, masts or the standing rigging can burst and hull or keel casings can be blown away. In order to minimize these risks, use of a lightning protection system is strongly recommended."

The lightning protection system may not prevent lightning strikes, but it allows for the impact point and path of the lightning current to be better controlled. The enormous current of a lightning bolt, which can reach between 20,000 and 100,000 amperes, must be conducted into the water in the fastest and easiest way. Unfortunately, there is still no standardized regulation on lightning protection for yachts. Although large yachts built according to class regulations are often equipped with such systems, there is no obligation for the shipyard to do so.

LIGHTNING CAN JUMP OVER YACHTS

It is a common misconception that motor yachts are less affected than sailing yachts. However, it is not always a direct hit. Lightning can strike the water, jumping over yachts or causing damage to yachts in the immediate surrounding area through induction: "We record damage in both the sailing and motor yacht areas, whereby the vessels are usually in port when the lightning strikes. Most recently, we have been handling several claims for damage amounting to several hundred thousand Euros. In the vast majority of cases, the owners did not have any lightning protection devices in place. As a direct result, the yacht was not usable for half a year or longer" - Jochen points out - "but currently we have some cases with sufficient lightning protection systems that avoided far bigger damages and long-term stays at the shipyard."

There is a system on the market that claims to help a yacht avoid a lightning strike altogether, by changing of the conductivity of the air in the surrounding area. "This system is promising and time will tell how good it really is." - Jochen is convinced that new techniques and owner awareness will help to prevent this kind of severe damages and knock outs. So a working lightning protection system is appreciated and rewarded by Pantaenius. "In many cruising areas with a high incidence rate of thunderstorms, the deductible is doubled in the case of lightning damage if the yacht does not have functional lightning protection, but the deductible is not applied as soon as such system is properly installed."

Fisacon's Raclan charging boxes

PROTECT YOURSELF FROM FIRE

Lithium-ion batteries can pose a serious risk of fire to yachts, but fireproof charging boxes can offer protection. Pantaenius staff visited Fisacon, a producer of such boxes, for a demonstration and to hear what's coming.

A thermal runaway of a foil board lithium-ion battery is demonstrated.

Initially, the smoke from the big black lithium-ion battery doesn't look very spectacular. But once the thermal runaway chain reaction is started, one outburst of flames follows another until parts of the case go flying up into the air behind the protective glass. Surely, nobody wants to experience a scenario demonstrated on board a yacht, next to inflammable or even explosive material. Sadly, the number of fires caused by failing lithium-ion batteries is on the rise.

UNDERESTIMATED FIRE HAZARD

That's why companies like Fisacon offer fireproof charging boxes. The Fisacon boxes go under the product name Raclan. They work like this: Rechargeable batteries and chargers are plugged into the Raclan box with an external power supply. An electronic system monitors the charging process. If the sensors detect an increase in temperature or the presence of flue gas, the system initiates alarms. At the same time, a nozzle sprays an extinguishing and cooling agent onto the batteries. This eliminates the possibility of the battery igniting the surroundings.

The standard Raclan boxes offered by Fisacon can take batteries up to the size of those used for e-bikes. At the demonstration in May, Fisacon showed a bigger prototype charging box for water toys' batteries in the presence of various industry partners such as Pantaenius' Holger Flindt. The new product should be available in autumn, says Fisacon's Rainer Daniel. Meanwhile, discussions are underway to integrate fireproof charging compartments using technology like Fisacon's during a yacht's build process. That could eliminate the risk of losses like MY "Kanga" in 2018.

More info: fisacon.com



Pantaenius' Holger Flindt (l.) at the Fisacon site

Pantaenius Hellas

NEW OFFICE IN ATHENS

Pantaenius opened the doors to its new office in Athens, Greece, in March 2023, just a few weeks before the Mediterranean Yacht Show (MEDYS), and visitors will find Christos Kontovasilis waiting to greet them.

Christos has been part of the Pantaenius team since 2009, "I studied political science in Germany and Greece, and sailed with my family in my spare time. We were actually customers of Pantaenius, so I was already well aware of the company's professionalism and extensive yachting knowledge," comments Christos.

The Athens office is an exciting step for Pantaenius, enhancing their presence in the Mediterranean and seeing them well placed to support the growing Greek market. "It's all about being there for our customers, where we are most needed," says Christos. "The direct client relationship is important to Pantaenius and I'm delighted to be here to help."

Pantaenius' policies and documentation have been translated into Greek, and the customer service team has also been expanded to cater for the increased level of enquiries.

With its many islands, beautiful sailing areas that are a perfect match for sailors of all levels and idyllic cruising grounds, Greece has become a very popular yachting destination. The infrastructure of the ports and marinas in the area is quickly growing in order to service this, and the region is keen to encourage even greater numbers of visiting yachts.

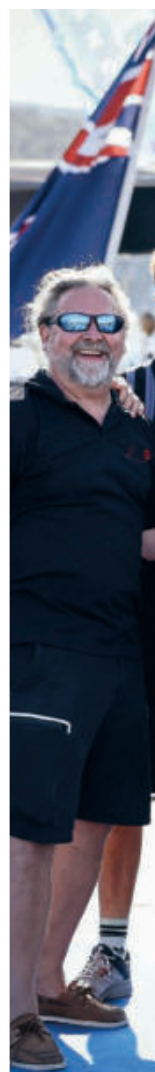
"The Athens office will provide insurance solutions to sailing yachts, motor yachts and superyachts, whether private or commercially operated. In liaison with the Pantaenius offices around the world, we ensure our customers have the cover they need for their intended cruising," says Christos.



Christos Kontovasilis and Panagiota Papageorgiou open the new office.

Where we've been

THE SUPERYACHT CUP PALMA 2023





Pantaenius is a long-time partner of the Superyacht Cup Palma. Pantaenius Palma Managing Director Imme Schmidts at the prize-giving ceremony of the Pantaenius Race Day. Winner Class B: Sailing Yacht ROSE.



SWS Family Weekend in Porto Rotondo (September 2022)

Where we've been

SOUTHERN WIND EVENTS 2022/23

Where we've been

ST. BARTHS BUCKET REGATTA 2023



Southern Wind Yachts in Porto Cervo (June 2023)



SWS Rendezvous and Trophy Beach Party, Porto Cervo



SWS crew evening at the Palma boat show (May 2023) with Iris Gräbeldinger (Pantaenius-Palma)



The team

STAFF PORTRAITS



GEORGIE MUMFORD

Part of the Pantaenius Monaco team since 2019, Georgie Mumford has created a life for herself and discovered a love for the yachting industry on the Côte d'Azur.

"I sailed catamarans with my parents in the Mediterranean as a child, but beyond that, honestly, yachting hadn't been a big part of my life. I moved to Monaco with my partner but within just a few months of joining the Pantaenius team, I was hooked. These yachts, this industry, it's my life now."

Georgie embraces all the glamour that Monaco has to offer: "The Pantaenius office overlooks the port of Fontvieille, and it's an inspiring sight – I see these vessels embarking on or returning from their trips, and I know that Pantaenius has helped them in this."

Pantaenius' Monaco location is integral to expanding the company's network, and Georgie regularly meets with captains, yacht managers, and owners to discuss Pantaenius' specially developed superyacht clauses. "My work takes me from Monaco right along

the Côte d'Azur," says Georgie. "Whether it's attending a yacht club event in Antibes, the Voiles de Saint Tropez, or Cannes Yachting Festival, the Pantaenius team is there to assist owners with their insurance requirements."

Georgie strives to stay well informed of policy change, any issues within the wider insurance market, and keep up with the ever-evolving superyacht industry. "I love talking to people! I want to know why yachting is important to them, what their concerns are, and understand how Pantaenius can help. I try to be a good communicator and find solutions to problems."

Georgie is part of the commercial team, and is responsible for providing quotes, arranging renewals, and ensuring that a yacht's policy continues to meet the needs of the owner, crew, and operational intention for the vessel.

Georgie also represents the company at various events throughout the year, including YARE, the MYBA Charter Show, ECPY events in Nice, and at educational conferences and seminars across the South of France.



JOCHEN DAHM

Jochen Dahm leads the superyacht team in the Hamburg claims department.

Born to a sailing family from Flensburg, right on the border to Denmark, Jochen's love for boats came at a young age and has never left him. Growing up first in Munich and Vienna, then Flensburg, Jochen learned to sail on a lake in Austria. Later as a law student, he worked as a sailing instructor in Kiel, eventually taking over the sailing school rather than taking his final law exams.

Bringing up a young family on the revenues of the sailing school wasn't easy, so Jochen sought a new opportunity that remained close to his sailing passion and started working for a yacht insurance company in Munich. Having attained more experience in the insurance world, Jochen was invited to a job interview at Pantaenius in Hamburg. Harald Baum, founder and then director at Pantaenius, decided Jochen would be a valued addition to the team, and he joined Pantaenius in 2001.

Jochen worked in the claims department for two years before switching to join the sales team. When he returned to claims in 2012, he did so to specialise in handling superyacht claims. "No two claims are ever the same," he says. "I really like dealing with the different parties concerned – the owners, surveyors, and yards. It's very complex, but when done well, the process works like cogs in a wheel."

When he's not working, Jochen loves playing guitar and boating on the Baltic. Jochen takes care of all the maintenance work on the family's yacht, and with the Flensburg Fjord within reach from his home port near Kiel, Jochen likes to sail up the Alsen Fjord, just across the border to Denmark when time allows. "It's a different world," he says.

[See also the article about lightning protection featuring Jochen's expert advice on page 24.](#)

Our promise

INSURANCE PROGRAMME

Most people are not interested in the finer points of insurance; however, everybody is interested in protecting their assets. With Pantaenius you can rest assured that your yacht will be covered for an Agreed Fixed Value and that the finer points will be considered on your behalf by our international team.

Points to consider when creating your individual yacht insurance cover:

HULL INSURANCE

- Agreed Fixed Value
- Cruising area
- Machinery cover
- Personal effects/ship's cash
- Fine arts and antiques
- Tenders and other watersport toys
- Salvage and wreck removal costs
- Sea transportation
- Charter
- Loss of charter income
- Motorcycles and mopeds
- Helicopter
- Increased value cover
- War, strike and confiscation

LIABILITY INSURANCE

- Protection and Indemnity (P&I cover)
- Owners' liability to paid crew
- Environmental/water pollution
- Use of tenders and other watersport toys
- Towing of water-skiers and parasailers
- Diving (for licensed divers)
- Charter

CREW INSURANCE

- Accident
- Medical

BUILDER'S RISK

- New builds and major refits

DISCOVER THE DIFFERENCE

- Strong financial security by using underwriters with an S&P rating of A or better
- 24/7 in-house claims service
- No exclusion for loss or damages to parts as a direct result of wear and tear, only the worn out part is excluded
- Bespoke All Risks wording specifically designed for superyachts with no hidden warranties
- 24/7 and MLC compliant crew insurances with no pre-existing condition exclusion

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FEEDBACK

Do you have any thoughts, ideas, or questions about the Yachting News you want to share with us?

Feel free to write to news@pantaenius.com

FAQ P&I

PANTAENIUS PROTECTION & INDEMNITY (P&I) CLAUSES (PPIC) FAQ

As part of the package of insurance for superyachts, Pantaenius offers protection and indemnity insurance (P&I) which provides cover for liability claims made against the Insured as the owner or operator of the yacht. One of the P&I Clubs who we work closely with is The Shipowner's Mutual Protection & Indemnity Association (Luxembourg).

The Shipowners' Club was established in 1855 and is one of the leading insurer of smaller and specialist vessels worldwide. For the last 20 years it has supported the yacht market with dedicated underwriters. The insurer is one of the 13 International Group Protection and Indemnity (P&I) Clubs, which together insure over 90% of the world's ocean going tonnage. The insurer provides cover on a mutual basis and everything the insurer does is driven by the interests of its policyholders, the Members.

Here are some answers of the most commonly asked questions about P&I taken from the The Shipowners P&I Club FAQs:

DOES THE INSURER PAY THE WAGES OF AN INJURED CREW MEMBER WHO CANNOT WORK?

If The Insured has a liability to do so, yes. For example, the insurer would cover the Insured's obligation to pay wages following a work related illness or injury. For yachts subject to MLC, Owners may be able to limit their wages obligation for crew to 16 weeks from the day of the injury or the commencement of the sickness.

If The Insured wishes to have cover for crew wages for illness and injury on a 24/7 basis, the Insurer offers a choice of Personal Accident covers which may be suitable.

IS THE INSURED COVERED IF THE INSURED ENGAGES DAY WORKERS?

Yes. The insurer treats day workers as crew and The Insured is insured in the normal way for its liabilities towards them; however the total number of day workers engaged on or around the vessel at any one time must not exceed 50% of the yacht's normal crew complement unless the insurer has agreed this in advance. It is also worth noting that, if the MLC applies to the Insured's yacht, then day workers are likely to be considered seafarers and therefore the MLC will apply to their employment.

ARE THE INSURED'S TENDERS COVERED?

Yes. Claims arising from tenders are covered providing these are stored onboard or towed by the yacht, and used by The Insured to provide support to the yacht such as to transfer The Insured or its crew and guests.

HOW DOES THE INSURER TREAT SHADOW VESSELS?

Given that shadow vessels can be used independently of the yacht, the exposure they create means that the insurer treats shadow vessels as separate entities.

For more Frequently Asked Questions regarding the Pantaenius Protection and Indemnity (P&I) Clauses (PPIC) get in touch with the Pantaenius Superyacht Team.

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