



# Yachting FAQs

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## What qualifications do i need to work on a yacht?

Minimum qualifications are valid STCW basic training and an ENG1 or equivalent seafarer medical. Other qualifications related to specific positions are available and good to have but optional.

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## What is the difference between a private and charter vessel?

A private yacht is used only by the owner and can include family and other guests such as business associates, employees, and contacts. A charter yacht is used by the owner and can be chartered by individuals, couples or families for vacation trips and business use. There is no limit to charter length, ranging from a day to a few months.

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## What are the main differences between working on a motor yacht and a sailing yacht?

Motor yachts are generally more formal, while sailing yachts are more casual. Motor yachts tend to be bigger, meaning you will work with a larger crew.

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## Do you charge a registration fee?

No, registration is free.

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## How do I make my interview a success?

Preparation is key. Before your interview, write down key points you would like to get across. Try to find out what you can about the yacht and the position you are being interviewed for.

Be well-presented and professional during your interview; answer all questions honestly, and don't be afraid to show some personality. A warm smile can go a long way!

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## How long does it take to find a position?

There is no set time, but to help your chances, be well presented in person and on paper. Make sure your certificates, including medical and STCW are up to date. Being in the right place at the right time can help so check out our superyacht hubs page.

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## What entry-level positions can I apply for?

Typical positions include deckhand, housekeeping steward/ess, service steward/ess, crew chef and assistant engineer. Longevity and commitment are highly valued by captains and hiring managers and can help your career development.

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## Are there opportunities for couples to work together on board the same yacht?

Yes, there are, although these roles can sometimes take longer to find. We specify in our job posts if we are looking for a couple. When registering, let us know if you want a position with your partner.

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## When is the best time of year to look for positions?

In the Mediterranean, it is between March and May. The busiest time in the US and Bahamas/Caribbean is from September/October onwards. The Fort Lauderdale International Boat Show, which usually starts at the end of October, is great for job hunting. Many yachts travelling through the Pacific, the Middle East, the Baltic and other exotic places look for crew year-round.

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## What is dockwalking?

You can boost your chances of finding work by walking the docks and handing your CV to crew members but do not ring the bell at the bottom of the gangway. It is best to head out early in the morning in case yachts are looking for help there and then. You will get knockbacks, but being tenacious can pay off. Day work can lead to something permanent. Be well presented, ready to work and have copies of your CV.

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## How long are yachting contracts? Will I be entitled to paid holidays?

Benefits, contract length, and type - permanent, seasonal, rotational, or temporary - varies from yacht to yacht. These will be explained to you before you sign a contract.

Please note: commercial yachts, also known as charter yachts, will provide you with a SEA (seafarers employment agreement), the correct term replacing "contract". Commercial vessels should allow you to examine and seek advice on the agreement before signing and joining the yacht. For further information about SEA, refer to the MLC 2006 Title 2 Regulation 2.1 Seafarer's employment agreements. Private yachts are not required to issue a SEA but it is recommended.

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## What happens after I register?

After completing the registration and uploading all your documents to our database, you can create a job alert and apply for positions. Once you have applied, we will review your profile and contact you directly, provided you meet the requirements. We will only present your CV to the client after contacting you first.

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## Why should I register with you?

We have been successfully placing crew for over a decade. We work with a large fleet of managed vessels as well as other yachting clients. Our dedicated team coupled with the number of boats available, means plentiful opportunities for experienced crew.

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## What personal attributes make a good crew member?

Being open-minded, motivated, and hard-working are key. A willingness to support other departments is essential. Owners and clients expect confidentiality, and showing discretion is a must. Yachting is fast paced, so always expect the unexpected and be ready for anything. Flexibility and the ability to adapt when everything changes at the last minute are desirable character traits – there is never a dull moment.

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## What about tattoos?

Mention visible tattoos on your CV. Don't worry, though: for every yacht with a 'no visible tattoo' policy, there will be another that won't mind.

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## What about smoking?

As with visible tattoos, be honest about smoking. If you are a non-smoker, say so on your CV.

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## Will I be tested for drugs?

Drug testing depends on each yacht's policy. An increasing number of vessels are routinely testing crew. If you find a position on a yacht that does test, you will be asked to sign a consent form when you join.

Be well-presented and professional during your interview; answer all questions honestly, and don't be afraid to show some personality. A warm smile can go a long way!

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## How do I track my application?

We will contact shortlisted candidates. Unfortunately, we cannot reach out to all applicants due to the volume of requests, but we encourage you to keep checking our website for other opportunities.

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## Do you need references from previous employers?

Yes. Please send us reference letters from previous employers. We also conduct a comprehensive background check for shortlisted candidates before submitting them to our clients. We might also request references from previous employers.

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## Will you check social media accounts?

Yes, and so will potential future employers.

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## What will my working hours be?

Contrary to shore-based jobs, working hours on board yachts are longer and can vary depending on who is on board.

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## Do I need to be in a yachting hotspot to find work?

If you are new to yachting, consider basing yourself in one of the busier hubs. Many yachts prefer to avoid flying crew in and will hire someone based locally who can start immediately.

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## Where can I stay while I look for work?

Many hiring ports and yachting hubs have dedicated crew houses. It is best to book a place in advance before the busy hiring season.

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## Can I be promoted and make this a long-lasting career?

Absolutely. It's worth remembering all captains and heads of department were newcomers once. Continue your education, complete courses, and get certificates for your chosen path in the yachting industry. An excellent can-do attitude, motivation and team spirit make all the difference.

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## What salary can I expect?

Salary amounts, payment arrangements, insurance, and social security can be different depending on where you are and the yacht you're working on. Ask before signing any contracts, and make sure you research local tax laws. All crew are responsible for their own personal income tax and social security.

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## What is an STCW95 or STCW 2010?

STCW stands for Standards of Training, Certification and Watchkeeping. It is a worldwide convention which ensures a universal standard of training for seafarers is met across all countries.

It ensures all crew, regardless of position, receive the same STCW training and are qualified and fit for duties at sea.

The STCW training classes include the following:

- Personal Survival Techniques
- Fire Prevention and Fire Fighting
- Elementary First Aid
- Personal Safety and Social Responsibility
- Competence in Security Awareness

Courses are generally classroom-based with practical elements - sometimes, you can complete the theory section online. There are training facilities all over the world.

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## What is the MLC 2006?

The International Labour Organisation's Maritime Labour Convention 2006 (MLC 2006) is a human rights act which provides comprehensive rights and protection for seafarers. MLC applies to all registered commercial vessels regardless of the flag state they are under. Vessels must be over 500 GRT (gross tonnage) to carry the MLC Certificate, and for vessels under 500 GRT, guidelines recommend the vessels voluntarily comply with the convention. A copy of the Maritime Labour Convention 2006 is available [here](#). Link for this section is: [Maritime Labour Convention, 2006 \(ilo.org\)](#)

MLC-compliant yachts have flag state-approved Seafarer Employment Agreements (SEA). A vessel whose flag state is a country which has not ratified MLC 2006, the SEA may not be compliant and may not offer protection afforded by MLC 2006. The list of ratified countries is available by clicking [here](#). Link for this section [Ratifications of ILO conventions: Ratifications by Convention](#)

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## What is an ENG1?

An ENG1 is a Marine and Coastguard Agency (MCA) seafarers' medical certificate. It is mandatory for crew working on MCA commercial yachts; however, it is also important to obtain one for work on board all yachts.

It is valid for two years, and the cost of a medical can vary depending on where it is issued. The examination usually takes between 30-45 mins. You can obtain it from an MCA-approved doctor at medical centres worldwide. For more information, [please click here](#).

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## What is the MCA?

The MCA is the Maritime and Coastguard Agency responsible for implementing the UK government's maritime safety policy. They work to prevent the loss of lives at sea and are responsible for implementing British and international maritime law and safety policy. They are a member of the International Maritime Organization (IMO) and follow their criteria. The equivalent in other countries is AMSA (Australia), US Coastguard (USA) and SAMSAs (South Africa).

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## What is the PYA?

The Professional Yachting Association is worth joining and supporting. A non-profit body, they represent the yachting industry, lobbying various authorities to improve the industry - [www.pya.org](http://www.pya.org)

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## What are my employment rights on a yacht?

As crew working aboard, you are protected by an international maritime agreement, MLC 2006 (Maritime Labour Convention), which sets out seafarers' rights to decent working conditions. Most yachts are MLC-compliant.

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## Do I need any visas?

For crew without a valid EU passport and arriving in Europe, you can enter on a 90-day visa waiver.

Some nationalities will require a Schengen visa for travelling to Europe. See the list of countries whose nationals need a visa for a stay of up to 90 days. [Who Needs and Who Doesn't Need a Schengen Visa to Travel to Europe?](#)

Generally, crew hoping to work on internationally flagged yachts in US waters must obtain their B1/B2 visa. It is easier to get a visa if you already hold a position on a vessel and can use boat papers and a letter on official letterhead; however, having a job before applying is not essential. A B1/B2 Visa is a multi-entry visa which allows you to work on foreign-flagged vessels cruising American waters. It is not a Green Card; you cannot work on land or American-flagged yachts.

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