A Classic Expedition Yacht

More than eleven years of worldwide management, from Antarctica to the Arctic

Vessel	Classic aluminium sailing yacht of about 37 m, built in Europe, name withheld
Owners	A private European family
Managed since	March 2015, more than eleven years and continuing
Cruising	Worldwide, including Antarctica, Greenland and Svalbard, the Pacific, Australia, New Zealand and the Mediterranean
Our role	Full yacht management: captain and crew, technical, refits, flag and registration, crew employment, compliance, accounts and worldwide shore support

The client

A classic aluminium ketch sailing yacht of about 37 metres, with two masts of around 40 metres, owned by a private European family who use her to go where very few yachts ever go. The family asked Australian Superyachts to take over her management at a day's notice in Sydney in March 2015. More than eleven years later we are still managing her, and she has since cruised from the Antarctic to the Arctic.

The problems we solved

1. Taking over at a day's notice

The problem: The owners needed a new manager immediately, with a change of captain under way and a major rig refit ahead.

What we did: We assumed management the same day. Captain Richard Morris stood in as captain while we recruited a new captain and crew, took control of every account and supplier, and ran the first rig refit, taking her 40 metre masts out through a Sydney bridge channel to the yard.

The result: Continuity from the first day, and a yacht back in commission within months.

2. Support at the ends of the earth

The problem: Antarctica, Greenland and Svalbard are among the most remote cruising grounds on the planet, with no yacht services, long supply chains and permits, insurance and crew arrangements that must be right before the yacht leaves.

What we did: We plan and support each voyage from our office in Australia: permits and clearances, insurance, spares and logistics, crew changes and travel, and shore support wherever the yacht is, in any time zone.

The result: Worldwide cruising, from the Antarctic to the high Arctic, with the management team on call throughout.

3. Two changes of flag and ownership structure

The problem: Over the years the owners have changed the yacht's ownership structure and flag. Each change touches the registration, insurance, crew contracts and every certificate on board.

What we did: We managed two flag changes and the transfer between successive owning structures, keeping the yacht's registration, insurance and documentation continuous. As manager we also carry the crew employment responsibilities under the Maritime Labour Convention for an international crew.

The result: No break in the yacht's operation through any of the changes.

4. Keeping a classic yacht in expedition condition

The problem: A classic aluminium yacht that spends her life in extreme conditions needs serious, regular work on her rig, structure and systems.

What we did: We have planned and managed multiple extensive refits and haul-outs in different countries, including rig overhauls, new sails, structural and corrosion surveys, safety upgrades and machinery work, choosing the right yard for each job wherever the yacht is.

The result: A yacht built more than forty years ago, still cruising the most demanding waters in the world.

Also handled: crew recruitment and employment, safety and compliance, the yacht's importation into Australia, owner accounts, insurance and claims, and the many small things that keep an owner's yacht ready to sail.

Timeline

When	Where and what
Mar 2015	Australian Superyachts takes over management in Sydney
2015 to 2016	Crew recruited; first rig refit and haul-out in Sydney; voyage to New Zealand and back
In the years since	Worldwide cruising, including Antarctica, Greenland and Svalbard
Over the decade	Two flag changes and multiple extensive refits
Today	More than eleven years under ASY management, and continuing

What this shows

Most management contracts are measured in seasons. This one is measured in decades and in degrees of latitude. A family that could choose any manager in the world has kept the same one for more than eleven years, through new captains, new crews, new flags and voyages to both ends of the earth.