After my training at the Leghorn Naval Academy, I grew up on board Navy ships where I spent more than nine years as a commissioned officer. After leaving the Navy I served as Mate on board merchant ships transporting liquid gas. At that time the ISM and ISPS were still in their early days. Working in close contact with captains and company inspectors to apply them on board, the more I got into the subject the more I realise that there were no big differences with the kind of organisation that we had already been using for many years on board Navy ships. Since I have always believed strongly in safety and given that I always want the best for my owner and his guests, especially in terms of safety and security, when I became captain of a megayacht, although it was registered as a pleasure vessel and used exclusively for private purposes by its owner, given its size and the size of its crew I decided to have it certified as a commercial ship of the same dimensions. Working on the implementation of the ISM, ISPS and MLC2006 regulations on board, I again discovered that the rules, regulations and organisation to implement were the same as those already in use on commercial ships, except for the section dedicated to the handling and management of cargo. So I asked myself the question: are megayachts today at a level that can still be considered a minor part of the marine sector? No, no longer! I am sure that many megayacht captains agree. Undoubtedly all the captains who belong to ItalianYachtMaster are of this opinion.

Professionalism

With the management Council of ItalianYachtMaster and with the support of all its members we have started working in this direction following two parallel courses: increasing our professionalism and trying to give the international maritime community a better and more cor-
Captain Carlo Summonti, one of the first of Italiansuperyacht academy to host cadets on board.

rect view of the reality of yachting. But, as for many other aspects of real life, the best starting point to make change possible and effective is to start at the base. For this reason, thanks to the help of Navigo, ItalianYachtMaster has worked all winter to make what seemed a utopia possible: to organise stages for cadets of nautical institutes on board megayachts. In the end, thanks to the staff and teachers of the “Artiglio” State Technical Nautical Institute in Viareggio who, as representatives of the Ministry of Public Education worked on and perfected all the paperwork, legal and authorisation matters, the project took concrete form and started. We of ItalianYachtMaster do not like saying that the yachting sector is the best and the only way to become a good seaman or a good officer. The cadets need to see and experience in the same way also commercial ships, especially so they can come into contact with two other aspects which, for obvious reasons, cannot be experienced on board a yacht, that is the handling of cargo and the management of a large number of passengers, but we are happy to make them understand that yachting is an integral part of maritime activities and the officers and crew today engaged on board yachts are, and must be, professional and well-prepared just like those of the commercial maritime sector. At the beginning of June this year I had the pleasure of having an engine officer cadet on board for a four-day stage, for a total of 24 hours of technical instruction and practical exercises. The cadet lived on board for the entire period, living in close contact with the rest of the crew, and the chief engineer followed every step he made. I saw great interest, both from the cadet in the crew, in this experience. The cadet found a positive and welcoming atmosphere on board, certainly a good starting point for a young person doing this kind of job for the first time. The cadet was able to have first-hand experience of the many aspects of this job, not just purely technical questions, which he immediately showed great interest in, but also other aspects such as the hierarchy on board, the various ranks, life together after work, respect for the work of the other crew members, the importance of personal safety at work which on board is closely linked to the safety of the yacht and of other people, the importance of teamwork and, obviously, the realisation that this is not just any old job and certainly doesn’t suit everybody. People who have this chance in their lives must not only be very determined but also happy to practise this profession and be an active part of it, because they are an integral part of a wonderful world, the maritime world. Below is the programme drawn up by ItalianYachtMaster for the stage for cadets on board megayachts.

Structure of the period on board

During his time on board the cadet will have an extremely practical approach to life on board, X theory and sing as he works what the officers have to say about their profession, we expect maximum commitment and active participation. Learn by putting things into practice.