

ECOMER NEWS

№02 - JUNE 2019

News updates from
the yachting world

Because we care !

10TH ANNIVERSARY EDITION



SUMMARY

- * Editorial
- 1 P 6-7. Summary of ECO MER's activities in 2018; and early 2019 upcoming events
- 2 P 8-9. Port Canto's Renewal by Roger Prizzi, President of the Association of Professional Tradesmen
- 3 P 10-11. The Crew Coach on Sexual Harassment by Karine Rayson, Director of the Crew Coach and Counsellor/ Clinician
- 4 P 12-13. ECO MER' s Caring and Vigilant Boater Charter; update on the consultation meeting with the Town Hall
- 5 P 14-15. Barbuda Hurricane Donation Aid update
- 6 P 16-17. Feature: FHG Marine Engineering; A small business with a heart
- 7 P 18-19. ECO MER needs your support; become a member!
- 8 P 20. MYBA celebrates its 35th Anniversary
- 9 P 21. Onshore Cellars advertisement
- 10 P 22-23. ECO MER's food donation to the Food Bank and the French Red Cross
- 11 P 24-25. Poetry and Art of the Sea
- 12 P26. Locarama advertisement

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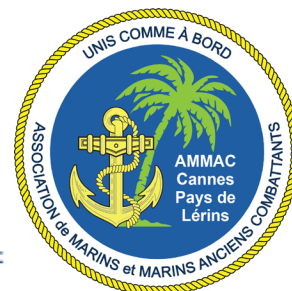
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ECO MER's intense charity & environmental activities



Jean-Luc Annone
President of ECO MER

This year ECOMER is celebrating its 10th anniversary!

Together, we have come a long way since 2009. Thanks to your generosity, we are now providing relief to populations in dire need of help, from the Philippines, through Africa, to the Caribbean, without forgetting our local populations with support as constant and persistent as we can to Caritas, the Red Cross, and the Food Bank, as well as other associations that solicit us during the year. Our ability to collect donations from the crews of large yachts has risen today from 1m3 a month ten years ago, to an average of 10 to 15 m3 per month. Our message of non-waste for the benefit of the underprivileged is becoming more and more popular with yacht crews, and our donation drives are now spreading from Palma de Mallorca, the French Riviera, the Italian Riviera, to Viareggio.

Son of a Cannes fisherman, I discovered the sea without land in sight at the age of 15 aboard S/Y Zamoura. Now named S/Y Tinnakria. Playing Dolphins and shooting stars have never left my thoughts from those days onward. Having lived abroad for twenty years, I came back to my home town of Cannes at the age of 40 to discover that a silent and untold marine environmental disaster had happened in a community which always used to be a caring one in my youth.

"In Cannes, the sea is blue, the sky is blue, the chairs are blue, and the sea quality flag is blue. But where are the sea urchins? Where are the mussels that used to be found on all the rocks in our youth? And where have all the fish gone to?"

Because all the world's oceans are suffering from the same fate, I created Eco-Mer association in 2009 to promote the natural caring marine virtues and environmental principals that are like a 6th sense to every caring and vigilant seafarer in the world.

With our Yachts du Coeur initiatives, we remind all the inhabitants of the planet that we are all aboard the same ship: "the earth", and that the sea is an integral part of the earth. The sea is a reflection of the earth, the mirror of economic liberalism, but also and above all the mirror of solidarity. "All the seafarers of the world know that aboard a ship or a yacht, it is only together that one can save oneself!"

EcoMer association has now organized 23 Yachts du Coeur events since 2010, and we promote a sustainable marine ecology via a quality charter we have put together with the city of Cannes.

The results are there: 22 tons of food, or the equivalent of 44000 meals collected since 2010 to the benefit of the Food Bank, 15M3 of linen and clothes handed out to the Red Cross, 28m3 collected, transported, and distributed to the hurricanes devastated Caribbean, a 40' container of yach-

ts crew aid sent to Dominica last April, a sunken fishing boat from Cannes prud'homie fully refitted and given back free of charge in working condition to the fisherman who had lost her during a



storm, beach cleaning, support to sailors in difficulty, publication of environmental children's stories, and scientific partnerships for the improvement of ecology.

By doing this, we serve our three guiding principles:

- Provide world disaster struck communities in need from the Philippines to the Caribbean with extra food, clothes, linen, tools and maintenance supplies,
- Avoid throwing good food, clothes and linen into waste,
- Prove that the yachting community is a caring community

Thank you most warmly for your usual cooperation.

Jean-Luc Annone
President of Eco Mer

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ECOMER'S ACTIVITIES IN 2018-19



Dear friends, dear members, dear supporters and sponsors.

This year, we want to bring to the attention of all our supporters that the situation of poverty has worsened on the Côte d'Azur in 2019.

Cannes, rich city, has the peculiarity of including one of the highest rate of poverty among its inhabitants of which 19% live below the poverty line

The Cannes Red Cross has recently appealed directly for our support because they can no longer help the many families in Cannes who use their services.

We have therefore decided that this year 2019, our efforts to distribute crew donations would go first to the local population in need.

Since 2010, the year of the first Yachts du Coeur in Cannes, the ECOMER association has collected and distributed 23 tons of food and non-perishable food and drinks to associations supporting people in need, the equivalent of 46 000 meals.

Thus, this year 2019, since January, we have delivered:

5m3 of food and non-perishable drinks to the Food Bank 06

5m3 of clothes to the association ABBI 06 (a branch of Caritas - Secours Catholique)

15m3 of help of all kinds at the Cannes Red Cross

For 3 years now, we have opened our collections to "everything that would be useful for those in need" but that once would have been thrown in the trash by the crews.

Our Yachts with Heart collections, which ten years ago were based only in Cannes, have now stretched from Viareggio in Italy to Palma de Mallorca in Spain.

Our international network of ECOMER relays responsible for on-site distribution and customs arrangements upon arrival of our aid, is now well established in Miami, Florida; Palma de Mallorca, Spain; Manila, Philippines;

Thus we were able to deliver comprehensive aid to the devastated Caribbean Islands three times, including many medicines at the Barbuda Hospital; in the Philippines, once; in Cameroon once;

In terms of logistics, we sent three 60m superyachts across the Atlantic and three containers loaded with help around the world.

Locally, we benefit from the assistance of our partner AMMAC Cannes Pays de Lerins, which, among many other examples, recently allowed us to repatriate 250 liters of freshwater from a SuperYacht in Toulon,

Regarding the storage and sorting of donations, it is done in the 20m2 garage of the ECOMER association, and in the private garage of Major Jean-Yves Roger, President of AMMAC Cannes Pays de Lerins.

Another noteworthy fact, ten years ago, when these collections were initiated for the first time, we had to physically pass the message on board each Yacht. Today, it is they who call us directly to give us their surpluses.

Thus, we are working directly with more than 50 superyacht yachts and the support of Yachts crews is growing year by year.

As far as the environment is concerned, it is now important for us to distribute the Marine Quality Charter and its ten commandments signed between our association and the Mayor of Cannes in 2018, as widely as possible and to have as many people as possible join.

It is available in French and English here: <https://www.eco-mer.com/quality-charity-marine/>

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UPCOMING EVENTS

TREASURE HUNT AND DISCOVERY OF SAINT HONORAT ISLAND, SAT JUN 8th



The **Rotaract Antibes Cap 'Azur - France** invites you to spend a day discovering the island of St Honorat in the bay of Cannes. For centuries the island has been home to the monks of the Monastery of Lérins, who produce exceptional wines and liquors in the spiritual serenity of the place.

In the program:

- Boat trip back to Quai Leboeuf Cannes.
- guided tour of the island, vineyards, monasteries and chapels.
- Picnic break for lunch
- Treasure hunt with lots to win and swim in the afternoon

Price: 35 € per person (meal included)

A portion of the funds collected will be donated to the association **ECOMER** - eco-mer.com for the protection and safeguarding of the sea.

Pour infos et renseignements :

Tel: 0663294051

Inscription en ligne ou auprès des organisateurs:

<https://www.helloasso.com/associations/rotaract-antibes-cap-azur/evenements/visite-de-l-ile-st-honora-chasse-au-tresor>

26th YACHT DU COEUR AND ECOMER'S 10th ANNIVERSARY, SAT OCTOBER 19th, PORT VAUBAN, ANTIBES

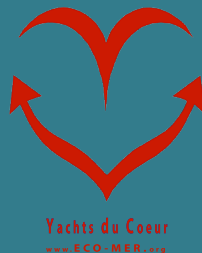
Program

9am to 6pm: ECOMER's yacht hold sale (book your 5m wide space to sell your yacht surpluses. Call: +33684768453 Email: info@eco-mer.org)

11.30am: traditional chain of the Yachts of the Heart accompanied by the bagpipes and tambourines of the association AMMAC Cannes Pays de Lérins

Noon: friendly drink

18.00: ECOMER's tenth birthday party
Barbecue and music





LOCAL PARTNERS' NEWS

PORT CANTO'S RENEWAL



Roger Prizzi
President of the Association of
Professional Tradesmen

I have known Port Canto since 1980, when I started working for a season as a port agent. I was hired by Mr. Canto himself and Captain Hilt, who ran the port under concession in those days.

My job was to pick up the boats at the entrance of the harbor before heading them to the assigned anchorage, or to call the boats in a hurry to order with a hygiaphone (two-way communication device).

I spent my days contemplating the port and yachts in my little shed at the entrance of the port at the time, in the middle of the then RIVA shipyard.

It was for me a beautiful experience with yachting and this fabulous Port P. Canto where artists and millionaires of all countries mixed with one another, as well as with great yachting entrepreneurs like Mr. RODRIGUEZ.

This port had a worldwide reputation and the waiting list for a passing anchorage was like that of the port of St Tropez in the middle of summer.

The Yachting business became my passion and I never stopped living the evolution of Port Canto during all these years.

The years have passed, and the different crises have not spared the Yachting industry nor Port Canto itself. Today I can see the rebirth of this port like everyone else can too. Although today it is not at its apogee, it will soon be again, it is a certainty.

My role as president of the association is to guide Cannes city council through the difficulties that the tradesmen of the port Canto meet during its years of crisis and reconstruction.

In order for a port to live, it is necessary to have tradesmen. And for these tradesmen to live, you need a lot of frequenting clients. I said "frequenting clients" and not "mooring occupancy rate" which are 2 different things. This is

the goal and Mr. David Lisnard has understood this very well. It is true that efforts undertaken under the former municipality have continued and expanded with the current municipality.

New shops such as restaurants and delicatessen will soon accompany the new phase of work that will begin shortly and will make this port even more attractive alongside the existing establishments that have become institutional.

Uncertainties or other technical difficulties are at the rendezvous, but let's be positive, the sun will always shine on Cannes.

I salute and thank the efforts of these tradesmen who against winds and tides have contributed for years to the rebirth of Port Canto alongside the city.

The association of professional tradesmen of the port Canto is also present alongside ECOMER and its president Jean-Luc Annone.





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**THIS PORT HAD A WORLDWIDE
REPUTATION AND THE WAITING LIST
FOR A PASSING ANCHORAGE WAS LIKE
THAT OF THE PORT OF ST TROPEZ IN
THE MIDDLE OF SUMMER.**

* LOCORAMA Sponsoring *

The Crew Coach (TCC) on Sexual Harassment

by Karine Rayson - Director of The Crew Coach, counsellor/clinician



I was recently invited to present on the panel at the Monaco Yacht Show on sexual harassment. At the Sea Changes

forum, the PYA publicised the results of the sexual harassment survey and shared sexual harassment cases from both female and male crew. The results were shocking.

Already we are beginning to see the positive impact that this forum has had on those who attended. Since the forum, we have received reports that crew have already started to take action by initiating open discussions and developing their own behavioural guidelines on how to deal with sexual harassment on board. I encourage you all to reflect on your respective workplace culture and whether it is something to be proud of or is there room for change?

These sort of dysfunctional behaviours that are occurring are defacing the industry's claim to a 7-star industry. Poor leadership whether it be from Heads of Departments or whether it be occurring in onshore yachting related organisations, is totally unacceptable and needs to be addressed with the utmost priority.

Sexual assault and harassment is dealt with very seriously in the corporate world and there are no excuses for the repercussions of such behaviour to be managed any differently within the yachting industry. Realistically, there will be individuals who will endeavour to shut down these conversations and make comments such as "don't bring the me too hashtag into it". This type of reaction along with motivations to suppress such discussions, is a telling sign how unwell the industry is.

Working in isolating industries that are not well regulated can bring a host of issues for its employees ranging from mental health issues to being targets of sexual harassment/assault and bullying. The corruption and fear around exposing these sorts of behaviour is

what's contributing to the perpetual cycle of abuse

There appears to be a lot of confusion around the definition of sexual assault and harassment, especially when there are cultures on board that tolerate such behaviours to the point that the behaviour becomes normalised.

Previously having worked on board yachts, I witnessed the impact of bullying first hand. Seeing the distress and toll that poor behaviour can have on the victim as well as the team, I was too at a loss on to whom and how I could report it. Recently, Burgess approached us to run a seminar for their conference in Monaco on bullying and mental health. It is great to see that some of the Yacht Management Companies are recognising the impact of burn out and mental health issues on crew.

Sexual assault and sexual harassment is a term that is used interchangeably, however I've attempted to clarify the two below. From my research it would largely depend on which country the act was perpetrated in for it to be deemed a criminal offence. So as you can imagine working on yachts can make it even more complicated to be able to make a report and to trust that it will be dealt with effectively by the law. It is important to note that it is common for victims not to speak up about their experiences due to feelings of shame and guilt as well as fear of putting their livelihood at risk. As a community we need to work collectively by naming or reporting behaviour that is deemed to be inappropriate. If we don't act then we become part of the problem and nothing will change.

Sexual assault is a term used to describe a range of criminal acts that are sexual in nature; this can include unwanted touching, kissing or forcing the victim to touch the perpetrator in sexual ways.

Sexual Harassment on the other hand is a broader term that can be broken down into three core areas one of which includes se-

xual assault. It is important to note that sexual harassment can be verbal, written or physical.

1. Sexual Coercion – this is when the perpetrator manipulates the victim either implicitly or explicitly for his/her personal sexual gain. An example of this was when a HOD attempted to manipulate a stew in obliging to his sexual requests, upon refusing she was ordered to detail the engine room until 3 am. Subsequently she was continuously in fear of her safety which led to the onset of mental health issues.

2. Unwanted sexual attention – including unwanted kissing, groping, hugging, touching, AND ongoing pressure for dates. When it becomes a criminal offence, it must be unpleasant and unwelcome to the recipient. This is essentially sexual assault. Please note that behaviour of a sexual nature that you agree to such as flirting, is not sexual harassment.

3. Gender Harassment – This is conduct that discriminates based on gender and can include the use of crude sexual terms and images. Be mindful how you talk to each other in the crew mess etc and the content of your emails. Two examples that I can share here, is a HOD called a crew house asking if there were any green stews available who were a size 6 with a big "rack." Then another example of a gender harassment incident, was that during an interview a stew was asked by the captain what her menstrual cycle was like and whether she got bad PMS. By no means is my intention to point fingers but rather to ignite change and ask ourselves how can we make things better. My perception is that captains and heads of departments are not getting the leadership training they need so it becomes even more difficult to know the right way of doing things when you have never been taught how. What our leaders are lacking are the emotional intelligence skills in the areas of compassion, self awareness and empathy.

According to the World Health Organisation, "Mental health is defined as a state of well-being in which every individual realizes his or her own potential; can cope with the normal stresses of life; can work productively and fruitfully; and is able to make a contribution to her or his community". This definition really encapsulates how difficult it is to achieve optimal mental health on a daily basis and

how abhorrent acts such as bullying through to sexual assault can have a critical impact on one's mental health.

Common mental health issues as a result of bullying and sexual assault can include:

- Depression
- Anxiety
- OCD
- PTSD
- Personality Disorder
- Substance Abuse

We need to take care of each other and be aware of any changes in behaviour amongst our colleagues and be prepared to take the necessary cause of action.

On a side note, Alcohol and Drug abuse is not only putting the individual at risk but it is a huge safety issue for others on board. These incidences need to be handled sensitively and crew should be supported in getting the attention and care that they need for their recovery. The employer or head of department in this instance should be adhering to their duty of care.

What protective measures can we put into place and how can The Crew Coach (TCC) help?

- We need to create a safe space where crew can feel comfortable in expressing their feelings and are able to openly share where they are at with their mental health.
- Having a go to person to speak to – doesn't need to be someone from HOD it needs to be a person who is approachable and that the crew member feels comfortable in talking to- (It would be advantageous to train a nominated crew member in mental health first aid contact TCC for further details – info@thecrewcoach.com)
- Having clear procedures around harassment and bullying displayed in the crew mess.
- Education around how to build a culture that doesn't tolerate bullying and harassment. (TCC workshops)
- Changes in recruitment processes – educating HODs on how to hire crew with a focus on soft skills. The Crew Coach will be opening a recruitment division soon. Karine is an accredited profile assessor in DISC Advanced which focuses on human behaviour within the workplace. In addition, she also uses her psychology background to screen candidates in order to find the right blend of soft skills to be a competent crew member.
- Investing in professional development

training for crew in interpersonal skills. (The Crew Coach, N2 People Skills , Crew Glue)

- Doing performance appraisals and exit strategies correctly we offer a people and culture service supporting captains and yacht management companies. (The Crew Coach)
- Counselling services – The Crew Coach provides an in house counselling service for crew; Our service is unique in that it provides crew with an ongoing counselling service, you only need to tell your story once; we forge long lasting relationships with our clients so that they can re-engage with our service at any point in their career) Karine is not only a qualified counsellor but has worked on board yachts so can empathise with her clients which is a core counselling skill. If your English isn't your first language I would suggest contacting ISWAN. ISWAN is a great resource as they have counsellors who can speak different languages. Another alternative, is contacting Medair for support; they provide crew with a certain number of free calls per year.

What can I do if I am been sexually harassed?

- As hard as it may be tell them to stop: if it is possible, tell the offender that their behaviour is offensive and unacceptable and that you want it to stop immediately. If this isn't possible, you should discuss it with a fellow crew member who is of higher rank.
- Keep a written record: you should keep a written record of everything that has happened, when it happened and the names of any people who saw what happened. You can keep notes in your phone if you want.
- Contact DPA, PYA , Nautilus International, MLC.

You may feel scared about making a complaint, but it is important to know that it is against the law for someone to treat you unfairly or harm you because you made a complaint against them.

It is apparent that sexual harassment and discrimination along with bullying is a prevalent issue within the industry. Unfortunately poor work cultures take time to change but it isn't impossible to change them. I think we can all say that we are aware that there is a problem, and to some extent we are part of the problem, however we can also be part of the solution.



The Crew Coach
www.thecrewcoach.com
karine@thecrewcoach.com

EcoMer's "Caring and vigilant boater" charter Ten Commandments for Boaters in the Bay of Cannes

The project for drafting a Bay of Cannes Quality Charter was proposed by the City Hall of Cannes with the active participation of EcoMer, an association of boaters and maritime professionals that aims to transmit good information with regards to safety and the preservation of the environment. The City Hall wants this charter to reach a wide audience. EcoMer has proposed to present the charter in the format of "Ten commandments for boaters in the Bay of Cannes" and has organised public meetings to highlight the important points of this charter. The members of EcoMer have previously gained public recognition for their action in the context of the "Yachts du Coeur" (Yachts with Heart) initiative.

"THE CARING AND VIGILANT BOATER STRIVES TO BUILD A BETTER WORLD"

They are vigilant about the respect for the sea that their children will inherit, just as they are vigilant towards the human environment around them. They promote the regulations to others, to ensure the safety of users but also of the proper use of the navigational area. They understand that the respect of the environment and other users, as well as solidarity, contribute to an appeased society.

TEN COMMANDMENTS FOR BOATERS IN THE BAY OF CANNES

SAFETY

I. The vigilant boater is equipped with navigation charts for the zone they intend to sail in; they study the weather forecast; they check the regulations published by the Préfet Maritime on the relevant website before going to sea in order to know the regulated or prohibited zones along their way.

II. The vigilant boater knows the regulations concerning the mandatory safety equipment aboard their vessel according to the type of sailing they undertake (basic, coastal, offshore, high seas). In particular, for pleasure boats with a hull length under 24 metres, they will consult division 240. They may also find information in the information sheets published by the Ministry for Ecological Transition that

summarise the equipment to have on board. The equipment that the vigilant boater carries on board does not exceed the expiry date or the date of mandatory inspection.

III. The vigilant boater never leaves port without mastering their vessel or without knowing the international regulations for preventing collisions at sea (COLREGs). When they charter a boat, they verify that the vessel carries CE markings and that it has not been damaged in such a way as to harm its capacity to sail. They know the number of the regional centre for surveillance and rescue (CROSS) in case of emergency.

IV. The vigilant boater ensures that no passenger is present on the foredeck or side decks of the vessel if there is no jackline. Thus, passengers of RIBs sit inside the vessel and not on the tubes. These measures save lives by preventing users from falling into the water and under the vessel's propellers.

RESPECT FOR THE ENVIRONMENT AND FOR OTHER USERS

V. The boater respects the other users of the navigational area. They respect speed limits at sea. They make sure they do not pass between the flags of fishing nets, they slow down and steer clear of diving flags. They maintain a constant look-out by sight and hearing. They do not go to sea after drinking alcohol.

VI. The respectful boater only moors their vessel when they are sure that their anchor will not produce a negative effect on maritime flora. For this reason, they will seek information about the position of posidonia, cymodocea, pinna nobilis or other protected species on relevant websites, like DONIA or Natura 2000. When lying at anchor, the eco-responsible boater will respect the local environment.

VII. The vigilant boater is sensitive to the marine environment. They do not fish more than they themselves can consume during the day. When fishing, they ensure beforehand that the fish caught is authorised (season, size, species). To do this, they consult the web pages of the Direction Inter-régionale de la Mer (Interregional Maritime

Authorities), who are in charge of recreational fishing for the entire Mediterranean basin. They will also avoid fishing for octopus during periods of reproduction. They know the opening and closing dates of the sea-urchin season as well as size restrictions and the maximum quantity allowed.

VIII. When they are obliged to abandon their anchor at sea, the respectful boater will immediately notify the departmental fishing committee to avoid damage to fishing nets. They will also inform the divers associations that may remove the anchor, as well as the harbour master for the anchor to be listed. The virtuous boater does not install mooring blocks because they are aware of the regulations covering the public maritime domain. They know that state authorities do not permit the private occupation of the coastal zone. They also know that they are not allowed to moor more than 7 days in the same place, because beyond a period of 7 days state authorities consider that it is a private occupation of the public maritime domain.

IX. The respectful boater never leaves their vessel at anchor without surveillance and without immediate means of intervention, because they are aware that an anchor can drag on the sea floor and the vessel can run aground on the beach. They also know of the obligation stipulated in the COLREGs for look-out by sight and hearing. They will also light navigation and mooring lights at night in order to be identifiable.

X. The respectful boater knows the regulations concerning the release of grey water and black water at sea. They obtain information from the Nice Côte-d'Azur Chamber of Commerce and Industry (CCI) in order to implement suitable environmental procedures. They will also seek information on eco-friendly practices on the website of the Ministry for Ecological Transition.

"QUALITY CHARTER FOR THE SEA IN THE BAY OF CANNES"

On December 4th, 2018, ECOMER held its last Consultation Forum at Port Canto in Cannes on the quality charter in the Bay of Cannes with Marie Pourreyron, sixth deputy mayor, Environmental Delegate representing the Mayor of Cannes, Mr. David Lisnard, and Catherine Vouillon Municipal Councilor and President of the Extra-Municipal Commission for the sea and the coast of the City of Cannes. They were supported by Mrs. Frédérique Ehrstein, Direction Sea and Coast, Cities of Cannes. On our side, the President of the association ECOMER, Mr. Jean-Luc Annone was supported by Messrs. Romano Riccitelli, Patron of the Snsn Cannes Golfe Juan, and Mr. Jean-Yves Roger, President of the association Ammac Cannes Pays de Lerins.

Below are the results of this consultation:

1) **CREATION OF MARIN VIGILANT AND BENEVOLENT WHOSE ROLE WILL BE TO INFORM BOATERS IN THE BAY OF CANNES ON THE CONTENT OF THE TEN COMMANDMENTS OF MARIN VIGILANTE AND BIEN-VEILLANT** <https://www.eco-mer.com/charte-de-qualite-marine/> that we signed with the Mayor of Cannes, Mr. David Lisnard last April, and whose three principles are: Safety, Environment, and Respect for other Users of the Sea. **A telephone number answering the Vigilants Sailors and Benevolent will be made available to hztim in case of need of help.** A creative meeting will be set up very soon with all parties involved. "The Vigilant and Benevolent Sailor" responds to the need to explain to boaters that what they consider to be their "last space of freedom", the sea, demands to be respected, and that it engages them in obligations which they must be aware of the well-being and safety of everyone at sea. **THE ULTIMATE GOAL IS TO STOP THE INCIVISMS AT SEA.**

2) Having heard the grievances of the professional seafarers about the non respect

of the MARPOL laws <http://www.imo.org/fr/OurWork/Environment/PollutionPrevention/Sewage/Pages/default.aspx> concerning the **treatment of gray waste water and boats aboard the Cannes bay, the city of Cannes has heard the many proposals that have been made to stem this scourge**, in particular, to take note of what is done with great efficiency in terms of controls at the airport. entry and exit of Italian ports. Mrs. Frédérique Ehrstein, sea and coast direction of the city of Cannes, promised us to propose a solution/solutions very soon.

Thank you to everyone who participated in this important meeting, a moment of participative democracy firmly established in Cannes for a few years now, and which we greatly appreciate.

.....
THE CREATION OF A VIGILANT AND BENEVOLENT SAILOR GROUP WAS AGREED IN PARTNERSHIP WITH THE CITY OF CANNES. TRAINING SESSIONS TO BE HELD SOON. JOIN US NOW!



We loved: Faithful to herself, Mrs. Marie Pourreyron, Delegate for the environment of the city of Cannes, came to participate in the meeting by bicycle, at the top right on the image.

BARBUDA HURRICANE AID UPDATE

On 14th December 2018, M/Y Slipstream successfully delivered yacht crew donations to Irma hurricane devastated Barbuda Island. A year after Hurricane Irma, M/Y Slipstream once more supported hurricane-relief efforts by transporting humanitarian aid to the Caribbean--this year Barbuda. With a list of essential supplies provided by ECOMER and donations generously gathered by the crew and Palma yachting community, Slipstream departed the Mediterranean in early December carrying building materials, tools, generators, hygiene products, and medical supplies. Humanitarian coordination with the Barbuda community and local authorities has been facilitated by FHG Marine Engineering Inc, whose Ceo Katie Hagan is a long time recognised humanitarian, and the distribution efforts on the ground was overseen and facilitated by The Council of Barbuda to support The Hanna Thomas Hospital, Primary School, The Sir McChesney George Secondary School, and local Antigua & Barbuda Red Cross (ABRC) rebuilding efforts. Compliments to all involved for such a successful aid mission.

Picture report here:
<https://www.facebook.com/groups/yachtsducoeur/permalink/10155990983083061/>





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**M/Y Slipstream
successfully
delivered yacht
crew donations to
Irma hurricane
devastated
Barbuda Island**





FHG Small Business with Heart

FHG Marine Engineering, Inc. is a concierge yacht maintenance and repair company based in Fort Lauderdale, Florida specializing in diesel engine service, electrical, HVAC-R, and hydraulic systems. The company, FHG, named after its three millennial co-owners: Robert Fletcher-Katie Hagan-Richard Grennen was established in Spring of 2018. As a former humanitarian and U.S. servicemen, it was important to build a socially conscious, people-oriented business with integrity—a business with heart.

Background

My fiancé and business partner, Richard Grennen, grew up in Long Island, New York. He graduated from King's Point United States Merchant Marine Academy with a degree in Marine Engineering. He gained experience worldwide sailing on cargo ships, cable-laying vessels, cruise ships, and US Navy vessels, while upgrading his USCG License to First Assistant Engineer Unlimited Horsepower.

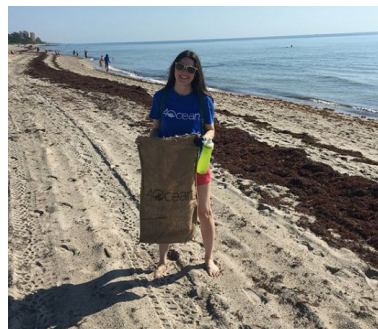
Our business partner, Robert Fletcher, also grew up in Long Island, New York and began his career with a job at a boatyard as a teenager. His passion for marine service led him to pursue a degree in Marine Engineering at the United States Merchant Marine Academy. Upon graduation, Robert sailed on US Navy Supply Ships throughout the Pacific as an Engineering Officer and upgraded his USCG License to First Assistant Engineer Unlimited Horsepower.

I grew up in Arizona with parents who instilled a “service over self” attitude—frequently volunteering, including building homes in Juarez, Mexico. I attended the University of San Diego with a degree in International Relations. While in college, I developed a love of the sea while studying and working aboard Semester at Sea's M/V Explorer on their 5-month voyage circumnavigating the globe. After graduation, I later lived and worked abroad in China. Before leaving to co-found FHG, I worked as a humanitarian with the International Committee of the Red Cross in Washington, D.C. and later in New York at the ICRC Delegation to the United Nations.



Start-up and Finding Purpose

In early 2018, we made the collective decision to start the business with the goal of providing not only a quality maintenance service, but somehow fostering a positive environmental and humanitarian impact. We believed that good business meant caring for the community, as well as being responsible stewards of the environment. So as a company in the marine industry, we recognized it was vital to support ocean and sea-life conservation efforts—understanding that we are intrinsically interconnected and reliant on our environment. As a new company and new to Fort Lauderdale, we threw ourselves into the community by getting involved in volunteer beach and waterway clean-ups throughout South Florida.



During summer of 2018, we also found other unique ways to donate our skills. FHG donated technical expertise and labor aboard M/V John Paul DeJoria, operated by The Sea Shepherd Conservation Society. The M/V John Paul DeJoria is among the vessels used in Sea

Shepherd's direct action campaigns against illegal fisheries' activities as seen in on the TV show “Whale Wars”. While docked in South Florida, FHG was able to assist the vessel in finding and repairing air leaks in the fuel system. It was a wonderful opportunity to assist, meet the crew, and learn more about their brave and unique mission.



ECO-MER Partnership

In August of 2018, FHG Marine Engineering also became an official partner of ECO-MER's "Yachts du Coeur". Similar to our own personal mandate of a "business with heart", we were drawn to ECO-MER's worldwide dual mission of promoting sustainable marine ecology and providing humanitarian disaster aid relief through the yachting community. It seemed logical that privately owned vessels, which harbor tremendous capacity, could be utilized as tools for good.

"M/Y Slipstream" Palma-Barbuda Humanitarian Aid Mission

In the summer of 2018, we were approached by ECO-MER about a possible post-hurricane relief yacht aid mission. I agreed to assist and over the course of the fall gradually assumed the role as the US-based humanitarian coordinator for ECO-MER and M/Y Slipstream's Barbuda post-hurricane relief mission from Palma, Spain.

To determine the current need, FHG consulted the Barbudan Consulate General in New York for their guidance and received a list of much needed construction materials from the Antigua and Barbuda National Office of Disaster Services (NODS). In November 2018, ECO-MER launched the public donation drive in Palma, Spain and M/Y Slipstream's Captains, crew, and the Palma yachting community generously gathered and donated the requested items. The outcome was tremendous and M/Y Slipstream departed from the Mediterranean in early December carrying essential construction materials, generators, medical supplies, and more.



While the vessel was underway, FHG coordinated with ECO-MER and the Captains regarding the vessel's ETA. Meanwhile, FHG worked with the International Federation of the Red Cross (IFRC) to help liaise with the National Society the Antigua and Barbuda Red Cross (ABRC). FHG also reached out to local community members via social media and was kindly connected with the Principal of the Primary School on the island. He offered to assist and connected us with members of the local government (The Barbuda Council) and the local hospital (The Hanna Thomas Hospital)—quickly developing local community engagement on the ground. The donation list was shared with all interested parties and donation items were reviewed and selected based on need. Ultimately, it was determined the aid items would be received by The Hanna Thomas Hospital, the local Primary School, The Sir McChesney George Secondary School, and the Barbudan Red Cross for their rebuilding efforts.



As M/Y Slipstream approached the Caribbean, FHG coordinated closely with the Antiguan and Barbudan Immigration & Customs authorities explaining the nature of the mission, ETA, and the respective beneficiaries. M/Y Slipstream was granted an exceptional "greenlight" and was given clearance to perform a direct delivery to Barbuda. Meanwhile, the Captain and crew aboard M/Y Slipstream meticulously organized and prepared a detailed manifest for the authorities.

On the morning of December 14th, 2018 M/Y Slipstream arrived in Antigua offshore. The Customs & Immigration authorities tendered out to M/Y Slipstream and they sailed altogether to Barbuda clearing customs en route. Once Slipstream reached Barbuda, Red Cross officials tendered out to the yacht to load and bring all the supplies ashore. Distribution efforts on the ground were overseen and facilitated by The Council of Barbuda and the Barbuda Red Cross. Overall, the aid mission proved to be a great success having garnered the active support and engagement of the local community

Other engagements

More recently, FHG has also begun volunteering with Seafarers' House, a non-profit that provides resources and a welcoming place for mariners, while in port. In December, FHG joined the Seafarer's House chaplains delivering holiday hand wrapped shoeboxes to mariners docked in Port Everglades. During their winter campaign, Seafarers' House delivered nearly 2,000 shoeboxes filled with socks, toiletries, and supplies to over 100 ships docked in port. As former seafarers ourselves, we understood that small gifts can really mean a lot to those far away from home. FHG Marine Engineering is always looking for new and innovative ways to connect with our local and global community, so please feel free to contact us.



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WE NEED YOUR SUPPORT !

Your membership subscription helps us pay for our Ecologic and Humanitarian actions !

ECOMER association unites sailors from all walks of life. We lobby locally and nationwide for quality at sea and the recognition of crew cohesion virtues as an example to the world. We also run a yearly collection of donations that we collect directly from your Yacht, store and redistribute to people in need locally and worldwide, via the 23 YACHTS du COEUR events which we have organized since 2010 on the FRENCH RIVIERA.

"We rely heavily on your support to spread the good word !"

So far, thanks to your donations, we have created a quality charter for the seas in partnership with Cannes city, entirely reconditioned a fishemans' boat that had been wrecked in a storm, collected, and redistributed 22 tons of nonperishable food to people in need, the equivalent of 44000 meals, 40m3 of clothes, linen, tools, and building material of all sorts to help out the Food Bank, the Red Cross, and the disaster struck populations of the Caribbean Islands, distributed 2m3 of crew uniforms to the needy in Cameroun, as well as sent a 1.3T container of donations to Dominica.

Each Year, a limited edition of a Yachts du Coeur collectible artwork award is given to the members of the Yachts du Coeur Executive Club.

The 1st 2018 Yachts du Coeur Executive Club membership collectible award, was awarded to Mrs Cora Tracy Executive Officer of MYBA the Worldwide Yachting Association aboard the Yachts du Coeur 2018 trophy winner, M/Y Slipstream, the 11 June 2018, in Cannes old Port.

This Years' 2018 award is full of symbols ! Sylvie Wohlgemuth, the "Ideel®" artist who created this years "Steel ring on wood" award said :

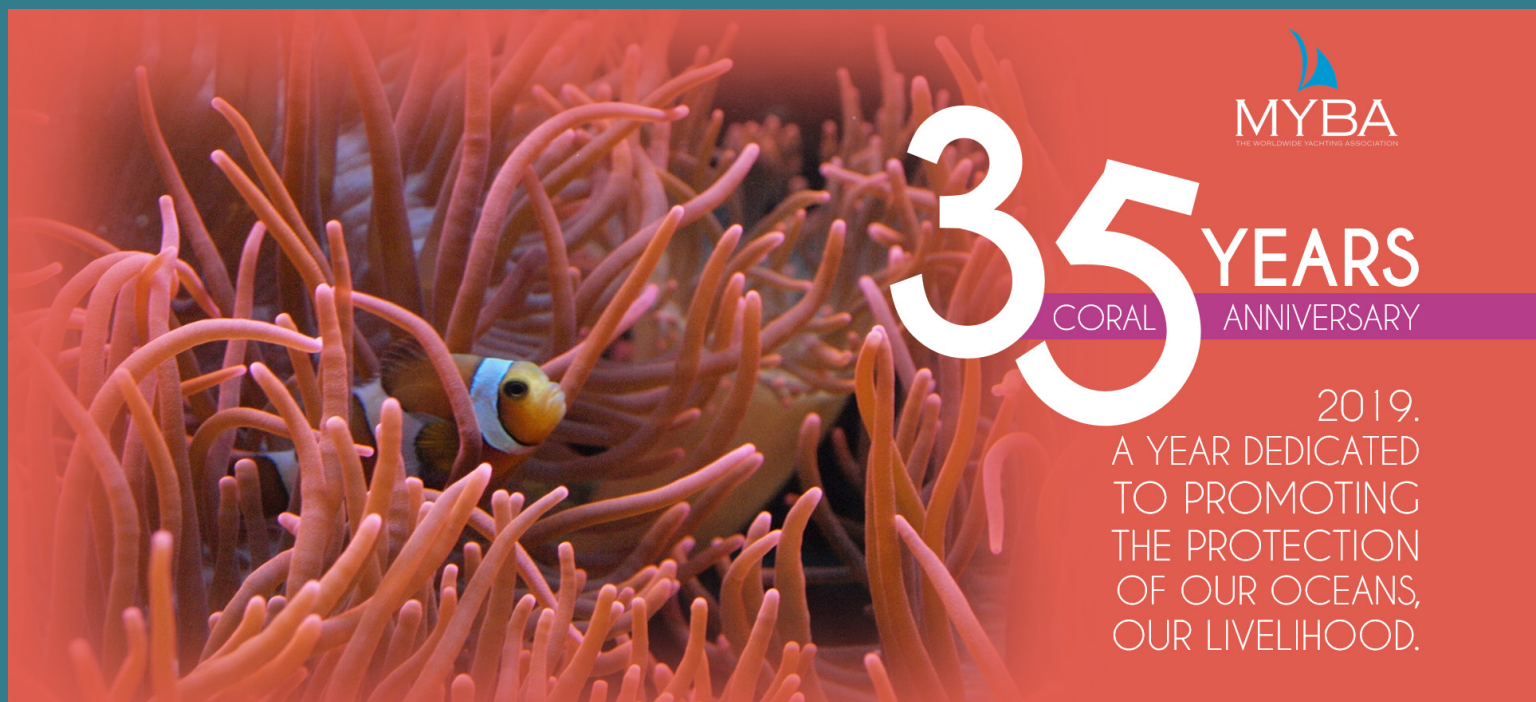
"It's a sublime mastery rallying sky, water and earth, through wood and steel in a light of dawn which invites to the meditation of a responsible world !

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MYBA CELEBRATES ITS 35TH ANNIVERSARY!



2019 is the year that MYBA The Worldwide Yachting Association is celebrating 35 years of existence and what better way to celebrate a coral anniversary than by investing time and resources in promoting the preservation of our oceans and coral reefs? They are our livelihood and, more importantly, everyone's life support system as the oceans generate half of the oxygen that we breathe.

The Association has recently launched a campaign aimed at raising awareness about the many ways that we can all contribute. Using its social media platforms, it is encouraging a global audience to learn more about the issues facing this vital ecosystem and how to actively participate regardless of geographical location.

The fact is that even small changes in behaviour can make a big difference and lifestyle choices can help preserve the oceans for future generations. One important step is to reduce the quantity of plastic used on board and, when it can't be avoided, to ensure that it is stored and eventually disposed of properly. Plastic debris in the ocean degrades marine habitats

and contributes to the whitening of the reefs and the deaths of many marine animals.

What is the Association doing apart from spreading the word? MYBA is currently preparing a survey that will be shared with as many captains as possible in order to help collect data about the points of waste collection in ports. Once the data has been collected it will be used to open dialogue with individual ports, but MYBA, which has a voice within the International Maritime Organisation (IMO) and at EU level, will also use it to initiate discussions for a change in legislation. The ultimate objective is to encourage as many ports as possible to install the proper facilities and thus make easy recycling the norm and not an exception.

From lobbying for action to anchoring away from reefs & sea grass and helping to keep beaches clean, there are literally hundreds of ways to participate in this effort. It really is in our hands to create a sustainable future, and the more we know, the more we can do!

.....

IT REALLY IS IN OUR HANDS TO CREATE A SUSTAINABLE FUTURE, AND THE MORE WE KNOW, THE MORE WE CAN DO!



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ECOMER'S CREW DONATIONS TO THE FOOD BANK AND THE RED CROSS

SURPRISING ?

Poverty in France and in Cannes is increasing widely: More than a third of the French have faced in 2018 multiple deprivations with all the suffering that this entails. They were 37% in 2017, they are now 39% (+2 points) to have experienced a moment of their lives a situation of poverty. The intensification of poverty in France continues a worrying trend. The economic crisis of 2008, the most serious since the post-war period, has led to an increase in inequalities. What hinders the social mobility of the most modest, when one is born at the bottom of the social structure, the reproduction over several generations remains a probable destiny.

Poor people, increasingly poor

Interviewees whose current incomes are the lowest are 65% who have been poor. This figure is worrying because it is undoubtedly the marker of an intensification of poverty and its risks of irreversibility. For more than ten years, the Ipsos-SPF barometer shows a constant increase in this figure.

A flagship indicator of the Ipsos-SPF barometer, **the proportion of people who say they fear poverty, even if it does not always turn into reality, is still very strong among the French.** They are 59% to have known poverty or to have said they were about to know it. A figure that continues to increase; (+ 2 points since 2016). When we compare this figure with that of 2007, before the onset of the crisis, at that time less than one in two French people was then part of such anguish.



ECOMER, the Yachts du Coeur donated 5m3 of yacht crew nonperishable food and drinks to the French Alpes Maritime Food Bank, who helps feed over 25,000 people in need every day and 5m3 of yacht crew clothes and shoes to the Cannes Red Cross. Cannes is a city which has the top average poverty level of 19% of the French population ! Let's wish for an eternal Christmas. Thanks to everyone !



In response to the help call from Cannes French Red Cross, ECOMER, Les Yachts du Coeur, delivered 8m3 of seafarers yacht crew donations to them. Overall it's a total of **16m3 of yacht crew donations that have been delivered to Cannes Red Cross since last december.**



AMAZINGLY CANNES IS ONE OF THE CITIES IN FRANCE WHICH HAS THE TOP LEVEL OF ALMOST 19% POVERTY AMONG ITS INHABITANTS. ALSO, 46,2 % OF CANNES INHABITANTS DO NOT PAY TAX BECAUSE OF LOW REVENUE...!

(We doubt that things have improved since 2015 as Cannes Red Cross is presently overwhelmed with help demand from people in need.)

Sources :

<https://www.insee.fr/fr/statistiques/1405599?geo=COM-06029>

https://www.lemonde.fr/provence-alpes-cote-d-azur/alpes-maritimes,06/cannes,06029/fiscalite/?fbclid=IwAR2b0pVLwPdErrdqOsP2_XgDBRROxUd5I1x-asDidhscJYnRf--38d7c9a8

Compliments & a big thank you to all the seafarers who donated vv8m3 of yacht crew donations to Cannes French Red Cross via ECOMER, les Yachts du Coeur, and a big thank you to **Jean-Yves Roger President of AMMAC Cannes**, and Geneviève **Genevieve Vandini President of Cannes French Red Cross** for all the help.

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CANNES IS ONE OF THE CITIES IN FRANCE WHICH HAS THE TOP LEVEL OF ALMOST 19% POVERTY AMONG ITS INHABITANTS.



On the **29th January 2019**, Yachts du Coeur yacht crew donations of **5m3 of cushions and clothes to ABI 06**, a branch of "CARITAS" (Catholic Help) that provides work to people in need. Pictures taken in front of ÉCOMER's premises in Villeneuve Loubet where we sort, store and distribute your donations to partner associations. Uniforms are either sent to people in need in Africa or rebranded whenever possible.





OR, from that Sea of Time,
Spray, blown by the wind--a double winrow-drift of weeds and shells;
(O little shells, so curious-convolute! so limpid-cold and voiceless!
Yet will you not, to the tympana of temples held,
Murmurs and echoes still bring up--Eternity's music, faint and far,
Wafted inland, sent from Atlantica's rim--strains for the Soul of the
Prairies,
Whisper'd reverberations--chords for the ear of the West, joyously
sounding
Your tidings old, yet ever new and untranslatable;)
Infinitessimals out of my life, and many a life,
(For not my life and years alone I give--all, all I give;)
These thoughts and Songs--waifs from the deep--here, cast high and
dry,
Wash'd on America's shores.

Currents of starting a Continent new,
Overtures sent to the solid out of the liquid,
Fusion of ocean and land--tender and pensive waves,
(Not safe and peaceful only--waves rous'd and ominous too.
Out of the depths, the storm's abysses--Who knows whence? Death's
waves,
Raging over the vast, with many a broken spar and tatter'd sail.)

Walt Whitman

Heavenly Sails

Cannes Régates Royales, 40th Trophy Panerai 2018



Photographs by Laura Emerson
<http://chxli.uk>

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