

The purpose of this document is for YachtAid Global to collect information about boats that are interested in being involved with disaster relief and humanitarian aid work.

We are very careful in how we do things at YachtAid Global and it is important to understand your and our expectations as well as to properly match your capabilities with proper tasks.

During disaster relief, recovery and rebuild, we coordinate various tasks such as:

- Moving our partner NGO and other verified NGO cargo from point A to point B
- Putting a disaster relief team aboard and moving them into isolated areas that need help
- Moving verified NGO workers and officials from point A to point B
- Making and distributing fresh water

It is important to remember that the actual needs change hour to hour and over time that pace of change slows down. During the first week or two after rapid onset disaster, what we know right now is quickly superseded by new information that is slow to be released, disasters are hyper dynamic situations and emotionally charged.

The QA outlined below is designed to provide us with the basic fundamental information about your operational objectives and capabilities. Please provide answers and any additional information you think will help us:

1. The Boat

- a. Name
- b. LOA
- c. Draft
- d. Cruising speed

2. Location

- a. Where is the boat now
- b. Can a truck drive up next to the boat and use a portable crane to load cargo
- c. Or is the boat in a slip at a marina with limited access, dock carts only
- d. Can the boat relocate to a place where a truck can get close access to unload cargo if so where
- e. Where are you going
- f. Are you open to taking on specific location tasking

3. Timing

- a. What date can you start loading cargo
- b. What date can you start doing relief work
- c. What date do you need to stop doing relief work

4. Fuel

- a. Do you need to take on fuel upon arrival into the work area
- b. Starting with full tanks, how many days can you operate on generators, running between the islands without needing to re fuel

5. Crew aboard

- a. How may crew aboard
 - i. Do any crew have the below experience if so who and what exactly
 1. Disaster relief experience
 2. Ex military
 3. Medical training like emt, paramedic, rescue diver, etc

6. Disaster relief team – BGM DART (disaster assistance response team)

- a. See here about DART <http://www.the-triton.com/2015/11/free-training-enhances-crew-rescue-skills/>
- b. And here <http://www.the-triton.com/2015/11/yag-lift-and-dart-join-forces-for-disaster-relief/>
- c. There may be a particular situation and location where it is good to host DART aboard or may be a requirement
 - i. If you are ok hosting DART
 - ii. How many berths can you allocate for the team

7. How much cargo can you carry

- a. What is maximum combined weight that can go aboard in the way of cargo?
 - i. We are mindful of boat stability
- b. From a volume perspective, if each box is 24 x 24 x 24 inches, approximately how many of this size box so we can be aware of physical space available
- c. How much space is under cover protected from rain
- d. How much space on deck open to elements
- e. Do you have ability to take on full pallets of cargo about 48 x 48 x 48 inches would be craned aboard
 - i. If so how many full pallets of cargo approximately

8. Watermakers

- a. How many water makers
- b. What is water production rate in gallons per hour each water maker fully maximized
- c. Do you have plenty of pre filters aboard to keep them running if water is silty

9. Water tanks and pumping

- a. What is your total tank capacity for fresh water
- b. What is the fastest rate at which you can discharge water into a tank ashore or containers in a tender
- c. How many deck hoses can discharge at this rate at the same time
- d. How much deck hose do you have to reach from tank discharge to a fill point
- e. Can you use fire pump system to pull out of the fresh water tanks if so
 - i. What is discharge rate
 - ii. What is total length of fire hose aboard
- f. Do you have one or more portable gas or diesel powered water pumps aboard
 - i. If so how many
 - ii. What are specs
 - iii. How much discharge hose do you have for the pump

10. Communications

- a. What kind of sat com system do you have aboard
- b. What is the bandwidth for data coms and ability to transmit video and images
- c. Who is your provider

11. Drones

- a. Do you carry drones
- b. What type

12. Tenders

- a. What type of tenders aboard
- b. Cruising speed of each
- c. What is range at cruising speed for each tender
- d. Do you carry spare gas if so how many refills

13. Crane

- a. Where is your crane located
- b. What is the maximum reach outboard
- c. What is the maximum lifting capacity

14. Air assets

- a. Is there a helicopter aboard if so what type
 - i. Can it be used for relief work
 - ii. What type of landing pad
- b. Is there a private plane that can be used to move cargo or people
 - i. If so what are the details

15. Funding and donations

- a. Do you have funding available to donate to relief work
- b. If so what sort of \$\$
- c. Are you interested in creating your own fund raising campaign so friends and family, owners, vendors to the boat can donate to your project
- d. Does your owner have food or manufacturing or warehousing or logistics business of any kind that can be leveraged to help people

16. Media

- a. Are you ok with media exposure from local, national and international news outlets
- b. We can work with any level of exposure from total media black out, to full integration and access and use of boat name, owner name, owner and captain interviews, etc etc... and any subset between those two extremes
- c. Media coverage inspires others to follow suit

Answers to the above will trigger another round of questions.

We are very serious in properly understanding capabilities and tasking boats. We try to avoid loading you up with un-documented in kind donations of used clothing, toys, etc etc and we are not the fedex of the high seas, we do not accept packages addressed to specific people. When cargo enters this seabridge it goes into a general cargo fund for the good of all signatories to the seabridge.

Please get back to us ASAP with the info requested.

Best regards
Captain Mark Drewelow
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