SUSTAINABILITY DIARY ONBOARD “SEATTLE”- CV22
Leg 2, Race 3 – Punta del Este to Cape Town

- **Recycling.** We continue to keep our recyclable products used onboard separated into classed groups and from our general waste so that we can recycle upon arrival into Port. Fortunately, Punta del Este provided sufficient facilities for us to recycle within Port.

- **Beach clean.** During our stopover, we were invited by Punta del Este Junior Sailing club to take part in a beach clean. We were each presented with a bag and set off to clean and clear one of their beautiful sandy beaches. The plastic collected would be amalgamated and used to make future buoys. We were also provided with a personalised Seattle bag from the materials collected.

- **Packaging reduction.** Prior to Leg 2 we ensured that all cardboard and any additional packaging was removed and recycled before we left for sea. This even included the paper around metal tins.

- **Cleaning products.** Whilst this is encouraged fleet wide, Seattle always takes a great deal of care in using eco-friendly products for our daily cleaning routines whilst onboard. For example, we use “bio D washing-up liquid” and refill our one bottle rather than purchasing many plastic ‘one-use’ bottles. We also refill our hand wash bottles by using “Maxima green sanitiser hand soap’ rather than using one-use bottles.

- **Natural products vs. artificial.** Wherever possible, we aim to use natural products below deck. MPD is a multi-use product that is environmentally friendly, can be used for a number of different purposes around the boat, and lasts for a significant amount of time. This reduces the number of different containers that need to carried as well.

- **Wet wipes.** Wet wipes have not been provided by the crew fund, although crew have been allowed to bring their own, if they wish. Some crew have looked at alternative methods such as using flannels and tea tree oils, or “dry shower” products and sea water soaps.

- **Cleaning gloves.** We have dedicated gloves to clean the heads onboard rather than using one-time disposable gloves.

- **Head torches.** Encourage only head torches that are rechargeable and not use the one-life only ones. There is a noticeable increase in rechargeable head torches and trimming torches on this race than the previous two race editions (an observation from the Skipper, Dave Hartshorn, who has been involved with the previous two editions of the Clipper Round the World Yacht Race.)

- **Safety Equipment –** The Dan Buoy Light battery went, so the whole unit had to be replaced, with no ability for it to be recycled. This is an area that the marine industry needs to look into. It would be interesting to know across the fleet how many items of a similar nature need replacing over the duration of the race. Due to a change to Spinlock life jackets there is a significant reduction in activations, previously caused with crew being hit by waves on deck, meaning less cannister and plastic safety clips needing replaced. This also means less plastic into the sea, as when a life jacket had previously been inflated the green safety clip would detach from the jacket and be washed into the sea.
Constraints.

- Hand sanitizer – struggling to purchase the refills for the ‘deb stoko’ hand sanitiser dispensers in other countries. Should be available worldwide. This is a good example of products that are looking to reduce one use packaging, but it is has a fairly localised footprint when it comes to purchasing replacements refills. Is there an opportunity to standardise the actual refill package so it can be used across numerous products even if the dispenser is bespoke to that product/manufacturer?
- Short stopovers - we are often pushed for time whilst we are in port and as we often rarely know the market, we don’t have time to research where is best to purchase more sustainable products. We also find that with our budget constraints, the eco-friendlier products are often still sold at a higher price point.
- Convenience and quick time preparation. There appears to be a direct link with food in particular which can be prepared quickly and the amount of packaging with it. We always have a number of meals that can be prepared in rough weather. These tend to have more wrapping and layers of packaging.

Another issue that we will be looking at on Leg 3 is wear and tear on equipment and is there a link to a change in the chemicals being allowed to produce materials such as Gortex, for sustainability and environmental issues to the effectiveness of the product. This has been a topic of much conversation on Leg 2.