Charter, Share or Own?

Choosing the Right Way to Access a Yacht

Before deciding between a catamaran and a monohull, before choosing 55, 65 or 82 feet, and before deciding between Mallorca, Croatia and the Red Sea, there is a more fundamental question:

Should you charter, share or own?

The conventional answer is usually based on wealth.

We believe that is the wrong starting point.

The relevant questions are:

How many weeks will you genuinely use a yacht?

How consistent is that use?

How important are familiarity, availability and control?

How much capital do you want to allocate?

And:

What does each week of actual use really cost?

For occasional and inconsistent use, charter is difficult to beat.

For consistent use of approximately **3–12 weeks per year**, shared ownership can produce by far the lowest fully economic cost per week.

For genuine yacht-centric lifestyles of **20–24+ weeks per year**, full ownership increasingly becomes the logical solution.

Between those extremes, combinations can be more intelligent than choosing one model exclusively.

You can own two shares.

You can own and charter.

You can own yachts in two regions.

Or you can own 100% while commercially chartering the yacht when you are not aboard.

The objective is not to fit every client into fractional ownership.

It is to match the ownership structure to the way the yacht will actually be used.

---

1. Three Ways to Yacht

At the highest level:

	Charter	Shared Ownership	Full Ownership
Best financial fit	**Occasional / inconsistent use**	**Consistent 3–12 weeks**	**20–24+ weeks**

	Charter	Shared Ownership	Full Ownership
Capital requirement	**Minimal**	**Partial**	**Highest**
Cost per week	High	**Potentially by far the lowest**	**Typically highest**
Yacht familiarity	Low	**High**	**Highest**
Crew relationship	Temporary	**Long-term**	**Long-term**
Personal belongings aboard	No	**Yes, managed between stays**	**Yes**
Guaranteed access	No	**Allocated + flexible options**	**Highest**
Variety	**Highest**	High through ecosystem	Depends on structure
Charter-income participation	No	**Yes**	Yes, if commercial
Capital efficiency	**High for occasional use**	**Highest for regular use**	Low unless heavily used
Control	Low	High within framework	**Maximum**
Operational responsibility	None	Professionally managed	Professionally managed or owner-controlled

The important difference is that **cost per week is not proportional to the percentage of yacht owned**.

Utilization changes everything.

---

2. The Fully Economic Cost of a Yacht

The purchase price is not the cost of yacht ownership.

A useful industry rule of thumb for a professionally operated yacht is that annual operating costs can be approximately **10% of acquisition value**, although actual costs vary substantially by yacht, age, crew, geography and operating program.

On top of that, an economic analysis should recognize the cost of capital and depreciation.

For a simplified planning model:

Operating cost: ~10%

Capital cost: ~5%

Depreciation: ~5%

This produces an indicative **fully economic annual cost of approximately 20% of yacht value**.

This is not an accounting rule or guaranteed depreciation forecast.

It is a useful framework for understanding the economics.

On a €10 million yacht, that means approximately:

€2 million per year of fully economic cost.

That changes the meaning of “cost per week.”

---

3. Full Ownership Can Have the Highest Cost per Used Week

Consider a €10 million yacht with an indicative fully economic annual cost of €2 million.

If the owner personally uses it:

Personal use	Fully economic cost per owner week before charter contribution
4 weeks	**€500,000**
8 weeks	**€250,000**
10 weeks	**€200,000**
15 weeks	**€133,000**
20 weeks	**€100,000**
26 weeks	**€77,000**

This is why full ownership can paradoxically be the **most expensive way to spend a week aboard a yacht**.

The yacht is not necessarily inefficient.

The problem is unused capacity.

The owner pays economically for the whole asset regardless of whether they personally consume four weeks or forty.

---

4. Full Ownership Only Becomes Efficient With Heavy Use

This is why we regard full ownership primarily as a solution for people who genuinely live a yacht-centric lifestyle.

At **20+ weeks per year**, the equation becomes much more compelling.

At approximately half a year aboard, full ownership can become exceptionally logical.

The owner is consuming a substantial proportion of the asset they finance and maintain.

There are exceptions.

An owner may deliberately value:

absolute control;

instant availability;

privacy;

or the emotional value of owning the yacht

more highly than financial efficiency.

That is perfectly rational.

But it should not be confused with low cost per week.

---

5. Charter Can Offset Part of Full-Ownership Cost

A commercially attractive yacht can generate meaningful charter revenue.

As a simplified planning rule, a strong charter week might generate gross charter revenue equivalent to approximately **1% of yacht value**.

After broker commissions, charter operations and other variable costs, perhaps approximately **0.5% of yacht value** may remain as contribution toward fixed ownership costs, depending heavily on the yacht and charter structure.

On a €10 million yacht, that would mean approximately:

€100,000 gross charter revenue per week

and perhaps around:

€50,000 contribution after variable commercial costs.

Ten successful charter weeks could therefore contribute approximately:

€500,000

toward annual fixed/economic ownership costs.

That is meaningful.

But against an illustrative €2 million fully economic annual cost, it offsets only part of the total.

---

6. Ten Good Charter Weeks Are Not Automatic

Ten high-quality charter weeks are already a serious commercial achievement.

In a conventional single-season Mediterranean setup, they can be difficult to obtain without:

discounting;

sacrificing prime owner weeks;

or accepting less attractive charter periods.

This is one reason the **dual-season model** discussed in our regional paper matters.

The yacht can access:

Mediterranean demand;

and

Red Sea or rotational winter demand.

The objective is not simply to increase the number of charter weeks.

It is to increase the number of **commercially valuable** weeks.

---

7. Chartering Has the Opposite Cost Structure

A charter client pays only when aboard.

There is:

no annual fixed cost;

no depreciation;

no capital tied up in the yacht;

and no obligation to generate sufficient usage.

For one or two weeks, that is exceptionally efficient.

For three weeks, it can still make perfect sense.

This leads to our basic rule:

1–3 weeks per year: Charter.

Especially when usage is irregular.

---

8. But Chartering Is a Transaction

The weakness of charter is not necessarily the yacht.

The weakness is the relationship.

You select the yacht.

You negotiate and sign the charter.

You pay.

You complete the preference sheet.

You arrive.

You meet the crew.

You spend a week together.

You leave.

A gratuity is generally expected in the professional charter environment, subject to regional conventions and service quality.

Then the relationship largely ends.

The next charter starts again.

---

9. The Preference Sheet Problem

Experienced charter clients know the process.

What wines do you drink?

What water?

What milk?

What allergies?

What breakfast?

What time?

What temperature in the cabin?

Which pillows?

What food do the children eat?

What sports?

Which restaurants?

What music?

What dietary preferences?

Which champagne?

You fill it in.

Then next year, on another yacht:

you fill it in again.

This is appropriate for charter.

But it is fundamentally transactional.

---

10. Ownership Builds a Relationship

With ownership—including shared ownership—the relationship develops over years.

The crew knows the family.

The chef knows what you eat.

Your favorite wines can already be aboard.

Personal books, selected decoration and other owner-specific items can be stored professionally between stays and placed back on board by the crew before the owner returns.

Personal equipment can be handled the same way.

Owners can also add selected equipment that matters to them—for example:

a particular board game;

a preferred sports item;

special children's equipment;

or another personal object that makes the yacht feel more familiar.

The crew knows which guests visit regularly.

They know whether you prefer:

breakfast at 08:00;

or coffee at 11:00.

They know whether you want:

formal service;

or everybody barefoot.

They know whether your ideal day means:

sailing;

diving;

hiking;

restaurants;

watersports;

or doing absolutely nothing.

That continuity changes the product.

---

11. Owners Are Not Charter Guests

There is also a psychological distinction.

A charter guest is a customer.

An owner is an owner.

This affects:

crew relationships;

how the yacht is used;

how personal belongings are treated;

how itineraries evolve;

and the feeling of returning aboard.

Owners also do not participate in the conventional charter gratuity relationship in the same way charter guests do.

The relationship is longer-term and built into the ownership and crew structure rather than concluding with an expected end-of-charter tip.

This distinction may appear small.

Over ten weeks per year and several years, it is not.

---

12. Shared Ownership Changes the Cost-per-Week Equation

Shared ownership takes the fixed-cost problem of full ownership and divides it according to actual required capacity.

Instead of buying:

100% of the yacht;

100% of the depreciation;

100% of the capital requirement;

and 100% of the operating exposure

to obtain perhaps eight weeks of use, the owner buys a smaller economic participation.

That is why shared ownership can produce **by far the lowest cost per week** for the right user.

Particularly when three things combine:

consistent use;

calendar flexibility;

and

gap use.

---

13. Gap Use Is Economically Powerful

Not every yacht week has the same demand.

There are inevitably:

short gaps;

shoulder periods;

unused days between commercial charters;

weeks another owner does not need;

and periods where the yacht is operational but not commercially committed.

A flexible owner can make extraordinary use of these periods.

The yacht is already:

crewed;

insured;

maintained;

positioned;

and operating.

Using available capacity therefore does not carry the same economic burden as creating another yacht from scratch.

This is one reason flexibility has genuine financial value.

---

14. Morii Allows Flexibility to Be Bought

Traditional fractional ownership can feel rigid:

you have your weeks;

another owner has theirs;

and that is the end of the discussion.

Our model is designed differently.

Morii uses a points-based system in which additional flexibility and access can be acquired by spending more points.

This allows an owner to make greater use of:

available yacht capacity;

gap periods;

alternative yachts;

and other parts of the Morii ecosystem.

The owner therefore does not need to choose between:

rigid fractional ownership

and

completely flexible charter.

There is a middle ground.

---

15. Points Also Reduce the Risk of Under-Utilization

One concern prospective shared owners naturally have is:

“What if one year I don't want six weeks aboard?”

That is a valid question.

Family circumstances change.

Business becomes busy.

Children have exams.

Another holiday becomes more important.

A conventional yacht share may leave the owner with unused yacht entitlement.

The Morii ecosystem is designed to make usage more fungible.

Depending on the applicable program, points can also be deployed across other Morii experiences such as:

residences;

expeditions;

private aviation;

and other yacht access.

This means the value does not have to depend exclusively on whether the owner manages to spend exactly the same number of weeks aboard the same yacht every year.

---

16. The Financial Sweet Spot

Our rule of thumb for a professionally operated yacht is therefore:

1–3 weeks per year

Charter.

Best when use is occasional or inconsistent.

There is little reason to allocate substantial capital simply to guarantee access you rarely need.

3–6 weeks per year

25% shared ownership.

Particularly attractive where approximately half of the yacht's usable calendar remains dedicated to commercial activity and the remaining ownership capacity is allocated across the owners.

6–12 weeks per year

50% shared ownership.

This gives substantially greater calendar access while retaining the capital-efficiency benefits of sharing.

12–20 weeks per year

Consider:

multiple shares;

75% participation;

or

full ownership.

The correct answer increasingly depends on how concentrated the desired weeks are and how much control matters.

20+ weeks per year

Full ownership becomes increasingly logical.

Alternatively, multiple shares in different yachts, sizes or regions can be highly attractive if variety matters more than having one yacht continuously available.

---

17. The Decision Is Not Only About Number of Weeks

There are two important exceptions.

First:

Charter can remain rational above three weeks if capital is the limiting factor.

Consider an owner who wants four weeks a year aboard an approximately 80-foot yacht.

Four charter weeks at roughly **€85,000 per week** imply around:

€340,000 in annual charter fees before VAT, APA and customary gratuity.

For a high-income household, that may be entirely manageable from annual cash flow.

The same household may nevertheless find it inappropriate—or simply unattractive—to allocate around **€1 million in a single capital payment** for a 25% ownership participation.

This is especially relevant for households that have:

high annual income;

strong earning power;

but relatively low accumulated net worth or a strong preference to keep capital invested elsewhere.

In such a case, chartering four weeks can be financially rational even though the annual spend looks high.

The distinction is between:

income affordability

and

capital allocation.

Second:

Charter can remain rational above three weeks when maximum variety is the overriding priority and money is secondary.

If the client wants:

a different yacht every trip;

a different country;

different size;

different propulsion;

and no recurring relationship,

charter is designed for exactly that.

---

18. But Charter No Longer Has a Monopoly on Variety

The traditional argument for charter is:

“I can use a different yacht every time.”

That remains true.

But shared ownership does not necessarily mean using only one yacht.

Through the Morii marketplace, owners can access other participating yachts where available, including at preferential owner economics compared with normal third-party charter pricing.

An owner can therefore have:

a primary yacht;

a familiar crew;

personal belongings managed between stays;

and a home-base relationship,

while still using another yacht when the mission requires it.

This significantly softens the traditional flexibility advantage of charter.

---

19. Two Shares Can Be More Flexible Than One Full Yacht

There is an even more interesting alternative.

Instead of acquiring 100% of one yacht, an owner can acquire:

25% of Yacht A

and

25% of Yacht B.

The combined acquisition participation is still only 50% of the capital required to own both yachts outright.

The yachts can deliberately be different.

For example:

a Lagoon 55 in Croatia;

and

an EIGHTY in Mallorca and the Red Sea.

Or:

a SIXTY 5;

plus an EIGHTY.

This creates access to:

different sizes;

different regions;

different seasons;

and different types of holiday.

For an owner seeking variety, this can be more useful than owning 100% of one yacht.

---

20. Multiple Shares Can Also Improve Availability

There is another counterintuitive effect.

A person might assume:

100% ownership always gives better availability than fractional ownership.

That is only automatically true for a yacht that remains completely private.

A commercially operated 100%-owned yacht may already have:

signed charter commitments;

maintenance periods;

crew leave;

yard periods;

and repositioning obligations.

Once a charter is contracted, the owner cannot simply decide on Thursday to use the yacht that weekend.

With access to multiple shared yachts and a professionally managed marketplace, practical availability can in some circumstances be **better than relying on one commercially chartered fully owned yacht**.

---

21. Full Ownership Does Not Have to Mean Leaving Morii

There is another misconception we want to remove.

Morii shared ownership is not only for 25% or 50% owners.

We also offer **100% ownership within the same operating model**.

The client owns the entire economic participation.

But the yacht still benefits from the Morii infrastructure.

This is particularly attractive for owners who want:

full ownership;

substantial personal use;

and commercial charter when they are not aboard.

It can also be structured for different degrees of owner control.

Morii can manage the calendar operationally within the owner's defined availability framework.

Or the owner can retain **full charter-decision control**, with every individual charter request referred back for approval.

The owner can therefore choose between:

delegated professional optimization

and

case-by-case owner control.

The operating platform remains the same.

The decision authority does not have to.

---

22. The Morii 100% Model

A 100% owner can retain the same framework:

professional yacht setup;

financing support;

dual-season planning;

commercial charter management;

calendar software;

owner-use planning;

crew management;

technical supervision;

transfer management;

and access to the broader Morii ecosystem.

The setup markup for the 100% ownership model is only **2%**.

The owner therefore receives the professional infrastructure of a fractional fleet without being required to share ownership.

---

23. The Same Ecosystem Still Applies

A 100% Morii yacht can also benefit from the wider platform.

This includes, depending on the yacht and operating region:

crew culinary development associated with **three-Michelin-star chef Jacob Jan Boerma**;

our Palma and **La Lonja** infrastructure;

our relationships around **AMAALA Yacht Club**;

our Red Sea operations;

our Mediterranean operations;

transfer planning;

crew transitions;

seasonal repositioning;

charter distribution;

and the operational experience required to move the yacht between very different regions.

This can be especially valuable for an owner who wants a genuine:

personal use + commercial charter hybrid.

---

24. Full Ownership Plus Charter Can Be the Right Answer

For a 20+ week user, the argument is therefore not:

fractional ownership versus doing everything independently.

The alternative can be:

100% ownership inside the same professional system.

The owner retains:

maximum calendar control;

maximum economic ownership;

and maximum long-term access,

while commercially utilizing selected high-value weeks.

The same dual-season logic applies.

The same software applies.

The same operational team applies.

The same regional infrastructure applies.

Only the ownership percentage changes.

---

25. The Aviation Analogy Is More Nuanced Than It Appears

Private aviation provides a useful analogy.

There is no single correct travel product.

If travelling alone on a short trip, **commercial economy** may be the most rational answer.

For a long-haul journey, business or first class can often be the best balance between comfort and economics.

But when travelling to Mallorca or another Mediterranean destination with:

family;

friends;

children;

luggage;

and a fixed holiday schedule,

private aviation can completely change the equation.

A private aircraft can outperform commercial travel dramatically on:

door-to-door time;

schedule flexibility;

airport choice;

privacy;

family experience;

and, in some circumstances, total group cost.

European short-haul business class frequently offers little more physical space than economy—often simply a blocked middle seat rather than a fundamentally different seat product.

When several people travel together, particularly to smaller Mediterranean airports, the gap between the ticket price and the **total lifestyle value of the journey** can narrow surprisingly quickly.

---

26. Yachts Work the Same Way

There is no reason every journey has to use the same access model.

You might travel:

commercial economy alone for a short business trip;

business class on a long-haul flight;

and

private to Mallorca with family and friends.

Likewise, a sophisticated yacht user might:

own 50% of the yacht used most frequently;

hold another 25% share in a different region;

charter a 50-metre yacht for one exceptional family event;

and use another Morii yacht when their primary yacht is elsewhere.
The objective is not ideological consistency.
It is:
the best platform for each mission.

---

27. Ownership Gives You a Home; the Marketplace Gives You Variety

This may be the best way to understand the Morii proposition.
Your shared yacht provides:
familiarity;
crew;
personal items handled and prepared before arrival;
favorite wines;
books;
selected decoration;
equipment;
family routines;
and the feeling of returning home.
The wider platform provides:
different yachts;
different regions;
different sizes;
residences;
expeditions;
and private aviation.
The owner therefore does not have to choose between:
belonging
and
variety.
The system is designed to provide both.

---

28. The Emotional Difference Matters

Charter can provide an extraordinary holiday.
But it remains a purchased holiday.
Ownership creates continuity.

The same captain may navigate family expeditions over several years.

The chef learns the children's tastes.

The crew knows which friends are coming.

Your preferred wine is already chilled.

Your books and selected personal items have been taken from storage and placed where you expect them.

Your preferred board game is aboard.

Your diving equipment fits.

The yacht becomes part of family life.

This is true whether you own:

25%;

50%;

75%;

or

100%.

The emotional threshold is not necessarily 100% legal ownership.

It is **continuity**.

---

29. Comparing Cost per Week Properly

The correct cost-per-week calculation should therefore include more than cash expenditure.

Charter

Cost per week includes:

charter fee;

VAT where applicable;

APA/expenses;

and customary gratuity.

There is almost no capital allocation.

This is efficient for low usage.

But every additional week is purchased at approximately the full market rate.

Shared ownership

Cost per week includes:

economic cost of the ownership share;

allocated operating cost;

financing where applicable;

less commercial charter contribution;

and the effect of actual owner utilization.

With good utilization, flexibility and gap use, this can become **by far the lowest cost per actual week aboard**.

Full ownership

Cost per week includes:

100% of operating cost;

100% of depreciation;

100% of capital cost;

less charter contribution;

divided by the owner's actual usage.

Unless personal usage is extremely high, this will often be the highest economic cost per owner week.

---

30. An Illustrative €10 Million Yacht

Consider again a €10 million yacht.

Using the simplified 20% fully economic annual-cost framework:

Annual economic cost: approximately €2 million.

Suppose the yacht contributes €500,000 from ten commercially successful charter weeks after variable commercial costs.

Remaining economic cost:

approximately €1.5 million.

If a full owner then personally uses the yacht for:

10 weeks:

~€150,000 economic cost per owner week.

15 weeks:

~€100,000 per week.

20 weeks:

~€75,000 per week.

25 weeks:

~€60,000 per week.

This explains why high utilization matters so much.

---

31. Shared Ownership Attacks the Denominator

The important innovation in fractional ownership is not making the yacht cheaper.

The yacht still costs what it costs.

The crew still needs to be paid.

The engines still need maintenance.

The berth still costs money.

Instead, shared ownership changes **who pays for the capacity and who uses it**.

Capital and fixed costs are distributed across owners whose combined usage better matches the yacht's available owner calendar.

Then commercial charter monetizes part of the remaining capacity.

Then flexible owners can use gaps.

That is why the economic result can become dramatically different from simply dividing a fully owned yacht's annual cost by eight personal weeks.

---

32. The Core Economic Architecture

The Morii model therefore has four layers.

Layer 1 — Share the asset

Do not buy 100% of annual capacity if you only need part of it.

Layer 2 — Finance appropriately

Approximately 50% financing can further reduce owner equity requirements where available and approved.

Layer 3 — Charter valuable unused capacity

Use commercially attractive weeks to contribute toward fixed ownership costs.

Layer 4 — Maximize utility

Use points, gap periods, alternative yachts, residences, expeditions and other services so allocated lifestyle value does not go unused.

This fourth layer is easily underestimated.

The cheapest yacht week is not necessarily the yacht with the lowest charter rate.

It can be the week created from capacity you already economically own and would otherwise leave unused.

---

33. A Better Financial Decision Matrix

Annual personal use	Primary financial choice	Alternatives
1–3 weeks	**Charter**	Share if continuity is unusually important
3–6 weeks	**25% share**	Charter for maximum variety / low capital

Annual personal use	Primary financial choice	Alternatives
6–12 weeks	**50% share**	Multiple 25% shares
12–20 weeks	**75%, multiple shares or full ownership**	Mix sizes/regions
20+ weeks	**Full ownership**	Multiple shares for variety

The table assumes reasonably consistent use.

For highly inconsistent use, charter remains more attractive.

For very high income but limited accumulated capital, charter may also remain financially preferable despite frequent usage.

For owners who value variety, multiple shares can be preferable to moving progressively toward 100% of one yacht.

---

34. Which Model Has the Lowest Cost per Week?

The answer depends on usage.

Charter

Lowest total commitment for occasional use.

But each additional week remains expensive because it is purchased at market price.

Shared ownership

Potentially by far the lowest economic cost per week for regular users.

Particularly when:

usage is consistent;

the owner is flexible;

gap use is high;

commercial charter performs;

and points are used efficiently.

Full ownership

Typically the highest economic cost per week, unless:

the owner spends a very large part of the year aboard;

the yacht generates unusually strong charter contribution;

or control and continuous availability have enough personal value to outweigh the economic cost.

This is why simply comparing charter rates with purchase prices is misleading.

---

35. What Does the Owner Actually Want?

Ultimately, the decision is not only financial.

Ask:

Do I want a holiday?

Or do I want **my yacht**?

Do I want maximum variety?

Or do I want a crew that knows me?

Do I want to arrive with luggage?

Or do I want my things prepared before I arrive?

Do I want three extraordinary weeks?

Or do I want the yacht to become part of my normal life?

Do I need complete control?

Or would I rather allocate less capital and have access to more than one yacht?

Those answers matter as much as the spreadsheet.

---

36. The Morii View

We would summarize the market as follows.

Charter

Best for:

1–3 weeks;

occasional use;

inconsistent use;

people still discovering yachting;

high-income households that do not want to allocate substantial capital;

or clients for whom maximum yacht and destination variety is more important than continuity.

25% Shared Ownership

Best for:

approximately 3–6 weeks of consistent use;

owners who want familiarity;

professional crew;

personal belongings managed between stays;

and high capital efficiency.

50% Shared Ownership

Best for:

approximately 6–12 weeks;

owners for whom the yacht becomes a substantial part of annual life;

and who value both availability and capital efficiency.

75% / Multiple Shares

Best for:

approximately 12–20 weeks;

particularly where different yachts, sizes or regions create more value than simply owning more of one yacht.

100% Ownership

Best for:

20+ weeks;

maximum control;

or owners who simply want the yacht entirely to themselves.

And 100% ownership can still use the **Morii operating model** rather than building an independent yacht-management organization.

---

37. The Complete Ownership Decision

This paper should be read together with the rest of the series.

First:

Charter, Share or Own?

Determine how much yacht capacity you actually need.

Then:

"Two Hulls, More Sea."

Determine which architecture gives you the best lifestyle for the capital allocated.

Then:

"Choosing the Right Yacht Size."

Decide between workhorse, sweet spot and flagship.

Then:

"Choosing the Right Yachting Region."

Choose the Mediterranean base and second-season strategy.

The sequence matters.

Because the wrong way to buy a yacht is:

see a yacht;

fall in love;

buy it;

then work out how often you will use it, where to put it and what it costs.

The better sequence is:

usage;

ownership structure;

yacht architecture;

size;

region;

operating model.

Then choose the yacht.

---

38. Charter Gives Access. Ownership Creates Continuity.

The distinction can ultimately be expressed very simply.

Charter gives access.

It is ideal when use is occasional and flexibility matters more than continuity.

Shared ownership creates continuity efficiently.

It is designed for people who use yachts regularly but do not need 100% of the yacht's annual capacity.

Full ownership creates maximum control.

It becomes economically more logical when the yacht is genuinely used as a second home for a substantial part of the year.

But these models no longer need to be mutually exclusive.

You can own a share and charter.

You can own two different shares.

You can own 100% and charter the yacht commercially.

You can use points when your lifestyle changes.

You can exchange some yacht usage for residences, expeditions or aviation within the applicable program.

And you can use the wider fleet when your primary yacht does not fit a particular mission.

The objective is not to own as much yacht as possible.

It is to create the **highest-quality lifestyle from the yacht capacity and capital you actually need.**

For one to three weeks:

charter.

For three to six:

share 25%.

For six to twelve:

share 50%.

Beyond that:

increase the share, diversify across several yachts, or move toward full ownership.

And when yachting becomes a 20+ week part of life:

own—or build a portfolio of shares that gives you something a single yacht cannot: different sizes, different regions and different experiences.

That is the more useful question than whether chartering or ownership is universally "better."

The right answer depends on how you actually intend to live.