

## 2012 SB3 Worlds Hamilton Island

### Preliminary Shipping Advice

We have subsidy for a maximum of 40 boats ex Europe to the 2012 World Championship Regatta and return.

This will be available to RoRo (Roll On and Roll Off) and Containerised service.

NB : We are also able to offer additional containerised shipping from Singapore and UAE (please contact me direct re rates and conditions). [rod@tasqua.com](mailto:rod@tasqua.com)

**Our preference is for you to ship your boats in containers. We will allow a container to be packed with a minimum of 3 boats; maximum number of boats per container is 4.**

The preference for containerised shipping is based on the following:

- Security of your boats and gear – once loaded they remain within the container until arrival on Hamilton Island
- Handling RoRo shipping means we have to arrange for loading of boats/trailers on to rail or truck transport for the trip to Hamilton Island and back. As the boats/trailers will be either craned or forklifted onto the deck of the truck or train there is a certain element of risk in the handling. Additionally your masts will be removed from your trailer for transfer to Hamilton Island.
- It is your choice which option you use. Packing 4 boats into a container is a relatively simple procedure and can be done at your local yard/club. The container can be delivered to the site.
- 4 boats to a container offers the most cost effective way to get your boat to the 2012 Worlds.

### Cost comparative

Shipping your boat in container with 4 boats – Estimated Total cost will be \$2375.00 AUD per boat return including all charges

Shipping your boat in container with 3 boats – Estimated Total cost will be \$3000.00 AUD per boat return including all charges

Shipping your boat RoRo –return cost per boat estimate will be between \$3150.00 AUD and \$3450.00 AUD per boat including all charges.

## Option 1

## Containerised Shipping

### Host Shipper – Mediterranean Shipping Company

**Max boats per container: 4**

**Min boats per container: 3**

Advantages of containerised shipping are:

1. Security – your boat is safe and secure in the container and protected from the elements
2. Cost effective – 4 boats in a 40' Hi-Cube container is effective freight
3. Time – container line shipping is normally quicker transit – 36 days port to port normally and container clearances normally quicker.
4. Your container will be on site at Hamilton Island offering you a secure store room and work room if needed.
5. Once you pack your container the contents are not handled.

Note: at this time cost of container delivery to your load site and return to your unload site is not included. Details of this will be advised when you contact us to book. Costs of any materials you use to pack are not included. Cost of any equipment you use to pack not included. In our system outlined briefly below, our cost of packing materials is approx... AUD \$400.00 per container.

### Current Rates for Containers

We can offer an inclusive containerised rate for you , based on 3 or 4 boats sharing a container of \$7500.00 AUD per container.

This rate INCLUDES all charges except your Customs Clearance fees (so BAF and port charges included in this rate) from the following ports

1. Felixstowe
2. Hamburg
3. Dublin
4. Le Havre
5. Fos
6. La Spezia
7. Rotterdam
8. Or from Antwerp at an additional AUD \$600 per container return

Please note these are the only ports available - do not enquire as to shipping from another port using the subsidy system.

Clearance fee estimate per boat is AUD \$400.00

#### Conditions:

1. There must be 3 or 4 SB3s sharing the container
2. All boats within the container must use Carnet ( we believe it is possible to use 1 Carnet for all boats within the container offering greater savings as only 1 clearance fee per container – standby for confirmation )
3. All boats must obviously export back to port of origin

#### Packing the container

Packing is safe and easy. We have trialled the system on our own boats and subjected them to sea, rail and road freight. We have one boat on a trailer on bottom, with its keel in. The top boat (keel out) sits on polystyrene pads on top of the bottom boat. The bottom boat keel fin passes into the top boat case.

The weight of the top boat and gear is in the order of 400kg max. The poly blocks we use are 400mm fore and aft and span the bottom boat at the traveller position ( and up on to the side deck ) , at the front end of the cockpit ( fitting in to the hatch area ) and again just aft of the inner pole bearing location. This spreads the loads so the load footprint is very low per square millimetre. We have seen no issues using this system. A full packing manual with specifications of the blocks we use will be provided with your booking. It's simple!!

The top boat is also supported by ratchet straps under the hull to the roof of the container. Containers have loading loops welded along the roof line each side inside.

It is essential that the bottom trailers also have some supports made to take the load off the axles. We use simple screw up car supports, 4 per trailer. We use a trolley jack to take the weight of the trailer and boat and then wind the support up to desired height. It's all quite simple.

This system allows each pair of boats to have one trailer at HI and also a set of poly blocks to set up on whilst waiting. We will also have a number of castor dollies on site to assist with boat movement in the rigging area. A forklift and driver will also be in attendance at HI.

We recommend packing as follows:

1. Mast should have all standing rigging removed ( please store inside your boat )
2. You may leave the standing rigging in and cleats on etc. , we suggest you zip tie these to the mast every 300mm
3. You may wrap the mast in Gladwrap or such or fit a full length mast bag or short mast sock
4. Your front mast bracket on your trailer should removed
5. Your spare wheel should be removed
6. On the lower boat the mast gate should be removed OR remove the 3 Cleats and bases here.
7. Remove all loose ropes/blocks/fittings and place inside boat or dock bag in clear container.
8. Within your boat you may carry all your boom/rudder/tiller etc. and normal boat equipment (either inside or in a Dock Bag) and your sailing gear – BUT no personal clothing, gifts etc. etc. are to be carried.
9. We suggest you leave your engine at home. It will not be required as part of the safety requirements for the regatta - HOWEVER

10. If you carry your engine, please drain of all fuel and locate on the engine shelf.
11. If you bring your engine DO NOT bring fuel or a fuel container.
12. Do not pack Flares or any form of incendiary within or on the boat.
13. Boats are stacked one on top of the other
14. Bottom boat has keel in BUT keel top plate off and aft of the two keel buffers off.
15. Top boat has keel removed fully – this will be packed inside the container
16. Top boat will rest on polystyrene pads on the deck and hull of the bottom boat
17. Top boat will also be supported by ratchet straps to container roof sides
18. Mast will be stripped of all rigging and tied to roof on each side of container before boats are fitted. Extra masts can be stowed on container floor.
19. First two boats are loaded stern first and slightly offset
20. Second paid load bow first and trailers overlap the first pair.
21. Your gear/sails should go in your boat.
22. It takes us approx. 2.5 hours to pack the container
23. A forklift on site to assist de keeling is a good idea.
24. A forklift and driver will be provided to assist operations at Hamilton Island
25. The two keels from the top boats are located mid container strapped to the side walls between where the trailers overlap.

A detailed packing manual will be available soon.

Container required: 40 GP/HC (this is a general High Cube container) (supplied by shipper)

Bookings

**The Bookings procedure will be as follows:**

1. From 1 May, 2012 Email Rod Jones at [rod@tasqua.com](mailto:rod@tasqua.com) for a Shipping subsidy application form.
2. Complete the booking form and return via email to Rod
3. You will then be issued a booking reference number; this indicates your place in the queue.
4. On June 1, 2012 you will be asked to make a \$500 AUD non-refundable booking deposit.
5. You will then be advised of the Customs agency to use and provided with a letter of introduction.
6. The second instalment being the balance of your shipping fee (the shipping total less the \$500.00 deposit) will be required by 1 September 2012.
7. If you do not make the final payment at that time your booking will be forfeit.
8. Your shipping date and line will be advised on June 1.
9. There is no refund available once your boat has shipped. In the event you cancel your booking between September 1 and the date 14 days prior to your scheduled shipping date, you will be refunded 50% of the second instalment.
10. If you wish to containerise but do not have a group of four organised, please advise on your shipping application. We will endeavour to pair boats into groups from ports where possible.

Bookings Email to [rod@tasqua.com](mailto:rod@tasqua.com)

## Quarantine

Boats will be subject to Australian Quarantine Inspection (AQIS) upon arrival. Australia is free of many land based and animal based diseases and bacteria and our Quarantine is extremely strict. Do not take this lightly as a boat that is identified as non-compliant will be subject to, at the very least, Quarantine clean and at worst may be refused entry.

- Boats and trailers must be clean and free from all mud / grass / seeds
- Items of wood that are not fully encased in GRP or sealed with Epoxy or Everdure or similar should not be packed.
- Foodstuffs of any kind should not be packed.
- If in doubt clarify directly with your designated customs agency or leave it at home.
- AQIS inspectors will randomly check the boats for quarantine infringements. If they cannot inspect they will delay your clearance and you will be charged for re-inspection and additional storage.
- Please note I do not exaggerate the strictness and efficiency of Australian Quarantine.

Boats / Masts / Trailers must be clearly marked with your sail number and the Booking reference number we will provide. We will advise as to the places to make these and how best to do so when we confirm your booking.

## Option 2.

## Roll on / Roll Off (RoRo) Service

### Host Shipper – Hoegh Shipping Lines

#### Export Ports available

1. Southampton UK
2. Newcastle UK
3. Amsterdam ( NED )
4. Bremerhaven ( GER )
5. Le Havre ( FRA )
6. Antwerp ( BEL )
7. Genoa/Livorno ( ITA ) \*\*
8. Santander ( ESP ) \*\*

\*\* denotes tranship service, extra surcharge applies

#### Cost

- a) Ocean freight Component AUD \$1550.00 return from ports 1/2/3/4/5/6 above
- b) Ocean freight Component AUD \$1850.00 return from ports 7/8 above
- c) BAF – estimate AUD \$600.00 return
- d) Port Charges – estimate \$600 return
- e) Clearance fees – estimate \$400 return

Estimated total including charges AUD \$3000 to \$AUD \$3400 port dependent.

Note: the above fees are payable by the shipping team. The event is providing a very substantial subsidy to the Ocean freight component and also to the Land Component in Australia.

Note: these figures c/d/e do vary dependent on the cost of Oil and other factors. They are indicative of what is charged as at 26/3/2012. Variations should not be significant.

Note: quotes for a/b will not vary

#### Where and When

Your boats will be delivered by you to one of the above ports at a date that will allow loading time for the departure vessel. Your boat will be shipped to Brisbane and then transhipped to Hamilton Island. The return journey will be a reverse of the incoming.

#### Transit Times

- Europe to Australia – approx. 42 days
- Brisbane to Hamilton Island – 12 days is allowed from arrival Brisbane to arrival HI
- Return journey times similar.
- Departures from Genoa/Livorno and Santander add 3 days.

## Customs

To obtain the shipping as a return you will be required to utilise an ATA Carnet for Customs Clearance. The ATA Carnet is your responsibility to acquire. Boats will not be eligible for return shipping unless an ATA Carnet is used for customs clearances (see attached for details of Carnet and how it works). We will be nominating Seaway Agencies and its overseas affiliates to handle clearances and shipping on behalf of the event and Hough Shipping. Agencies other than those to whom we direct are not permitted.

## One Way Shipping/selling your boat in Australia post Event

If you plan to sell your boat in Australia you need to make this decision prior to booking with the event. I strongly suggest you do not try and do this as an ad hoc arrangement after the event. The event will provide a one way fee at the same rate as the ocean freight return rate above. However you will likely save on some fees. In this case you must not ship on Carnet but arrange for the import of the boat and trailer and gear into Australia, using your designated Customs agency. You may not change from return shipping using Carnet to a one way shipping. Similarly you will not be able to upgrade to a return journey at event rates and within the event's system if you have booked one way. Import duty on boats is 5% of the value of the boat, the freight and charges. GST of 10% is also levied on this amount. You also need to arrange a trailer import permit if you wish to leave / import your trailer into Australia.

For information on Carnet please visit [http://en.wikipedia.org/wiki/ATA\\_Carnet](http://en.wikipedia.org/wiki/ATA_Carnet)

Your designated Customs agent will also be able to provide advice and direction re Carnet use and application. The use of a Carnet avoids having to pay import duties and taxes for temporary imports into a member country. I have used Carnet system extensively in Europe and USA in the past.

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**The Bookings procedure will be as follows:**

- 1. From 1 May, 2012 Email Rod Jones at [rod@tasqua.com](mailto:rod@tasqua.com) for a Shipping subsidy application form.**
- 2. Complete the booking form and return via email to Rod**
- 3. You will then be issued a booking reference number; this indicates your place in the queue.**
- 4. On June 1, 2012 you will be asked to make a \$500 AUD non-refundable booking deposit.**

5. You will then be advised of the Customs agency and provided with a letter of introduction.
6. The second instalment being the balance of your shipping fee (the shipping total less the \$500.00 deposit) will be required by 1 September 2012.
7. If you do not make the final payment at that time your booking will be forfeit.
8. Your shipping date and line will be advised on June 1.
9. There is no refund available once your boat has shipped. In the event you cancel your booking between September 1 and the date 14 days prior to your scheduled shipping date, you will be refunded 50% of the second instalment.
10. If you wish to containerise but do not have a group of four organised, please advise on your shipping application. We will endeavour to pair boats into groups from ports where possible.

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- Boats and trailers must be clean and free from all mud / grass / seeds
- Items of wood that are not fully encased in GRP or sealed with Epoxy or Everdure or similar should not be packed.
- Foodstuffs of any kind should not be packed.
- If in doubt clarify directly with your designated customs agency or leave it at home.
- AQIS inspectors will randomly check the boats for quarantine infringements. If they cannot inspect they will delay your clearance and you will be charged for re-inspection and additional storage.
- Please make sure your front hatch is visible and operable.
- Please note I do not exaggerate the strictness and efficiency of Australian Quarantine.

#### How to pack the boats for RoRo

Your SB3 should be on its trailer. It must not exceed the following dimensions:

- Length including mast in place on trailer – 9200 mm
- Height including mast in place on trailer – 2000 mm
- Width – 2300 mm
- Weight on trailer 1200kg
- Your trailer bearings and brakes should be in 100% working order
- Do not ship your light boards

Your boat and trailer and mast must be clearly marked with your sail number and the Booking reference number we will provide. We will advise as to the places to make these and how best to do so when we confirm your booking.



You must pack as follows

1. Mast should have all standing rigging removed ( please store inside your boat )
2. You may leave the running rigging in and cleats on etc. , we suggest you zip tie these to the mast every 300mm
3. You may wrap the mast in Gladwrap or such or fit a full length mast bag or short mast sock
4. Your front mast bracket on your trailer should be lowered so the height of the mast in situ is below the height of the top plate of the keel ( you may do this after delivering to the dock )
5. Your keel should be chocked in place, fully lowered to the keel box. The keel crane MUST be removed. We suggest tying your keel fore and aft and sideways with a 4mm rope. We also suggest you chock your keel carefully in the case. Keel crane should be wrapped in bubble wrap and placed in the boat or dock bag.
6. Remove all loose ropes/blocks/fittings and place inside boat or dock bag in clear container.
7. Within your boat you may carry all your boom/rudder/tiller etc. and normal boat equipment (either inside or in a Dock Bag) and your sailing gear – BUT no personal clothing, gifts etc. etc. are to be carried.
8. We suggest you leave your engine at home. It will not be required as part of the safety requirements for the regatta – HOWEVER If you carry your engine, please drain of all fuel and locate on the engine shelf.
9. If you bring your engine DO NOT bring fuel or a fuel container.
10. Do not pack Flares or any form of incendiary within or on the boat.

Your boat fore hatch must be free to work/open and visible, AQIS inspectors will randomly check the boats for quarantine infringements. If they cannot inspect they will delay your clearance and you will be charged for re-inspection and additional storage. At the Australian end it is likely we will tranship the mast to Hamilton Island separately to the boat, this is to avoid potential damage in handling during trans-shipment. It is imperative your masts are stripped of spreaders and rigging to allow us to rack them if required.