



## **2012 UON SB3 Worlds Hamilton Island**

### **Shipping Advice – updated May 17 , 2012**

#### **Subsidised Shipping to the World Championships will be available via Containerised service ONLY.**

Teams should maximise the potential by shipping 4 boats to a container. Bookings will not be accepted for less than four (4 ) boats per container expect in exceptional circumstances.

Using a Container is incredibly simple and has many advantages, it just requires you to have organised your group of 4 boats/teams , designate a port , set up to pack your boats ( this may be done at your local yacht club as you can arrange for the container to be delivered to your venue to pack and unpack ) and pack and shut the container and wave good bye.

- Security of your boats and gear – once loaded they remain within the container until arrival on Hamilton Island and you unpack.
- In the container your boats are protected from the elements whilst sitting on the dock or in customs yards. The container is customs sealed and this seal is only broken by customs
- The container provides a store room for your gear at the event.
- 4 boats to a container offers the most cost effective way to get your boat to the 2012 Worlds.
- Containerised shipping is a quicker transit time from your port to Hamilton Island.
- You can normally have your container delivered to your packing site up to 21 days in advance of the shipping date.
- The container is provided by the shipper.

## Host Shipper – Mediterranean Shipping Company

### Boats per container: 4

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 Event Subsidised Rates for Containers from Europe

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

This rate INCLUDES all charges except your Customs Clearance fees and any cost to have the container delivered to and picked up from your packing site. (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
9. Singapore – 1 container at rate of \$4000.00 AUD 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/carnet is AUD \$400.00

#### Conditions:

1. There must 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 this 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 be 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.
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
  - If you carry your engine, please drain of all fuel and place in the cockpit.
  - 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.
11. Boats are stacked one on top of the other
12. Bottom boat has keel in BUT keel top plate off and aft of the two keel buffers off.
13. Top boat has keel removed fully – this will be packed inside the container
14. Top boat will rest on polystyrene pads on the deck and hull of the bottom boat

15. Top boat will also be supported by ratchet straps to container roof sides
16. Mass 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.
17. First two boats are loaded stern first and slightly offset to right hand side as you look in.
18. Second pair load bow first and offset to left hand side and trailers overlap the first pair.
19. Your gear/sails should go in your boat.
20. It takes us approx. 2.5 hours to pack the container
21. A forklift on site to assist de keeling is a good idea.
22. A forklift and driver will be provided to assist operations at Hamilton Island end
23. The two keels from the top boats are located mid container strapped to the side walls between where the trailers overlap. They should sit on a thin foam pad.
24. Do not use timber to support anything in the container, it will cause you a quarantine issue this end and likely add costs.
25. You may use steel frames as well. It is quite easy to make a steel frame from the trailer to support the top boat and use the hull bunks from your existing trailer. 50x50 box section steel with 3mm wall is very strong and will support the boat.
26. Containers should not be locked, customs will seal the container departure end ,upon arrival Australian Customs may break the seal to inspect the container but will re-seal. If you lock the container and Australian Customs or AQIS is unable to inspect the box they will delay the inspection and then charge for a second inspection as well as charging to break the lock.

A detailed packing manual will be sent with your booking application.

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

### Bookings

- You need to get yourself organised into groups of 4 , using a container
- At this point please contact us for container bookings.
- If you are unable to organise a foursome , please advise and we will try and match you up with spare space.

**The Bookings procedure will be as follows: ( note please organise yourself into groups of 4 – if you are unable to organise this we will attempt to match lone bookings – however preference will be given to groups who organise themselves into full containers )**

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. You will then be advised of the Customs agency to use and provided with a letter of introduction.
5. On August 1, 2012 you will be asked to make a non-refundable booking deposit of 30% of the shipping. This payment will be made direct to the shippers.
6. The second instalment being the balance of your shipping fee (the shipping total less the 30% deposit) will be required prior to shipping.

7. If you do not make the final payment at that time your booking will be forfeit.
8. Your shipping date will be advised within 14 days of your booking deposit being paid.
9. There is no refund available once your boat has shipped.
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/container that is identified as non-compliant will be subject to, at the very least, Quarantine clean/extra costs and at worst may be refused entry.

- Boats and trailers must be clean and free from all mud / grass / seeds / foodstuffs / untreated animal product
- Items of wood that are not fully encased in GRP or sealed with Epoxy or Everdure or similar should not be packed or used for packing. If in doubt leave it out.
- 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 routinely check the containers for quarantine infringements. If they cannot inspect they will delay your clearance and you will be charged for re-inspection and additional storage. Containers are also X-rayed on entry looking for illegal substances.
- 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. Boats should be marked on the bow , trailers on the top of right hand mudguard and also the top left side of the main trailer frame just aft of the coupling . Masts should be marked on the starboard side of the mast crane and port side just above the mast heel.

