



Shipping a Yacht to New Zealand

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What makes us unique

At Taurus Logistics we're really proud of the fact we're not another vanilla flavoured, soul-less, corporate freight forwarder. We have a real passion for what we do and a drive to solve any problem you might have, we go the distance to get the job done.

1. Response within 24 hours

We understand time's important to you so we guarantee to personally respond to all enquiries within 24hours, Monday to Friday New Zealand time. In some cases we may not be able to respond with a full quote, but we'll always acknowledge your request.

If you are unsure of exactly what you need or you've never shipped before then we're happy to answer all questions about any aspect you may be uncertain about.

2. No hidden costs

There's nothing worse than getting a price and doing your budget only to find out what you were quoted didn't include a raft of other fees and charges. Not only does it bring our industry into disrepute, it has almost become standard practise for many freight forwarders, making it extremely difficult to compare quotes between companies.

When you ask Taurus Logistics for a quote including all charges that's exactly what you get, we'll include all charges to get the job done for you including quarantine, customs clearance, port charges, inland transportation, whatever is needed.

When something is excluded like government taxes or duties we clearly state this on our cover page, no smoke and mirrors or small print.

3. We take care of everything

Once you're booked with Taurus Logistics we'll take care of all the details for you, if a problem crops up(for example you purchase a dump truck at auction and because of a bad oil leak it can't be shipped) then we'll solve the problem (getting the truck fixed).

We don't shy away from problems or push responsibility back, if we can take care of the problem then we'll offer a solution.

4. Experienced Professionals

Because of a tight market with the slimmest of margins, many freight forwarders only employ juniors. At Taurus Logistics we don't believe in that, our team is made up of professionals with years of experience in the shipping industry with many shipments under their belt.

Being privately owned means the agents we work with throughout the world are just like us, we chose each other because we share the same skills and ethos and we actually like them! They're our close friends and colleagues, only a phone call away.

Give us a call and let us help your business succeed!

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Boat Pre-Shipment Check List - Shipping to New Zealand

CHECK LIST

Before committing to purchasing or shipping your boat, please ensure you have taken into account all of the below points. If you can't provide one of these documents then please contact us to discuss before committing to purchase your boat. As some of these are pre-requests to importing, and without them you can't import your boat.

1. Import Compliance - (Boats with Trailers ONLY)

Once arrived you will need to register your trailer, and obtain a Warrent of Fitness. We **DO NOT** get involved in the on road compliance, this is something you need to arrange

2. Bill of Sale

If purchasing your boat, we will need a copy of the Bill of Sale from the seller. If you already own the boat, then we need a copy of the original purchase Bill of Sale.

If this has been misplaced then it will need to have a valuation done on arrival.

3. Boats with Wooden Cradles

If your boat is not on its own trailer, then it will require a cradle to be carried on any vessel. We can construct a custom cradle for your boat from either steel or timber, depending on your hull design. If your yacht comes with its own cradle, or you are commissioning a bespoke cradle elsewhere, it needs to be either steel, or ISPM15 compliant timber, or fumigation fees and cradle destruction will apply on arrival into New Zealand.

4. Photo ID

A high quality colour scan copy of the photo page form your passport.

5. Wash and de-foul your boat.

Its very important that the boat is spotless both inside and out. All dirt etc on the trailer needs to be water blasted off, and the hull should be clean and free of any organic matter, such as barnicals etc. The inside should be washed and vacuumed so there is no dirt or leaves etc inside the boat. This includes engine bays and hatches.

6. Have you taken out Marine Insurance?

Not compulsory, but worth asking us for a quote. Your road insurance will not cover any damage that may occur while in transit.

7. Have you taken into account GST/Duty?

Import GST and Duties are payable in addition to any quotation we provide, GST is 15% and Duty is based on the country of manufacture. As a guide, for countries which we have no free-trade agreement it is generally 5%. Taxes are payable on the landed value, which is the purchase price of boat(plus duty if applicable), plus freight, plus insurance x GST. Otherwise known as the CIF (Cost+Insurance+Freight) price.

8. Boat title / Ownership papers

Depending on the country of purchase, and in some cases the state, the boat wil have a title or ownership paper. **DO NOT** have these sent to you or altered until our agent instructs the seller. In many cases the original documents are needed in order to export the country of origin.

11. Inside your Boat

Make sure all items have been battened down securely including hatches, the open sea can have some tremendous forces that do considerable damage if something comes loose.

Any valuable items should be secured in lockable hatches with the keys kept by you, you'll be required to

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have the keys available on arrival for customs and quarantine inspection.

Check all drain plugs, there should be no water in the bilge as this becomes a quarantine issue on arrival.

The batteries should be disconnected and the cables tied off to prevent contact.

Drain the fuel and water tanks as much as possible, ensuring the tank is no more than 1/4 full. If your boat is being shipped during winter months then water should be drained from water systems, pumps and air conditioners.

12. Outside your Boat

Consider removing anything that will reduce the overall volume of your yacht like swim platforms, radar arches, flybridges, keels and bowsprits. The smaller you can make your boat the lower the shipping price will normally be.

Hatches should be tightly secured and sealed with tape to prevent damage from wind/sea driven water and prevent the hatch from coming open while in transit.

Summary

If you have ticked off all of the above, then your boat is ready to ship to Australia. Congratulations and enjoy happy boating!

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Import a boat to New Zealand

New Zealand manufactures some great boats and yachts, but often the big name brands like Searay, Azimut, Beneteau and Bayliner are just too expensive in the local market. The answer is to import a boat into New Zealand from overseas, which is where Taurus Logistics can help.

Is it worth importing a boat to New Zealand?

In our experience the answer is yes, we're frequently told how much money our customers saved by buying their yacht overseas and importing it into New Zealand.

I've found the boat, what now?

Once you've found a boat you're interested in, get the dimensions especially the height. Anything on the boat that can be removed before shipping should be considered before you get a shipping price, if you remove the keel you can almost halve the shipping costs of most boats.

My boat has a cradle

If your boat is on a cradle it should be steel or ISMP15 timber. If it's not, the cradle will be fumigated or destroyed at additional cost.

Is there anything I should be aware of?

Ensure your boat is clean and free of any organic contamination including bilge water, this will avoid unforeseen costs on arrival due to MAF requirements.

You may be GST/Duty exempt if your boat is a trailer craft and part of your emigration to New Zealand, give us a call for more details.

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Comparing international shipping quotes

Comparing quotes for shipping is a bit like trying to compare quotes to build a house, is one house brick and the other straw, are you comparing apples to apples, does each quote contain all the services you require?

The shipping and freight forwarding industry don't make it easy for newcomers, many people fall into the trap of accepting the lower price only to find it was half a quote, so when their goods arrive they're hit with a massive invoice for all sorts of charges no-one told them about.

Some quotes will be port to port, some will be door to port, others will try to confuse you with terms like FOB,C&F, CIF or FAS, which is normally a smoke screen to confuse non-industry people and avoid liability foray additional charges.

We find the practice outrageous and underhand, which is why at Taurus Logistics we clearly state what's included with no hidden costs or surprises, just clear concise no-nonsense quotations.

International shipping quotes should have three parts

Origin charges (charges in the country it's currently located in):

- Export documentation
- Inland transport
- Pack charges
- Port charges
- Ocean Freight Charges

Actual ocean freight

- BAF
- CAF

Destination Charges:

- Port charges
- Customs clearances
- Quarantine fees
- Unloading/unpacking

If you have all three then you have a comprehensive quote, if you're unsure then feel free to call us, we won't be offended if you want to talk about a competitor's quote to make sure it's the real deal.

We're happy to explain the quote in plain English letting you know what the terms mean and whether you're getting a good deal on total cost.

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Frequently-asked questions: shipping a Boat

Shipping yachts is a specialised field, and every situation is a little unique. We have tried to answer the most common questions, but don't hesitate to contact us if there is anything you would like help with.

Do you suggest we shrink wrap vessels prior to shipment?

This is not a yes or no answer. It depends if it's going on deck, under-deck, and in some cases such as water loads onto container vessels it's just physically not possible. In most cases it's money spent that could be better kept in your pocket.

Do I have to supply the cradle for my yacht?

No, we have fully adjustable steel cradles in a number of locations around the world that we can rent to you, or if necessary build a custom cradle for your yacht.

If I have a trailer, can they use that to transport my boat?

Yes. The trailer should be in good roadworthy condition, otherwise we may not be able to tow the trailer to port, and it costs more to transport on a low loader trailer. Also any damages resulting from a faulty trailer will not be covered by the transporter's insurance.

Should I remove any expensive GPS and fish finders from my boat to avoid theft?

Yes, this is the safest option. Unfortunately theft does occur from time to time at ports, so either lock them away on the boat and have the key sent to you (you will need to be available to open on arrival), or have them sent separately.

Do you offer Marine Insurance?

Yes. We can insure your yacht for the full transportation, from the time we receive the yacht, until the time you take delivery of your yacht. Whether you are buying FOB or Ex works we can offer comprehensive and competitive marine insurance to cover your shipment in transit. Don't take the risk, please ask us to include this in your quotation.

If my boat is on a trailer, do I have to include the trailer in the dimensions?

Yes, the dimensions are taken from the furthest points. So anything you can remove height or length wise will have a large impact on reducing the costs of shipping.

My yacht has a flat keel, why do I still need a cradle?

Whilst your yacht may sit very happily on the hard with little or no support, in the open sea a good sturdy cradle is needed. The port and shipping lines will not lift or ship a boat which has an inadequate cradle.

How clean does my boat need to be before shipping?

As clean as possible. The hull should be free from barnacles and other organic contamination. The inside should be vacuumed and no dirt or mud on any parts of the trailer. This is to avoid any hold ups and extra expense with quarantine.

How do I ship my yacht's mast?

It's best to ship the mast as a separate piece, and not have it attached to the yacht deck. This is because if the mast is longer than the yacht, it increases the overall length of the yacht. This would increase the boat's volume and therefore the cost.

What can I do to make the shipping price cheaper.

Do everything possible to reduce the volume of the boat. ie. Can the keel be removed? Is there a radar arch or flybridge that can be removed? Consider removing any swim platforms or bowsprits. Anything you can do to reduce the size will have a big impact on the freight cost.

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