



International Yacht Shipping Services

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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 Shipping

Boat shipping and yacht transport is easy and cost effective with Taurus Logistics, whether you're buying a boat at auction or transporting a boat you already own, we handle all facets of shipping.

Boats can be loaded wharf-to-wharf, water-to-water, or a combination, let us know your unique boat transportation requirements and we can advise on the most appropriate shipping method.

What's Involved In Boat Shipping?

Whether your boat is a 60' cruiser, or a 26' trailer boat, will greatly influence the complexity of the shipping process. Yacht transport is a very specialised field and it's important to talk to experienced boat shipping professionals like us so we can advise you on best practices and pitfalls.

We take care of all the red tape like [Customs](#), Quarantine and port formalities, including arranging boat lifts in or out of the water at port, pier or anywhere else.

However there are certainly some common procedures in boat shipping and yacht transport.

- Consider the dimensions of your boat, can anything be removed to make it smaller? Can the bowsprit, keel, flybridge and radar arches be removed? Many items can be removed with a few hours labour and can considerably lower the freight cost.
- If your boat is not on a trailer it will need a cradle. We have fully adjustable steel cradles in a number of locations around the world that we can rent to you, if necessary we can build a custom cradle for your boat.
- If possible it's best to avoid water lifts at the port because they're very expensive. If your boat can be made low enough for the road, it's better to lift out at a close marina and then we can truck it to port. This is not always possible depending on the size of the boat you have.
- A water discharge is dependent on a number of factors so please talk through this with us, as it's not always possible. For example, if the ship arrives at night, quarantine will not give clearance because the light is not good enough for them to inspect the boat.

What If I Haven't Bought The Boat Yet?

If you haven't bought your boat yet then we advise you talk to us first. We can give you a ball park figure for cost and look into any compliance issues you may face.

Different countries have different rules and regulations about boat shipping & importing/exporting yachts and we can point you in the right direction, so talk to us today.

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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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Preparing a boat for international shipping

What do I have to do before Transporting my Yacht?

Clean your yacht

Both the inside and out should be free from any contamination like dirt, leaves, barnacles etc.

Air conditioning / Refrigeration (when shipping to Australia)

Boats with on-board refrigeration or air conditioning will have to be degassed and decommissioned prior to export, with a certificate from the degassing company included with documents. This is very important to avoid expensive pre-charged equipment licenses on arrival.

Inside your yacht

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 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 yacht is being shipped during winter months then water should be drained from water systems, pumps and air conditioners.

Outside your yacht

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 yacht 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.

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