

WANT TO BUY A BOAT FROM US...AND HAVE IT SHIPPED TO YOUR HOME IN EUROPE?

Intercontinental shipping is an essential part of international trade and we at www.antiqueboatamerica.com stand ready to help you with your Trans-oceanic shipping. Regulations concerning shipping motor vehicles including boats and engines from the United States to Europe are not complicated. The import regulations of the country might impose some import taxes or duties plus there may be regulations concerning the age of the boat or its technical specifications. Rules differ from country to country and there is no general law. There are exceptions that allow duty free importation for permanent residents or military personnel. But it's always a good idea to check in advance. The good sources for this information are a Local Customs and Border Protection office (Customs broker), Embassy or Consulate.

The documents that you will need;

To export or import any motorized vehicle, including boats, US Customs requires the proof of ownership. The best document is the Original Title issued by the state of registration. Foreign Title, MSO (manufacturers statement of origin), Salvage Certificate, Scrap or Dismantler's Certificate will work just as well. For older boats that were never titled, a US – original registration and a notarized bill of sale will be required. If the boat is being financed (meaning you are still making payments on it) then the finance company will need to provide two things; a Letter of Authorization to export the boat plus a notarized/certified copy of the title. Some US customs offices may ask for additional documents such as a Bill of Sale, copies of ID or passport, Power of Attorney, copies of military orders, etc. But this is not very common.

There are two main options that you have for overseas shipping; roll-on / Roll-Off shipping and container shipping.

Roll-on, Roll-off shipping utilizes specialized ocean ships to carry any kind of rolling cargo (including boats) on trailers or cradles. As the name implies the cargo is rolled on the vessel at the port of loading and rolled off at the port of unloading. The RO/RO vessels have multiple levels to accommodate cargo of different sizes. Please note that cargo sits **inside the ship** and is not exposed to weather or seawater. For the shipping of a single unit, this is the most cost efficient way. The only disadvantage of RO/RO shipping is that cargo must travel completely empty of any personal items or parts. The other drawback is that RO/RO shipping is somewhat limited. It's popular in the routes between US East Coast ports and Western Europe ports but almost does not exist for any other destinations.

Overseas container shipping covers pretty much all ocean ports all over the world. If your cargo cannot be shipped on RO/RO vessels it must be shipped inside the ocean container. The containers come in three sizes; 20' container (20'x8'x8'), 40' container (40'x8'x8') and open FLAT RACK container. The boats must be loaded and professionally secured inside the container at the port of origin and unpacked at the port of destination. Usually it's done by the specialized warehouses located near the major ocean ports. Since the labor and materials are involved in the loading and unloading the total cost for container shipping is usually higher than it is with RO/RO shipping. Some people feel safer by using container-shipping service. And of course, with container shipping personal items, parts or other household items can be loaded in the same container.

There is another shipping method called ON DECK shipping and it's used for very large cargo that will not fit inside a container or inside RO/RO vessels. In this case cargo will sit on top of the vessel and will be exposed to wind and water.

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How the overseas shipping process works:

Now that you are ready to proceed with overseas shipping, here is how it works;

- First contact the shipping company and obtain a shipping rate quote.
- Then cargo must be booked with the shipping company to make sure that space is reserved on the vessel and pick-up/loading arrangements are complete.

If you made the agreement with the shipping company to pick up your boat, the trucking company will arrive to pick up the cargo within 5-10 days. Afterwards the boat will be delivered directly to the port (if it is being shipped on a RO/RO vessel) or to a loading warehouse where it will be loaded inside the ocean container.

At this time US Customs & Border Protection will clear the cargo for export based on the documents you provided. It is possible that Customs will physically inspect the container. The cost of that inspection will be added to the Customs invoice. After it is cleared for export, it will be loaded on the next vessel sailing from the port.

After the sailing, the shipping company will provide you with the Ocean Bill of Lading (official transport document) and will advise you of the estimated time of arrival to the port of destination. Also at this time the ownership documents will be returned to you.

Marine Insurance...get it!!!

Marine insurance is used to protect your boat during the ocean transport should anything happen to it. There are a number of things that are out of human control that can happen...and you know what they say, If it can happen, it will. Cargo sometimes suffers from mishandling during loading and off-loading ports. Marine insurance protects you and offers financial piece of mind in case your cargo gets lost or damaged. You do have a choice to insure or not insure...think about it and choose to insure your boat.

The shipping company can provide you with insurance rates or you can choose any insurance company on your own. There are two types of marine insurance that you can purchase; ALL RISK (also known as Class A) and TOTAL LOSS (also known as Class C). Total loss only covers cases when cargo is completely gone. It includes loss at sea, damage by fire or when the cargo is stolen. Total loss will not cover any damages to your boat. All Risk coverage includes all cases of total loss PLUS it covers damages.

Marine insurance premiums are usually calculated as a percentage of the value of the boat. In case of any damage insurance companies have their agents in all major cities and ports throughout the world to process the claims.

What to do when the boat arrives;

The shipping company advises you of the estimated arrival time and provided you with all required documents. They also must provide you with the contract details of the handling agent at the port of arrival. It is always a good idea to check directly with the agent on exact arrival date. If your vehicle was shipped on RO/RO vessel then it will be unloaded directly at the port. If it was shipped inside the container, the container will be delivered to the unloading warehouse before you can pick up your boat. Do not delay the pick-up, you only have a number of free days before storage starts. At this time Customs in your home country must be cleared. If you have done your homework you already know the import procedures and if you are subject to any import duties or taxes. You can work with Customs office directly or through a customs broker.

Now, enjoy your boat. Check us out at www.antiqueboatamerica.com and give us a call or an email today.