AUSTRALIAN SUPERYACHTS | CASE STUDY

100 Metre Motor Yacht

Fifty crew visas and a dry dock for a 100 m motor yacht, 2026

Vessel	Private motor yacht of about 100 m, name withheld
Period	February 2026 to today
Our role	Crew visa sponsorship and visas, biosecurity and arrival planning, berthing, and Australian dry-docking for a 100 m yacht
Crew	About 50, across several nationalities, on rotation with three captains and two pursers
Status	Ongoing: the yacht arrived in Australia in October 2026

The client

A 100 metre motor yacht was planning a 2026 Pacific season, with Melanesia in the second half of the year, Cairns as her turnaround port and an Australian dry dock in early 2027. Her captain found Australian Superyachts through our website in February 2026 with two questions: how to get a crew of about fifty legally into Australia, and where in Australia a 100 metre yacht could be dry-docked.

The problems we solved

1. Fifty crew visas while the yacht crossed the Pacific

The problem: A superyacht crew visa needs the vessel to be approved as a sponsor first. Around ten crew needed medical checks and chest X-rays at approved clinics, many crew were on leave in their home countries, the government forms could not be signed electronically, and the yacht rotated three captains and two pursers.

What we did: We started in March, five months ahead. We obtained sponsorship through one captain on behalf of all three rotating masters, set up a shared folder for each crew member numbered to the crew list, issued medical referral letters pointing crew to approved doctors in their own countries or in Papeete, gave the crew a simple workaround for the locked forms, and lodged every application ourselves.

The result: Sponsorship was approved in early May. Within three weeks 44 applications were lodged and 34 granted, the medical cases followed as results came in, and by mid August the purser confirmed: “we now have visas for all crew”. New joiners were added as they signed on.

2. New passports after the visas were granted

The problem: Several crew renewed their passports mid-season. A visa is tied to the old passport, and airlines can refuse boarding when the numbers do not match. One crew member was due to fly into Australia within days.

What we did: We lodged passport updates with Immigration within a day, advised crew to carry the old passport or a copy to satisfy airline check-in, and drew on a near-identical case we had solved for another yacht a year earlier.

The result: All passports were updated in the system ahead of the yacht's arrival.

3. Where do you dry-dock a 100 m yacht in Australia?

The problem: Very few Australian facilities can take a yacht this size. The best of them, the Captain Cook Graving Dock in Sydney, sits inside a naval base and serves the Navy first.

What we did: Richard found the right contact at the dock operator, lodged a formal docking request with the docking plan and stability information, briefed the client on what a defence site requires of a visiting crew, and set out the alternative in Brisbane. He was candid that a naval dock cannot be locked in months ahead, and planned the approach around that.

The result: A favourable indication for a docking window in early 2027, and a site visit for the captain arranged for October 2026. The dock is the safest option for a yacht this size, compared with a slipway cradle or travel lift.

4. Arriving with stores from the South Pacific

The problem: Australia has some of the strictest biosecurity rules in the world, and a large yacht arriving from the islands carries a lot of food.

What we did: Six months before arrival we gave the purser a detailed briefing on what could and could not be brought in, how to prepare freezers and the galley, what had to be declared, and how to plan provisioning so that perishables could be replaced locally.

The result: The purser reported that clearance in Cairns "went very smoothly".

Also handled: Cairns berth bookings in peak season, visa advice for visiting shore staff and for crew transiting or staying on after signing off, and the plan for later Australian ports.

Timeline

When	Where and what
Feb 2026	Captain enquires through our website
Mar 2026	Engaged; sponsorship and visa process begins; first berth reserved
Apr 2026	Biosecurity briefing; formal dry-dock request lodged
May 2026	Sponsorship approved; 44 crew applications lodged and 34 granted within the month
Jun to Aug 2026	Medical cases approved; all crew visas in place by mid August
Sep 2026	Passport updates and new joiners
Oct 2026	Arrives Cairns; dry-dock site visit arranged

In their words

> *"Thank you for your help and quick turnaround with this."*
> Rotational Purser, 100 m motor yacht, August 2026

> *"That seems incredibly easy!"*
> Rotational Purser, 100 m motor yacht, August 2026

What this shows

For a large yacht coming to Australia for the first time, the hard work starts months before arrival. We started early, built a system the crew and two rotating pursers could follow from anywhere in the world, and took on the questions no one else could answer, including where to dry-dock a 100 metre yacht.