AUSTRALIAN SUPERYACHTS | CASE STUDY

75 Metre Expedition Yacht

Four Australian calls for a 75 m expedition yacht, 2015 to 2018

Vessel	Private expedition yacht of about 75 m, name withheld, Lloyd's Register class
Visits	Sydney 2015 and 2017; Cairns and the Gold Coast 2018
Our role	Australian agent and project manager: maintenance projects, clearances, berths, fuel, duty-free imports, trades and logistics
Support between visits	Spares and equipment to the yacht in Fiji, Vanuatu and the Seychelles

The client

This 75 metre all-aluminium expedition yacht that spends much of her time in the Pacific. Australian Superyachts looked after her over three years and four Australian calls, from a short-notice maintenance period in Sydney in 2015 to a yard period on the Gold Coast in 2018.

The problems we solved

1. A maintenance period at short notice

The problem: In April 2015 the yacht needed a maintenance period in Sydney at very short notice, with annual safety inspections, tender repairs, engine work and shipwright work all to be done in about two weeks.

What we did: ASY was appointed to manage the project. We had the trades on standby before she arrived, ran the annual safety servicing, tender and tender garage repairs, and had her anchors and chain galvanised, then lodged the duty-free fuel paperwork and delivered 66,000 litres before departure.

The result: The work list was completed and she sailed for Port Vila on schedule.

2. A class survey without a dry dock

The problem: In 2017 the yacht needed her Lloyd's Register survey items completed in Sydney, and the captain wanted to avoid a dry docking if possible.

What we did: We lined up a slot in the naval graving dock at Garden Island as a fallback, and at the same time arranged a Lloyd's-approved diving company to carry out the in-water hull, propeller and shaft inspections, with the permits for work alongside at Glebe Island.

The result: The diver's survey data went to the captain on departure day, and the yacht sailed for Vanuatu with 55,000 litres of duty-free fuel aboard.

3. Importing parts and a new tender duty free

The problem: For her 2018 yard period on the Gold Coast the yacht needed parts, equipment and a new tender from Germany, which would normally attract duty and GST.

What we did: ASY brought everything in under its own Tradex arrangement with its customs broker, so the goods entered for the yacht without duty and GST paid up front, then exported them with the yacht. When the shipyard wanted its own freight company, we kept customs clearance with our broker so the Tradex record stayed clean.

The result: The new tender cleared customs and was trucked to the yard, and the export paperwork was in order when the yacht left.

4. Medicines held at the border

The problem: A resupply of the yacht's medical stores arrived in nine courier parcels, four containing medicines that need an import permit. Border Force held the shipment, and superyachts cannot use the rule that lets ships' spares pass straight to a ship.

What we did: We had the goods moved under bond and worked with our broker and Border Force to release what could be released.

The result: The medicines were forwarded to the yacht in Port Vila.

Also handled: arrival and departure clearances in Cairns and on the Gold Coast, biosecurity documents, a change of master and the reissued permit, berths and pilots, fuel, trades, crew transport and support, and spares to the yacht across the Pacific and Indian Oceans.

Timeline

When	Where and what
Apr to May 2015	Sydney: short-notice maintenance project and duty-free fuel
Mar to Apr 2017	Sydney: Lloyd's survey items, in-water survey, fuel and departure
Feb to Apr 2018	Cairns clearance, then Gold Coast yard period with duty-free imports
Jun 2018	Cairns call
2015 to 2018	Spares and support to the yacht in Fiji, Vanuatu and the Seychelles

What this shows

An expedition yacht does not keep to a fixed calendar. The yacht came back to Australian Superyachts again and again because we could turn a short-notice call into a productive one, from trades and fuel to customs, biosecurity and the parts that keep her running across the Pacific.