

Charter vessels versus Liner vessels

Liner Carrier

Advantages of the Liner option:

- Schedules and dates are far more reliable. Service offered is similar to a bus route; regular ships, running week in, week out with fixed loading and discharge ports. Transit time is fixed with limited variances.
- Liner services are unlikely to offer transshipment or shifting of cargo on route.
- Container ships are large and offer sufficient protection from large volumes of water. Containers are usually stacked around the yacht to add further protection against the elements.
- Container ships offer competitive transit times. Fixed schedules and efficient routes enable liner carriers to avoid unnecessary port calls and high risk destinations, minimising the risk of piracy.
- Underdeck stowage is not out of the question. In some cases, underdeck cargo (all cases for Roll On/ Roll Off) can be the only available option. This has the benefit of keeping your yacht in the utmost condition.
- Shipments can be rolled from one ship to another. Frequent, reliable liner services enable flexible shipping dates.
- Cancellation charges are rarely enforced unless very last minute
- In the event the ship cannot call the discharge port, assigned on the bill of lading (due to port congestion for example) the ship has the right to discharge the yacht at an alternative port. This however takes place in accordance with the bill of lading as it has an obligation to deliver the yacht to the contracted destination port.

Disadvantages of the Liner option:

- Loading with a gantry crane which ultimately is not designed for loading yachts. Aurora Global Logistics has many years of experience with the terminals to ensure that handling is efficient and damage free.
- Sailing yachts must travel with the mast down
- Weight limit on container terminal gantry cranes is approximately 60MT. There are of course exceptions (e.g Rotterdam, Genoa, Hong Kong etc)
- Container ships pass through many ports on route to their destination. Containers are often lifted over and around the yachts. Oil, rust and other dirt from the gantry cranes can fall on the yacht.
- For larger yachts there is sometimes a height restriction.
- In some cases, a yacht can be stowed on the aft end of the ship, behind the ships stack. This can cause the yacht to become covered in soot and diesel zinders, unless suitably covered. Aurora Global Logistics relationship with most carriers insists that where possible, stowage forward of the accommodation stack is achieved.
- Price is usually more expensive

Charter vessels versus Liner vessels

Charter Carrier

Advantages of the part charter option:

- Loading is direct from water to ship. There is no height restriction and masts on sailing yachts can remain stepped.
- Shipment can take place from/to preferred loading ports (where container ships do not call). Example Palma, Gibraltar, Phuket and other ports without port infrastructure
- This option is usually more economical
- Ships usually have their own cranes in which case loading can be very efficient and direct from water to ship's deck

Disadvantages of the part charter option:

- Loading window is usually a 2 week time period during which the yacht must be available for loading.
- Dates are in most occasions unreliable. Merchant must be prepared to be flexible at their time and expense.
- Transit times are also not defined. These ships also have the right to take on more cargo on route which could be additional deviation and port calls which add length to transit times. Shipping is not an exact science and there are multitudes of variables that can cause the ship to delay or even come forward.
- Failure to be available for loading after ship has tendered it's "Notice of Readiness" can result in demurrage charges.
- Cancellation charges are normally equal to 100% of the freight rate. Payment therefore fully non-refundable.
- Yachts can be subject to transshipment/ or shifting at the discretion of the shipping line.
- In the event of port congestion or stevedore strikes (both examples), the vessel has the right to deviate to another port to discharge the yachts. All expenses to relocate crew, etc is borne by the merchant.