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# Boat Transport

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Boat transport generally eliminates costly, time consuming, and dangerous difficult ocean crossings, opening up cruising to more people. Container cruising, one approach to Boats & yacht transport, is significantly less expensive and has greater flexibility with respect to timing and destinations. The drawback to container cruising is that there are a limited number of boats that have the necessary 7.5 ft. beam (2.3 m) to fit in the 8-foot-wide (2.4 m) standard container.

For many dedicated sailors, passaging or an ocean crossing is a rite ofpassage, but it comes with many risks and expenses. For many serious cruisers, financial, business and family considerations argue against the long-term full-time dedication that ocean crossings require. Boat transport becomes an alternative when the destination and cruising (maritime) is more important than the passaging. Small boats being transported short distances are often moved using private or commercial trailers. As the boat size and the over-land distances increase, commercial trailer services are typically employed by boat owners to move vessels. Insurance coverage, transport permits, trailer safety and proper preparation and loading of the vessel and contents are aspects commercial boat/Boat services provide.

Deck cargo: Boats can be shipped as deck cargo. Boats are loaded directly from the water or from shore. Yachts are loaded by ship or by shore cranes in cradles either supplied by the carrier or the owner. For conventional deck cargo shipping, the rigging is left intact. Boats are also transported by container ships. Because container freight is sold on the basis of total enclosed volume, efforts are made to decrease that volume, including dragging the boat. Deck cargo shipping is normally arranged directly with the shipping lines or with brokers who specialize in yacht deck cargo shipping.

Container shipments: If a Boats meets the restrictions imposed by container sizing, typically 39 ft. (11.9 m.) x 7.5 ft. (2.3 m.) x 9.3 ft. (2.8 m.), containershipping is an alternative. Container shipping is arranged through freight forwarders. Costs include the cost of preparation, cradles, documentation, and customs and other government fees. Container shipment costs are almost independent of distance shipped and depend more on imbalances in container locations.

The Semi-submersible ships travel on fixed schedules over popular routes such as to and from the US, Europe, the Caribbean, and Pacific Ocean destinations.

While in theory, deck cargoes can be arranged between any two ports and at any time, costs are reduced if a number of yachts are shipped together. Because most ships are non-US flag carriers, they are forbidden by law to transport cargoes between US ports. To comply with the law, they load or discharge in Canada, the Bahamas or Mexico. Container shipping offers complete flexibility with respect to ports and timing.

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