

Frequently Asked Questions

How much does it cost?

There are many variables – is crew required or will the owner serve as crew? Vessel capabilities, fuel requirements and time of year, destination all factor into the delivery. Captain fees are often around \$2/mile, though that can vary widely.

What other expenses are there?

All expenses are estimated before departure. These include fuel, crew, travel, provisions, spares, marina fees, and any other expenses anticipated. Prepayment of expenses is requested and a full accounting will be provided at the end of the delivery.

Can the owner come along?

SeaSkills is best known as SeaSkills Personal School of Seamanship. I teach many people to comfortably operate their vessels. I welcome the opportunity to work with you to learn offshore skills while delivering your yacht. It works me out of a job, but nothing gives me more professional pleasure than knowing you will have the skills to do your own delivery next time around.

Do I pay for weather and mechanical delays?

Yes, payment is expected for all days for which I am in command of your vessel. Whether it is in port or underway, the captain has full responsibility for the safety of the vessel. In-port days are typically filled with repairs, oil changes, port clearance, or other related activities. Honestly, I run up and down the Pacific Coast several times each year and rarely have more than a day or two of delays on any trip.

How bad does the weather have to be to stop?

This is always a difficult question to answer. It really depends on the vessel. Most boats can take much more abuse than the crew aboard (including myself!). In larger seas, the vessel pitches and rolls which throws contents out of lockers, refrigerators, and drawers. While not life-threatening damage, it is expensive and will be avoided.

What equipment does the boat need?

For coastal and offshore work, radar and autopilot are mandatory. Weather information is also important for longer passages. Line cutters installed on prop shafts are highly recommended ("Spurs" or similar). Vessel is expected to have a good spares kit (oil/fuel filters, oil, spare pumps, impellers, etc) and tools aboard.

Do you run overnight?

Yes whenever possible. Sometimes, heavy rains will wash debris into the ocean creating hazards so running at night is not prudent. Some locations (Puget Sound for example) have numerous floating hazards so night time running is restricted for smaller vessels.

Where do you delivery?

Worldwide. Airfares are generally under \$200 one-way domestic so it adds little to the overall cost. I have worked both coasts and have been through the Panama Canal and throughout Central America.

How big of a vessel have you commanded?

I hold a 100 ton license and have worked as charter captain for a 110' excursion vessel with a crew of 5 hosting 75 guests for dinner where we docked over 8 times each day in all conditions. I can handle your vessel.

Why chose SeaSkills?

Experience. By now you have probably viewed references from Nordhavn, Willard Marine, West Marine, and others. You will receive a full report on your vessel condition. Finally, I have never had an insurance claim. I hire good crew (non-smokers) and am pleasant to work with. Your yacht will be delivered clean, fresh, and in great shape.



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Is shipping or trucking better or cheaper?

Although there are now more shipping options, Yacht Delivery is still the preferred method of transporting vessels over about 40 feet (tucking is often viable for smaller yachts). SeaSkills clients who compare use site the following benefits to SeaSkills:

- Cost – total cost often 40% less than shipping
- Faster. Ships usually on depart a couple times a year. If your schedule meshes with theirs, great. Otherwise it could be a long delay.
- Flexibility. SeaSkills works around your needs. If you want your boat somewhere for en-route use, great.
- Experience. Many owners or their family want to join the boat for a portion of the trip.
- Low risk of damage. Even the new float-on barges have serious potential for damage. Your vessel will possibly be moved on/off several times as other yachts are loaded/off-loaded along the way. Damage potential is high, especially compared to SeaSkills who have never had an insurance claim. As your shipper about their track record!



Shipping works best for vessels that can wait until the last moment to get a heavily discounted price, are transiting two end points close to shipping terminals so don't need end-point delivery, and are concerned about machinery hours.

I just purchased my boat –

A lot of people look at boats that are some distance away from their home. As part of the purchase decision, they need to determine how much it will cost to get it home. Call or drop an e-mail and I will give you some budgetary numbers and we can talk generally about dates. Once you close on the boat, we can work through a firm agreement.

How do I schedule SeaSkills?

Call or e-mail and let me know you want to schedule your boat. I will let you know my availability and send you an agreement with all projected cost estimates. I request a \$500 deposit to schedule a delivery. Delivery dates are always flexible – usually the boat isn't quite ready as planned, but sometimes my schedule gets a little crazy too. We will both have to have patience.

YIKES – The boat is not ready as promised!

This is common. Boats are extremely complex pieces of equipment. Last minute changes and supply chain problems result in slipped dates for even the best builders and yards. Once you hire me, I am part of your team and together we will work through any timing issues. Your vessel will be delivered ASAP.

Need more information?

Call or write. Or, if all your questions are answered, send me your information and I will prepare a proposal I need:

Vessel Name	Size/ Description	Engine(s)
Fuel capacity	Water capacity	Electronics (Radar, etc)
Destination Port	Departure Port	Approximate timeframe
Owner Contact info	Special needs	Will you be accompanying?

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