

The logo features the text 'SB20' in a large, bold, blue font. To the right of '20' is a stylized graphic of a sailboat's mast and boom. Below this, the text 'WORLD CHAMPIONSHIP SINGAPORE 2025' is written in a smaller, blue, sans-serif font. The entire logo is set against a white background with a blue splatter effect on the right side.

**SB20**

WORLD CHAMPIONSHIP  
SINGAPORE 2025

The text is in a bold, white, sans-serif font, set against a blue background that has a white splatter effect on the right side. The text reads 'SB20 WORLD CHAMPIONSHIPS SINGAPORE, 18 - 25 JAN 2025'.

**SB20 WORLD CHAMPIONSHIPS  
SINGAPORE, 18 - 25 JAN 2025**

Hosted By:

**ONE°15 MARINA** 

Sentosa Cove Singapore

# SB20 2025 World Championships Boat Shipping Guide

The logo features the text 'SB20' in a large, bold, blue font. Below it, the word 'Singapore' is written in a smaller, blue, sans-serif font. The entire logo is set against a white background with a blue splatter effect on the right side.

**SB20**  
Singapore

**ONE°15 MARINA**   
Sentosa Cove Singapore

The logo features a stylized red sailboat icon. Below it, the text 'SINGAPORE SAILING' is written in a blue, sans-serif font.

**SINGAPORE  
SAILING**

*The document is intended to provide clarity on shipping arrangements offered for Singapore SB20 World Championship 2025 and related events. It is not a commercial offer of any kind, but a general guide aimed at answering main questions any competitor might have and maximize the participation. This guide might be updated, reviewed, and enriched with the most frequent questions raised by participants in the lead to the event.*

## 1. WHAT IS THE SHIPPING ARRANGEMENT ON OFFER?

Event organizers appointed GAC PINDAR (<https://gacpindar.com/>) as a logistics partner responsible for shipping SB20 boats in and out of Singapore. Shipping will be subsidized by our sponsors for competitors meeting the eligibility criteria and registration deadlines.

## 2. HOW DOES THE SUBSIDY WORK?

Our sponsors – (Currently Singapore Port Authority, Singapore Sailing Federation, SB20 Singapore and ONE°15 Marina Sentosa Cove Singapore), have funded a fixed amount of money to subsidize the shipping. This amount will be split equally between the boats, which will register, meet the eligibility criteria and confirm shipping within the agreed deadline. Only at this stage we will be able to confirm the final cost of shipping.

The subsidy will be split equally between boats meeting the criteria regardless of the shipping to/from location. Shipping rates are very similar for all European countries, UK, Ireland, Dubai, Australia, China, etc, which justifies equal split of the subsidy. We will subsidise boats rather than containers, as this would favour and allocate more subsidy to people shipping two boats in a container.

## 3. WHO IS ELIGIBLE FOR THE SHIPPING SUBSIDY?

The shipping subsidy will be allocated to all boats / participants choosing to leverage event-arranged shipping by GAC PINDAR as long as they meet the following criteria within the indicated deadline:

- Active member of SB20 District in own country
- Completed shipping expression of interest form
- Registered for SB20 Worlds Championships 2025 event

## 4. HOW TO REGISTER FOR SUBSIDISED SHIPPING?

To register for the subsidy and shipping, you need to register for the SB20 Worlds 2025 event and submit your interest for shipping subsidy through the registration form.

SB20 Worlds 2025 event registration: <https://worlds2025.sb20class.org>

## 5. WHAT IS THE SUBSIDISED SHIPPING REGISTRATION DEADLINE?

The registration for both shipping and the SB20 Worlds 2025 event **needs to be completed by 31 August 2024**. Participants registering after this date will not be granted the shipping subsidy.

## 6. WHAT ARE THE KEY STEPS IN THE SHIPPING PROCESS?

Shipping process will be divided into five key phases taking place between July 2024 and March 2025:

- STEP 1 – EXPRESSION OF INTEREST – JULY & AUGUST 2024**  
Expression of interest for shipping needs to be completed in months of July & August 2024 according to the steps described above. During this period the organisers will publish the (a) list of teams expressing their interest, (b) reviewed shipping estimates on a regular basis.
- STEP 2 – FINAL QUOTE – 15<sup>th</sup> SEPTEMBER 2024**  
Final number of boats interested in shipping will allow the organizers to perform the allocation of the subsidy and confirm the final cost of the shipping based on the actual shipping quotes.
- STEP 3 – SHIPPING – OCTOBER TO DECEMBER 2024**  
Boats will ship from the indicated locations in each country in waves depending on the owner's preference and additional events people might consider participating in.
- STEP 4 – RECEIVING – DECEMBER 2024 TO JANUARY 2025**  
Boats will be received by ONE°15 Marina Sentosa Cove, unloaded from the container and stored outdoors until owner arrives. More detailed information is available in the dedicated question below.

e. **STEP 5 – SHIPPING BACK – FEBRUARY 2025**

Containers will be loaded by ONE°15 Marina Sentosa Cove in the week post event and shipped back to home, or indicated location arriving 4-6 weeks later (estimated late March).

**7. HOW MUCH DOES THE SHIPPING COST?**

It is not possible to accurately say today. Shipping a container door to door, including putting it on the ground for most of considered locations costs around EUR 11,000 return (as per prices on 1 July 2024). There will be a subsidy applied for all the eligible boats equally at the time of finalising the shipping arrangements.

The best estimate we can provide today is around EUR 7,000 – 8,000 per container return shipping cost (this includes everything except of the local loading cost which may or may not apply). Final price per participant will depend on the number of boats in the container etc. The final shipping cost will be provided mid-September after all the participants express the shipping interest and the subsidy can be applied properly. In the meantime, the organisers will provide updates of the estimate if possible & relevant.

**8. HOW DO I PAY FOR SHIPPING?**

Invoices will be issued by GAC Pindar in two steps – after registration 31 August and before container loading in the respective origin countries.

**9. WILL ANY TAXES BE APPLICABLE?**

Event organizers and GAC PINDAR are focusing on solutions to ship boats in and out without any tax and custom duties implications. If you choose to leave the boat in Singapore beyond the event schedule (permanently or sell her here), additional costs will apply.

**10. WHAT ARE THE COUNTRIES A BOAT CAN SHIP FROM?**

We have planned shipping arrangements for the following countries:

- France
- Ireland
- Malta
- Netherlands (inc. Belgium)
- Portugal
- Dubai
- United Kingdom
- China
- Tasmania

Shipping boats from Australia is considerably more expensive (3-4x) than the indicated locations. If you consider shipping boats from Australia or any other non-indicated locations, please contact event organisers as soon as possible via email: [sb20associationsingapore@gmail.com](mailto:sb20associationsingapore@gmail.com).

**11. WHERE WILL THE CONTAINERS SHIP FROM?**

GAC PINDAR will handle door-to-door shipping of the containers between central agreed location in each country and Singapore. The event organisers rely on the help of local SB20 Class Districts to find a suitable partner / organisation to load the containers locally. It will be owners' responsibility to deliver the boat to the indicated location. Some local loading fees might apply as well. Please reach out to your local class representative to confirm local arrangements.

The current list of shipping locations is available below.

COUNTRY	LOADING LOCATION	LOCAL SB20 CONTACT
FRANCE	SB20 France Hyeres	Ed Russo <a href="mailto:erusso.sb20@gmail.com">erusso.sb20@gmail.com</a>
IRELAND	West Pier Dun Laoghaire, Dublin	Ger Dempsey <a href="mailto:gerdempsey@venueeurope.com">gerdempsey@venueeurope.com</a>
MALTA	Matla	Steve Carter <a href="mailto:sb20malta@gmail.com">sb20malta@gmail.com</a>
NETHERLANDS / BELGIUM	Ruyten One Design Langweer	Bastiaan Van Nunen <a href="mailto:nunenby@outlook.com">nunenby@outlook.com</a>

PORTUGAL	Sail Cascais	Andre Gray <a href="mailto:Andregray@hotmail.com">Andregray@hotmail.com</a>
DUBAI	DOSC	Michal Pajak <a href="mailto:Sb20uae@gmail.com">Sb20uae@gmail.com</a>
AUSTRALIA	Hobart	Scott Glanville <a href="mailto:scott@phoenixcds.com.au">scott@phoenixcds.com.au</a>
UNITED KINGDOM	White Formula Brightlingsea, Essex	Charlie Whelan <a href="mailto:chwhelan@polestarcf.com">chwhelan@polestarcf.com</a>
CHINA	TBD	Jun Zhang <a href="mailto:65036205@qq.com">65036205@qq.com</a>
HUNGARY	Balatonalmadi	Stacey Szigeti <a href="mailto:staceyszigeti@gmail.com">staceyszigeti@gmail.com</a>
MALAYSIA	Port Klang	Danial Najmuddin <a href="mailto:danielnajmuddin@gmail.com">danielnajmuddin@gmail.com</a>

## 12. HOW MANY BOATS CAN SHIP IN ONE CONTAINER?

Depending on the preference of the owner and number of boats coming from the particular location there are three possibilities:

- Two boats per container – comfortable shipping mode, but the highest cost. Two boats will ship with two trailers. The boats will roll into the container as they are on the trailers for the road transportation.
- Four boats per container – requires some effort but allows to optimize costs. Four boats will ship only with two trailers. Two boats will stay on their trailers as they normally are. Two boats will have their keel removed and will travel upside down on the top of the other two boats.
- Three boats per container – rather an exception for locations where filling a container with 4 boats will not be possible. You can only fit 2 trailers with 3 boats in the container, so one boat needs keel out and be flipped around.

## 13. WHAT WILL HAPPEN TO MY BOAT AFTER SHE ARRIVES TO SINGAPORE?

All containers will be delivered to ONE°15 Marina, unloaded by the club's personnel, and stored as they are till the owner arrives. ONE°15 Marina Sentosa Cove is a members only club with secured premises and 24/7 security. Boats will be stored outdoors in summer-like weather (30-35°C) in a covered car park. Photos of unloading and boat parking will be captured.

The cost of unloading and loading the containers will be included in the shipping cost. The cost of launching the boats for the event / training will be part of the event fees and is already included e.g., in the World Championships entry fee.

## 14. WHAT HAPPENS TO THE BOATS WHICH SHIPPED FOUR IN ONE CONTAINER?

They will be stored as they were in the container with one boat on top of the others. We will also store the keels, masts and other parts securely making sure they are labelled and well recognizable. Boats will be assembled at the time of launching using some of spare trailers we will have in the club.

## 15. CAN I UNLOAD MY BOAT MYSELF IN SINGAPORE?

Not really – we cannot store containers onsite. If you happen to be present in Singapore at the time when container arrives you are more than welcome to participate. Otherwise, the container will be unloaded as-is by ONE°15 Marina personnel with some photos taken to document the procedure. Your boat will wait securely stored outdoors for you afterwards.

## 16. CAN I LOAD MY BOAT MYSELF IN SINGAPORE?

If you want to participate to the container loading process, please let us know beforehand (on the shipping form)! We will aim to prioritize loading of such containers. The exact schedule will be published at later stage. Please note that we might not be able to accommodate your specific travel schedule or other specific requests. All the other boats will be loaded by ONE°15 Marina personnel and shipped in the week of.

## 17. HOW WILL YOU HANDLE CUSTOMS IN SINGAPORE?

The boats will enter the country either on ATA Carnet or using temporary importation. This will be decided case by case based on the intended shipping from / to location. Further details will be provided in mid-September after all the shipping details is known.



**18. WHO WILL BE RESPONSIBLE / ACCOUNTABLE FOR SHIPPING?**

Responsibility for shipping will remain with the selected partner – GAC PINDAR. Venue host – ONE°15 Marina, will facilitate the shipping arrangements, but will not be responsible for the execution. All potential issues like delays, damages will have to be resolved directly with GAC PINDAR.

**19. CAN MY BOAT SHIP FROM / TO DIFFERENT LOCATIONS AND STILL BE SUBSIDISED?**

That's not a preferred option, as it can significantly disrupt the event logistics. We will review and approve such requests on case-by-case basis after a consultation with your local SB20 class district / initial shipping location. If there is no additional cost involved in shipping your boat elsewhere there should be no problem. However, you should be mindful of your colleagues and how this impacts their cost of shipping. Four boats shipping out of a location and only 3 returning will increase the cost for other teams.

**20. CAN I ORGANISE SHIPPING ON MY OWN?**

You are very welcome to seek other shipping arrangements and organise shipping on your own. Just please consider that any form of self-organised shipping will not qualify for the shipping subsidy. In case you ship your boat on your own please inform the event organisers by email when the boat would arrive to ONE°15 Marina.

**21. CAN YOU SUPPORT THE SHIPPING I ORGANISE?**

No. ONE°15 Marina and GAC PINDAR will focus only on executing event-organized, subsidized shipping. If you choose to ship the boat on your own you will have to make sure that the boat arrives / departs ONE°15 Marina including all the clearance, customs, local transportation matters. We can offer some advice on best-effort basis, but do not rely on us to resolve your problems which may arise.

**22. WHAT IF I HAVE ADDITIONAL QUESTIONS?**

First of all, do connect with your local SB20 class representative and other fellow SB20 sailors in your country. It is possible they already found a solution or have required answers. Otherwise please do not hesitate to reach out for further information or clarifications to [sb20associationsingapore@gmail.com](mailto:sb20associationsingapore@gmail.com).