



HILL ROBINSON

White Paper

YACHT MANAGEMENT CONSULTANTS

August 2009

Foreign Registered Yacht Entering the US

Especially for the first time

Advanced Planning Checklist

Edited by: Michael Reardon, President, Hill Robinson, USA
August 17, 2009



INTRODUCTION

The purpose of this document is to assist a foreign flag vessel clearing into the US. It is particularly useful as guidance before attempting to clear in for the first time. Although the links have been verified and checked, please note that they are subject to change. Some have in the course of creating this document. Also, be advised that this in no way represents legal advice.

DOCUMENTS AND ACTIONS REQUIRED (MANY IN ADVANCE)

INSURANCE

Check the insurance policy, or with the insurance broker or yacht manager to confirm coverage within US waters is part of the geographical limits

OIL POLLUTION CERTIFICATES

COFR (Certificate of Financial Responsibility) for vessels 300 GRT and over – talk to your insurance company or yacht manager. 10-14 day lead time is typical. For more info contact:

Mr. Sandy Wooten
NPFC CV MS 7100 - US COAST
GUARD
4200 Wilson Blvd., Suite 1000
Arlington, VA 20598-7100
P: +1 (202) 493-6780
E: Sandy.M.Wooten@uscg.mil

Note: The USCG no longer issues COFR certificate, validity is verifiable online at: <https://npfc.uscg.mil/COFR/default.aspx>

NTVRP

“The requirements for an NTVRP – Non Tank Vessel Response Plan – affect all vessels, including private and commercial yachts, of 400 gross tons and greater since 2005. On Aug. 22, 2008, the USCG implemented an enforcement policy using the authority of the Ports and Waterways Safety Act (33CFR160) for vessel larger than 1,600 tons. Similar to a SOPEP manual, the NTVRP requires U.S.-specific emergency response procedures. The manual also references written contracts with a U.S.-based shoreside point-of-contact (qualified individual), a salvage company, and an oil spill response organization.”

From Jake-DesVerges; The Triton Mega Yacht News: <http://megayachtnews.com/Archives/Oct-2008/2817.html>; accessed Aug 12, 2009.

This requires a valid COFR number in advance and could take up to 1 month to complete documentation and receive the certificate.

Typically we use a respected vendor, O’Brien’s Response Management Inc.,

see: www.oopsusa.com (soon to be www.obriensrm.com) for NTVRP compliance.



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*DOCUMENTS AND ACTIONS REQUIRED
CONTINUED*

CREW AND/OR GUESTS

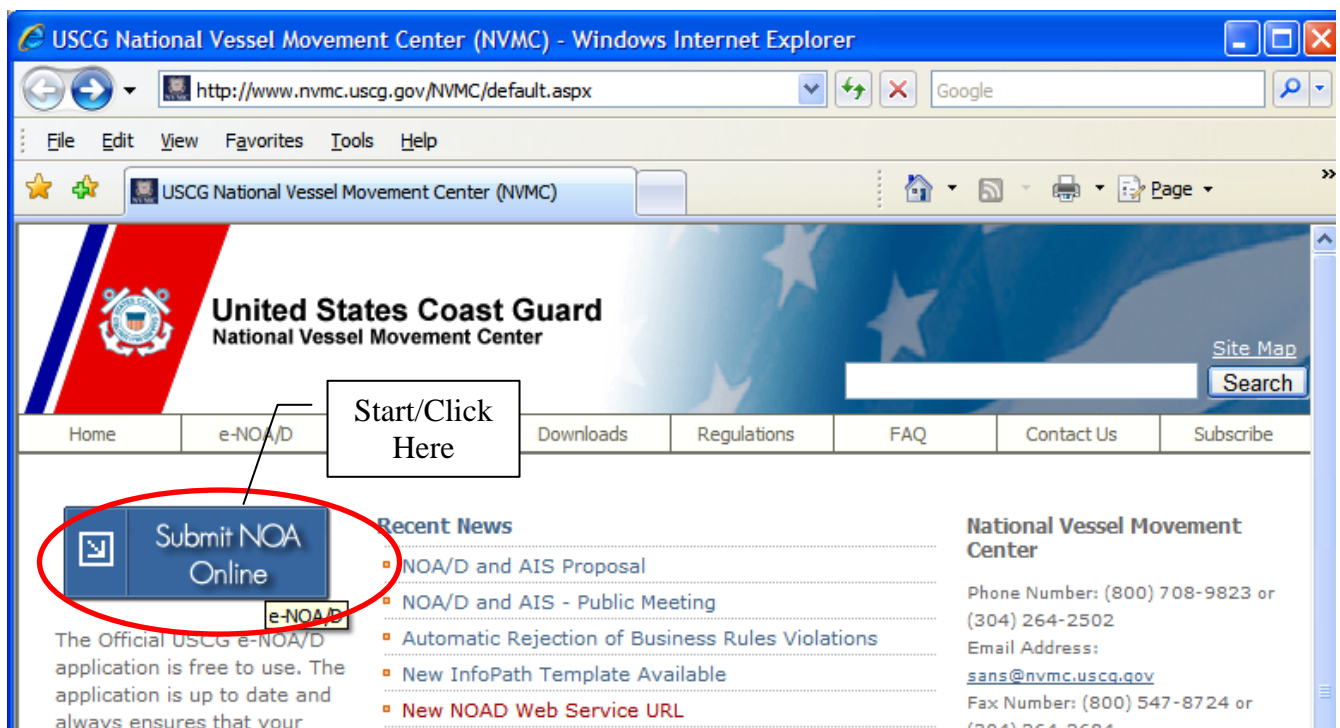
- Valid passports – all crew (and guests)
- Valid US B1/B2 visa – for more on visas see: <http://megayachtnews.com/Archives/Dec.-2008/2931.html>. The issue of acquiring US visas cannot be properly addressed in this document. It may be the topic of a subsequent white paper. In the meantime please see the link above for an archived article from The Triton.
- Valid/recognized driver’s licenses (if they’ll be a driver on a rental car/hire car)

**PRIOR TO ARRIVAL
(ALL VESSELS, U.S. COAST
GUARD DISTRICT 7)**

- Advanced Notice of Arrival – see (as shown below):
<http://www.nvmc.uscg.gov/NVMC/default.aspx>

...or see: <https://enoad.nvmc.uscg.gov/>, then go to: Create Account and follow the instructions. An email will come with a user name and password. It’s not a very user-friendly site. Upon completion a clearance number will be provided to supply to the customs officer when calling in upon arrival.

- Port Everglades – Call on Ch 14 to announce arrival to Port Everglades Harbor Master.
Other ports check Sailing Instructions





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UPON ARRIVAL

Once docked, call US Customs and Immigration and clear in: +1 800 432 1216. Provide the Advance Notice of Arrival number. That number, vessel documentation and a crew list will be taken to the local customs office.

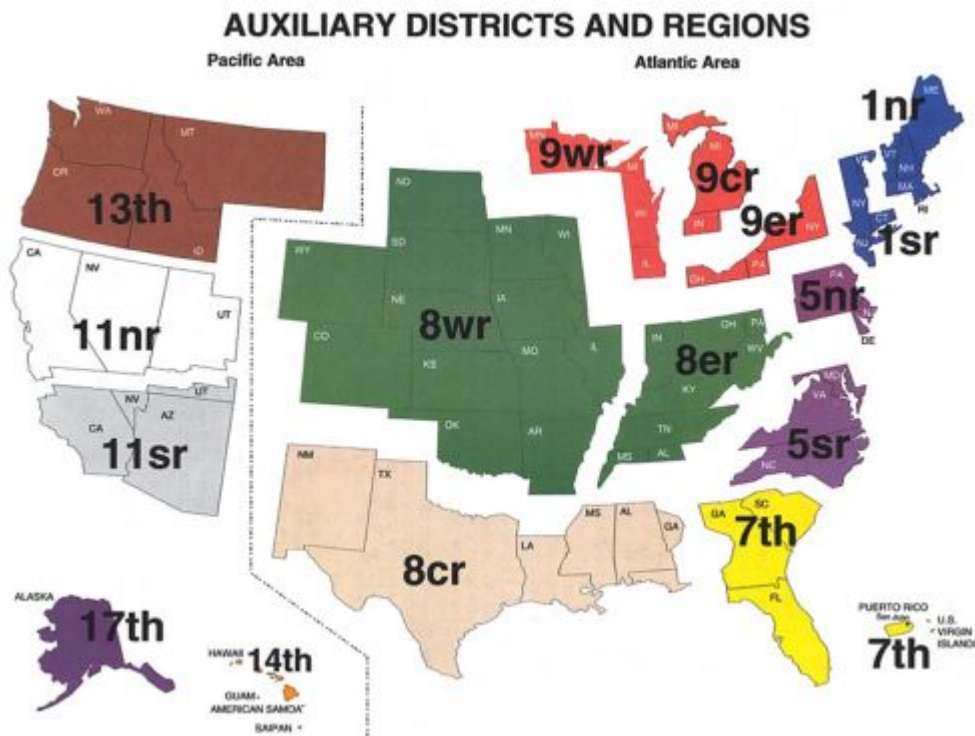
**1800 Eller Dr.
Fort Lauderdale, FL 3331**

If uncertain of the vessel's legal status entering the US, or if assistance with clearance is preferred, contact:

Mr. Steele Reeder
Howard Reeder, Inc.
2200 South Dixie Highway
Suite 504
Miami, FL 33133
P: +1 (305) 371-8431
E: steele@howardsreederinc.com

During the clearance procedure (assuming private yacht entry), apply for a **Cruising Permit** if the vessel is not in possession of a valid one. Cruising Permits are valid for one year, precisely. There must be 15 days between the expiration and the re-issuance of a new cruising permit.

Movements within the US between different Coast Guard districts require notification of entry. If cruising within the US, compliance with "checking in" requirements from one Coast Guard district to another is compulsory.





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UPON ARRIVAL CONTINUED

- Upon entry into the US, all crew and guests are required to go to immigration.

In Fort Lauderdale the US Immigration office is located at:

**1800 Eller Dr.
Fort Lauderdale, FL 33316**

...on the south side of Port Everglades

- Department of Agriculture – when clearing in (especially in a commercial port e.g. Port Everglades) the Department of Agriculture may visit. It's not pleasant. To varying degrees, they may remove all meats and produce from a foreign source (i.e. Bahamas, Caribbean or Europe) at the expense of the vessel for the removal and disposal. They may also insist that the refrigeration is sanitized.
- Weapons – don't bring them, but if you do, be sure to declare them in advance on the 96 hour form.
If that slips by be sure to mention the weapons to US Customs.
They will defer to ATF (Bureau of Alcohol, Tobacco and Fire Arms), but be sure Customs is aware.
The weapons may need to be bonded or surrendered. It can be a very big problem if there are weapons discovered aboard that have not been declared.
- More info link(s):
http://www.boatmiami.com/US_Customs_Arrivals_Private_Boats.htm

UPON DEPARTURE

- Surrender I-94 visa stubs of all non-US crew (only on the day of certain departure or have someone do it after departure) to:

**US Customs Office
Port Everglades
1800 Eller Dr.
Fort Lauderdale, FL 33316**

MISCELLANEOUS

- Sales or Charter Brokerage – Under a cruising permit (without a formal US Customs entry), as a guest of the US it is unlawful to enter into a sales or charter listing agreement with a US brokerage firm or agent. Doing so violates US Customs regulations which may result in the loss of the vessel.

For more information please contact Michael Reardon on +1 954 792 6112 or michael@hillrobinson.com
www.hillrobinson.com