

BOAT TRANSPORTATION GUIDE AND WAIVER

In order to ensure that this guide has been read in its entirety and that the reader acknowledges that the driver is not responsible for any damages related to a lack of preparation on the owner's part, please sign at the bottom.

The boat preparation guide was compiled to assist the boat owner in properly preparing and securing the boat for overland transportation. Please make every effort to prepare the boat according to these guidelines. Oversee the preparation yourself or have a qualified yard do so. The carrier cannot be responsible for damage due to improper preparation or loading by the shipper, for faulty or defective cradles, trailers, chains, binders, or other equipment provided by the shipper to secure the cargo. Please sign at the end of this guide to ensure that you have read and understood what should occur before the driver arrives for transportation.

GENERAL INFORMATION

The legal height for transporting over the road is 13'6". Please choose a marina or boatyard with at least 14' overhead clearance with no low tree branches or wires on its approach. If you choose a marina or boatyard to which there is no clear access, the carrier cannot accept responsibility for damage caused by branches or wires. The larger the boat the higher the load, the more clearance required. Unless previously discussed freight amount quoted is for legal height of 13'6" loaded on the carrier's trailer. If your boat loads higher, a freight surcharge will be added to your freight amount.

The driver will perform a survey only of the exterior of the boat. The condition of the boat will be noted on a condition report. You or your agent will be asked to sign this report at the point of pickup; a copy of this report will be given to you or your agent at that time. At delivery, the boat will again be inspected; the condition report again signed and another copy will be given to you or your agent. Any damage noted by you or your agent upon delivery must be noted on the bill-of-lading that you sign when you or your agent accepts delivery of the boat.

BASICS

1. Stow all loose gear and secure. All gear stored below must be well secured. The carrier will not accept responsibility for damage caused by loose gear. Lock the cabin. YOU keep the key. DO NOT give the key to the driver. Boat gear only: we cannot ship household goods.
2. Boats cannot be shipped with fuel or water in tanks. Drain fuel and water tanks. Remove any drain plugs from the hull. There should not be any water in the bilge while it is being transported. During winter months, water should be drained from water systems, pumps, air conditioners, etc.

3. Disconnect batteries and secure. Remove anchors from the deck.

4. Wooden boats can be expected to dry out. A coat of linseed oil will help. Please expect normal road dirt on the boat.

CANVAS COVERS/SHRINK WRAP

5. All canvas covers must be removed as they will tear or fly off during transit. If they are not removed, the carrier cannot be responsible for damages. The carrier will ship shrink-wrapped boats however the shrink wrap may tear or fly off in transit. The carriers do carry extra shrink wrap tape and every effort will be made to repair the shrink wrap however if the shrink wrap becomes unreparable, it will be removed to avoid damage from the shrink wrap beating against the boat. The carrier will not be held responsible.

CRADLES/TRAILERS

6. If your boat has its own cradle, please inspect it carefully for loose bolts or weakness of any kind. If your cradle breaks in transit, causing damage to your boat, the carrier cannot accept responsibility. If you are shipping your boat on its own trailer, the carrier cannot accept responsibility should the rollers or frame cause damage, or if the trailer breaks apart, causing damage.

DINGHIES

7. If you are shipping a dinghy on board or if you have had to remove any superstructure, these items should be well padded. DO NOT leave dinghy on davits.

EXTERNAL ACCESSORIES

8. All electronics, radar, hailers, horns, antennas, propellers, flag masts, lights, anchor lights, etc., must be removed, packed securely and securely stored below. The carrier will not be responsible if they are damaged or if they vibrate off.

HATCHES

9. Tie and/or tape hatches from the outside. The carrier cannot be responsible for the damage they may cause if they blow off in transit or for damage to the boat caused by rain water if a hatch blows off.

10. If the hatches leak, seal them. A boat will not sit in the same position on the carrier's trailer as it does in the water and the carrier cannot be responsible for rain water entering through a leaky hatch or deck.

WINDOWS/WINDSHIELDS

11. Cabin windows should be latched and taped from the outside.

12. All windshields and/or Plexiglas that protrude over the flying bridge should be removed, packed with a cargo blanket and should be well secured below. The carrier will not be responsible for any damage that occurs if they are not removed and properly packed and secured.

ADDITIONAL INSTRUCTIONS FOR SAILBOATS

13. All rigging, winches, wind indicators, and lights must be removed from the mast. Carpet should be provided for the mast at the points of tie down. Expect some chafing at these points. If the mast is painted, it is almost impossible to keep the paint from chafing. The carrier will not pay to repaint masts if chafing occurs. Do not secure the mast to the boat, as there is a space on the carrier's trailer for the mast. Should then masts be secured to the boat, the carrier will not be responsible for any resulting damage to the mast or the boat. Life lines, stanchions, bow and stern pulpits should be removed if they render the boat over height, generally over 11' keel to highest point not on the carrier's trailer.

14. On center board sailboats, make sure the board is secured and will stay up in transit. Keel sailboats may expect some separation where the keel joins the hull. This is not structural damage, but rather is the paint or filler cracking at the joint. Light built or racing sailboats can expect some hull indentation from the support pads. These indentations generally disappear when the boat is returned to the water.

ADDITIONAL INSTRUCTIONS FOR POWER BOATS

15. Remove all propellers, flag masts, lights, outriggers, antennas, etc.

16. If your power boat is low enough to ship with the flying bridge on, remove all lights, wheels, masts and windshields that protrude over the bridge. All Plexiglas should be removed and packed below with a cargo blanket. If your powerboat is not low enough to ship with the flying bridge on, you will have to have a cradle built for the bridge to be shipped in on the forward deck or cockpit area. Every point touching the deck or rails must be sufficiently padded. Remove all electronics and valuable items from the bridge, pack securely, and store below.

Sign below to acknowledge that you have read the guide and accept the responsibilities for any damages incurred due to a lack of preparation.

Signature: _____

Date: _____