



Outlaw Investments INC

Fees and Damage

Initial deposit and balance (due at delivery) can be paid online through Quick Books, or by credit card. If by credit card a 3% surcharge will be added. If delivery is delayed more than 2 hours, in addition to all other freight charges, there will be a \$60 per hour waiting charge due before the boat is offloaded.

Our drivers are fully licensed and insured. They are experienced, dependable boat transporters who will take the utmost care to deliver your boat in the best condition. However, please keep in mind that the boat must be strong enough to withstand overland shipment. Outlaw Investments INC cannot take responsibility for the damage due to inherent dry rot or weakness.

Your Guide to Boat Transportation

This boat preparation guide was compiled to assist you, the boat owner, in properly preparing and securing the boat for land 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.

NOTE: IF BOAT IS NOT PROPERLY PREPARED FOR SHIPMENT, BOAT WILL BE SHIPPED "AS IS" AND CARRIER WILL NOT ACCEPT RESPONSIBILITY FOR ANY RESULTING DAMAGE.

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 is, the higher the load is, and more clearance is 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. On 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. Photos will be taken at loading and unloading.

Boat Prep 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. Boat gear only: we cannot ship household goods.
2. Boats cannot be shipped with water in tanks. Drain fuel and water tanks as well as possible. 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 not repairable, it will be removed to avoid damage from the shrink wrap beating against the boat. The carrier will not be held responsible for loose shrink wrap.

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 rainwater 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 rainwater 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 Power Boats

13. Remove all propellers when required, flag masts, lights, outriggers, antennas, etc.

14. 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 power boat 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.

Additional Instructions for Sail Boats

15. On center board sailboats, make sure the board is secured and will stay up in transit. Some sailboats may develop some separation between the keel and the hull. This is not structural damage but separation of the mounting bolts or drying out of the paint or filler. 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.

16. Sailboats also require a little more preparation, standing rigging, turnbuckles, masthead lights, antennas, wind indicators, mast winches, spreaders, etc. should be removed from the mast. Outlaw Boat Transport does not assume liability for damage attributable to rubbing and/or chaffing by equipment left on the mast. Mast should not be freshly painted prior to shipment because of chaffing.³ Mast should be wrapped in plastic film since it will be secured on the trailer beside the boat, as it may get road grime on it. Carpet should be provided for the mast at the tie down points. Do not secure the mast to the boat, as there is a space on our trailer for the mast. Should the mast be secured to the boat, we will not be responsible for any resulting damage to the mast or the boat.

17. If the boat must ride facing backwards on the trailer, due to there being no other way for it to fit, Outlaw Boat Transport will not be responsible for any damage to the windshield (glass/plexiglass).

Thank you for giving us the opportunity to serve you.

Outlaw Investments, INC/Outlaw Boat Transport

If you have any questions, Please feel free to call us at: 909-285-7486

Visit our website at: Outlawboattransport.com