

## 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.**

This boat preparation guide was compiled to assist the owner in properly preparing and securing their 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 is not responsible for damage due to improper preparation or loading by the shipper; nor are they responsible 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 where there is less than 14' of overhead clearance, the carrier cannot accept responsibility for damage incurred. The size of the boat is proportionate to the amount of clearance required. Unless previously discussed, the freight amount quoted is for the legal height of 13'6". If your boat loads higher, a freight surcharge will be added to your freight amount.

The carrier only provides \$250,000 of cargo insurance for transport. If the boat is valued at more, the owner must either purchase additional cargo insurance or provide documentation of their own. If the load is damaged during transport without sufficient insurance coverage being provided, the carrier will not cover over the initial \$250,000.

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 is 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.

Upon signing the bottom of this form, the signee acknowledges that if they—the boat owner—are not there, or they do not have an agent present in their place, they must alert the carrier of this at least forty-eight hours in advance. It is also understood that the carrier will complete the final inspection and provide it upon request to the boat owner. No further claims may be made following the completion of the final inspection.

## **BASICS**

1. Stow and secure *all* loose gear; this gear must be stored below, and it must be well-secured. The carrier will not, under any circumstances, accept responsibility for any damage caused by the gear. Lock the cabin. YOU keep the key. DO NOT give the key to the driver. Only boat gear can remain—we cannot ship household goods.
2. Boats over 40' cannot be shipped with fuel or water in its tanks. Drain the fuel and water tanks. Remove any drain plugs from the hull. There should not be any standing water or moisture in the bilge or hull while it is being transported. During winter months, water should be drained from water systems, pumps, air conditioners, etc. An inspection report by a third party must be conducted on any boats over the age of five years. Any damage caused by water, fuel, or moisture is not the carrier's responsibility.
3. If you choose to ship a boat with any form of structural weakness, whether caused by age, environment, or another factor, you accept the risks that come with such an action. Most boats are not intended to be transported overland, and this will have particular implications for boats with a compromised structure. As such, the carrier is not responsible for any damage caused during transport due to inherent dry-rot or structural weakness.
4. Disconnect batteries and secure. Remove anchors from the deck.
5. 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**

6. All canvas covers and isinglass must be removed as they will tear or fly off during transit. If they are not removed, the carrier is not responsible for damages. The carrier *will* ship shrink-wrapped boats; however, be aware that the shrink wrap may tear or fly off in transit. If the shrink wrap tears, it will be removed to avoid damage from the shrink wrap beating against the boat. There may be a disposal fee. The carrier will not be held responsible.

## **CRADLES/TRAILERS**

7. 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 is not responsible. If you are shipping your boat on its own trailer, the carrier is not responsible if the rollers, bunks, or frame cause damage, or if the trailer breaks apart, causing damage.

## **DINGHIES**

8. If you are shipping a dinghy, they must be removed from the main vessel and securely stowed. The carrier is not responsible for damage caused by the dinghy during transport.

## **EXTERNAL ACCESSORIES**

9. All electronics, radar, TracVision, satellite TV antenna, hailers, horns, propellers, flag masts, lights, anchor lights, etc., must be removed, packed, and securely stored. The carrier is not responsible if they are damaged or lost during transportation.

## **HATCHES**

10. Tie and/or tape hatches from the outside. The carrier is not responsible for the damage they may cause if they blow off in transit, nor is the carrier responsible for water damage caused to the boat cause if the hatch is not secured.

11. 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 is not responsible for rain water entering through a leaky hatch or deck.

## **WINDOWS/WINDSHIELDS**

12. Cabin windows should be latched on the inside and taped from the outside.

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

## **ADDITIONAL INSTRUCTIONS FOR SAILBOATS**

14. 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 virtually 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 the 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 12' keel to highest point, not on the carrier's trailer.

15. 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 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**

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

17. 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 poor preparation.**

Signature: \_\_\_\_\_

Date: \_\_\_\_\_