



## **BOAT PREPARATION GUIDE**

This 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 contracted Carrier can not be held liable for any damage to cargo or equipment that occurs due to improper preparation or loading by the shipper, for faulty or defective cradles, chains, binders, or other equipment used by the shipper to secure the cargo.

The driver will perform a survey only of the exterior of the boat. The condition of the boat will be noted on the bill of lading. At delivery the boat will again be inspected and a copy of the bill of lading will be sent with the invoice for transportation.

We will take the utmost care to deliver your boat in the best condition. However, please keep in mind that your boat has to be strong enough to withstand overland shipments. We cannot be responsible for damage to any boat due to inherent dry rot or weakness.

## **GENERAL INFORMATION**

The legal height for transporting over the road is 13'6". If picking up from a marina, please make sure that they have at least 14' overhead clearance, with no low tree branches or wires on its approach. The larger the boat, the higher the load, the more clearance required. Unless previously discussed, freight amount quoted is for a legal height of 13'6" loaded on trailer. If your boat loads higher, we must charge a height surcharge.

## **BASICS**

- ❑ Stow all loose gear and secure. Lock the cabin. YOU (Owner) keep the key. DO NOT give the key to the driver. Boat gear only; we cannot ship household goods.
- ❑ Drain fuel and water takes. 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.
- ❑ Disconnect batteries and secure. Remove anchors from the deck.
- ❑ Wooden boats can be expected to dry out. A coat of linseed oil will help. Please expect normal road dirt on the boat.

## **OBTAIN BOAT SIZE, IDENTIFICATION AND LOCATION**

- ❑ All measurement should include the size of any cradle or trailer, which is part of the shipment. At a minimum, the boat manufacturer's name, year, model number, and serial number must be obtained.
- ❑ In addition, Reindeer Logistics, Inc. must know the exact address where the boat/trailer are located on loading day.

## **BOAT TRAILERS**

Properly securing a boat to its own trailer is the best way to prevent damage. PRIOR TO LOADING, it is the shipper's responsibility to ensure that the boat/trailer combination will not be damaged in transit by securing the boat to the trailer as follows:

- ❑ The winch crank line, which hooks to the bow/nose eyelet of the boat for loading, is not designed to hold the boat in place on the trailer during transit. All tension should be released from the winch and crank lines, allowing the boat to nest in the trailer rails. Multiple loops of ski rope or other suitable cord should then be run around and tied through the nose eyelet and around the steel beam upon which the winch is mounted. This prevents excessive pressure on the crank, which could otherwise bend, break or release. It also ensures the boat will not shift back on the trailer during transit.
- ❑ The spring-loaded tie-downs at the rear of the boat trailer should be properly tensioned when attached to the boat, the wired in place to prevent their accidental release. These tie-downs are adequate to hold the rear of boat in place without having additional straps over the boat. IF TIE-DOWNS IS MISSING FROM BOAT, it will be necessary for the shipper to by tie-downs or to strap-over the boat in the rear. If straps are used, cushioning should be placed between the strap and boat to prevent chaffing/rubbing. Missing tie-downs and required strapping are to be noted on the bill of lading to be signed by the shipper.

## **CANVAS COVERS**

- ❑ All canvas covers must be removed as they will tear or fly off in transit. If they are not removed, the Carrier cannot be responsible for damages. Loose, shredded covers will likely scratch, dent, and damage the exterior surface of a boat. More important, they become potentially hazardous to other motorist on the highway.
- ❑ If a shipper insists a boat cover stay on, the booking agent must acquire a "release of liability" signed by the shipper holding Reindeer Logistics, Inc. and its Carriers harmless for subsequent damage to a boat. The shipper should fax the release to Reindeer Logistics, Inc. before boat is transported.

## **SHRINK-WRAP**

- ❑ Same guidelines for boat covers apply to shrink-wrap. If the shipper shrink-wraps the boat, it is moved PBO (packed-by-owner), and should be noted on the bill of lading. Loose items should be removed prior to shrink-wrapping. If shrink-wrap does not stay in place when transported, Reindeer Logistics, Inc. and its Carriers will not be responsible for loss or theft of loose items left in boat.

## **CRADLES**

- ❑ 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.

## **DINGHYS**

- ❑ If you are shipping a dink on board or if you have had o remove any superstructure, these items should be well padded. DO NOT leave the dink on davits.

## **HATCHES**

- ❑ Tie and/or tape hatches from the outside. The Carrier cannot be responsible for them or damage they may cause if the blow off in transit, or for damage to the boat caused by rainwater if a hatch blows off.
- ❑ If the hatches leak, seal them. A boat will not sit in the same position on our trailer as it does in the water and the Carrier cannot be responsible for rainwater entering through a leaky hatch.

## **WINDOWS/WINDSHIELDS**

- ❑ Cabin windows should be latched and taped from the outside.
- ❑ All windshields and/or Plexiglas that protrude over the flying bridge should be removed and packed below with a cargo blanket. The Carrier will not be responsible for any damage that occurs if they are not removed and properly packed and secured.

## **WINTER COLD HAZARDS**

If a boat is being moved to, from, or through a climate where temperatures are likely to be below 30 degrees Fahrenheit, make sure the boat has been winterized. This should include water being drained from the engine(s) and water-cooled air conditioners, and oil drained from the lower units of motors. The customer must be advised of this service, if performed, to preclude operation without fluids.

## **HAZARDS (Fuel, Oil, Acid, Water, Wind)**

Cans of oil, tanks of gasoline, and batteries should be treated as hazardous commodities. Any Carrier will refuse to load a boat not properly prepared:

- 1) **Fuel** – All portable gas tanks and fuel lines are to be drained and blown out. It is the shipper's responsibility to make certain this is done in a safe, responsible manner. Permanent, built-in tanks are to be either drained or topped off/full. The most dangerous gas tank is one that is partially full.
- 2) **Battery Acid** – Battery terminals are to be disconnected except on larger boats when the battery is required to run automatic bilge pump(s). The battery is to be securely strapped and/or bolted down in an upright position to prevent it from tipping over or spilling acid.
- 3) **Oil** – Loose cans, jars, or tubes of lubricant are to be sealed in plastics bags, boxed, and left in the boat.
- 4) **Water** – Water only becomes a hazard when left inside a boat, causing weight-shifting problems while in transit. Always remove (store and inventory) the drain plug from the back of the boat to assure drainage. Note: Large boats with automatic bilge pumps will require the battery system to remain connected in order to pump out any rainwater during transit.
- 5) **Wind** – All boats are designed to handle strong winds head-on. It is absolutely necessary that all boats loaded on an open carrier face forward.

## **OUTBOARD MOTORS & INBOARD/OUTBOARD MOTORS**

- ❑ Outboard motors normally are to be braced on a wooden block while in transit to cushion road shock, and the lower motor housing is to be secured to the trailer frame on both sides, using ski rope to prevent motor sway.

## **SPECIAL INSTRUCTIONS FOR SAILBOATS**

- ❑ 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.
- ❑ Lifelines, stanchions, bow and stern pulpits should be removed if they render the boat over height: generally, boat over 30' long 11' high.
- ❑ On centerboard 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 of 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.

## **SPECIAL INSTRUCTIONS FOR POWER BOATS**

Remove all propellers, flag masts, lights, outriggers, antennae and windshields.

If your powerboat is low enough to ship with the flying bridge on, remove all lights, wheel 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 ship 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.

## **CABIN CRUSIERS & LARGE SAILBOATS**

Preparation of large boats is the shipper's responsibility and should be done by a qualified, often specially licensed, third party. It is imperative that your customer receives boat preparation instructions in advance of moving a large boat.

Because large boats are often like floating mobile homes, a few exceptions apply to these crafts:

- 1) Drapes should be removed and windows locked, and then taped shut.
- 2) Hatches should be tied and/or taped shut from the outside. Unsecured hatches become highway debris.
- 3) Advise your customer in writing that neither your company nor any contracted carrier or Reindeer Logistics, Inc. will assume responsibility or liability for items of an unusual nature or value, which are stored in the boat. Household-type items should be packed and shipped with the household shipment, if any.
- 4) Once a visual inspection for loose items has been completed, the boat may be locked and the key kept by the shipper.