

PREPARING YOUR SAILBOAT FOR TRANSPORT

The following information is presented so that you may have a better understanding of what is involved when packing and shipping a sailboat over long distances.

It is important to understand that once loaded on the truck, the sailboat will be moving at highway speeds, and the truck may encounter head or cross winds in excess to traveling speeds which could result in over 100mph over the deck. Also rain, snow, hail and incimate weather are common occurrences. The boat itself is OK for such conditions, but accessories such as canvas, mast rigging, electronics and the like are not able to with stand the effects of the elements.

With the foregoing in mind, we recommend the following steps when packing your boat for transporting.

MAST

1. Remove all shrouds, stays, spreaders and external halyards. Mark them and pack them inside the boat.
2. Remove antennas, wind instruments, mast headlights and the like.
3. Coil wire rigging singly and mark and store in boat.
4. Coil rod rigging and mark. It will be stored on the bed of the trailer.
5. Internal halyards should be removed. If they are left on they should be wrapped and taped to the mast.
6. Do not put the mast on top of the boat. There is a high degree of probability of bending the pulpits and or damaging hatches. We will carry them in special padded holders alongside the boat.
7. Winches are normally ok to leave on. Larger boats may need them removed due to height.

PAINTED MASTS

These need special attention as they are very susceptible to chaffing damage.

1. Wrap them well with at least two layers of bubble wrap or rug with the nap towards the mast. Do not use regular visqueen, it only holds out water and is too thin to prevent chaffing.
2. Be careful not to allow any objects between the wrapping and the mast (i.e. shrouds, wires, ect.). Vibration can cause chaffing damage even through the padding.

EXCEPTION: ROLLER FURLING SYSTEMS

These are best kept on the mast to avoid kinking. Pad the mast first, then lay the foil on the padding. If the mast is deck stepped it will probably shorter then the furling system. If so, insert a 2x4 or like piece of wood in the butt end of the mast long enough to extend the mast past the drum so as to support the furling and drum. Tape this all together padding the drum well. Tape every two feet or so down the mast to hold the foil firmly to the mast. Pad extra well where any winches, cleats or other items are on the mast. With a keel stepped mast, the furling system will be shorter then the mast, the extension as just described is not necessary. Where the drum hits the mast use extra padding between drum and mast.

HELPFUL HINT:

When using duct tape, make the first wrap tight with the sticky side up away from the mast. Then make a couple of wraps with the sticky sides towards one another. This will help prevent the adhesive from pulling varnish or paint off of the mast and avoid the need to clean adhesive off the mast. Used rug can be obtained free from any carpet stores garbage bin.

DODGERS AND CANVAS

Remove dodger bows and canvas as well as any other exterior canvas and store below.

OUTBOARD MOTORS, DINGHY'S

1. Remove the outboard motors and store inside.
2. Dinghy's should be removed from the cabin tops or davits. They can be carried on the poop deck of the trailer.

PERSONAL EFFECTS

Be aware you are shipping a boat and its contents ride along as extra baggage. Anything inside such as personal effects, electronic instruments, or other equipment is unknown to the carrier and such items are not insured.

CRADLES WHEN SUPPLIED, EXTRA CAUTION IS NEEDED

1. The cradle must fit in the exact contour of the hull and be in good condition.
2. The boat must be well secured to the cradle.
3. Damaged caused by the cradle is not the responsibility of the carrier. We will however do everything possible to avoid or prevent damage from occurring.

MISCELANIOUS

1. Stow the interior of the boat well. If drawers have a habit of opening, tape them shut. DO NOT leave anything loose inside. The boat will get a better ride on our air-ride trailers then in a storm, but if secured/packed as if in a storm, everything will ride well.
2. Secure and lock all hatches, ports, windows, and the companionway.

3. If there is any possibility of freezing (keeping in mind mountain passes) drain fresh water systems and the head. Also drain or antifreeze the engine.
4. Cover all open screw holes with tape.
5. Disconnect the batteries.

TRAILERS

1. If the boat is on a trailer it must fit well and be well tied to the trailer.
2. All attaching devices (winches, ropes, wire etc.) must be in good condition and able to secure the boat. Their failure is not the responsibility of the carrier. We will however watch these things and do everything possible to avoid and minimize any damage they may cause.

INSURANCE AND LIABILITY

By law, all boat transportation companies are required to carry cargo insurance. The maximum value carried by each varies greatly. Be sure the carrier's maximum insurance coverage is greater than your boats value. If there is a loss, you are only entitled to the cost of repair or the boats actual value. Ask the carrier for specific coverage and policy exclusions. The can be very different.

To get maximum coverage it is advisable to have a Transportation Rider attached to your yacht policy.

The shipper needs to be aware that the carrier does not warrant the condition, integrity, craftsmanship, or packing of any part of the boat. Damage attributed to the above items as well as wind and weather damage is not covered by the carrier.

If you have any other questions, we will be happy to try and answer them. Please call toll free 800-247-1198