



Caston Coastal Services

Boat Transportation Contract

<u>Pick-Up Information</u>		<u>Delivery Information</u>	
Name:		Name:	
Address:		Address:	
City/Postcode:		City/Postcode:	
Contact:		Contact:	
Phone:		Phone:	
Date:		Date:	
<u>Ownership Information</u>			
Name:			
Address:			
City:		Post Code:	
Landline No:		Mobile No:	
Email Address:			
Make:		Model:	
Reg:	Length:	Beam:	Year:
Boats Name:		Draft:	
Clearance:		Total Vessel Height:	
HIN:			
<u>Power</u>			
Hull Type:		Vessel Weight:	
<u>Sailboat</u>			
Hull Type:		Vessel Weight:	
Keel Type		Length of Mast:	

<u>Financial Breakdown</u>	
Broker Cost:	Payment at acceptance of quote/on website
Deposit:	Payment due a day after acceptance to pay for pre amounts such as ferry, overnight stay booking half of remaining balance
Full balance:	Payment on day boat is delivered remaining balance
Total Payment:	



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Boat Prep: General Information for Transporting Your Boat

All of 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 has to be strong enough to withstand overland shipment. Caston Coastal Services cannot take responsibility for damage due to inherent dry rot or weakness. Thank you for giving us the opportunity to serve you.

You're Guide to Boat Transportation

This boat preparation guide was compiled to assist you, 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.

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 only if there is noticeable damage already. If the boat is ok then there will not be a report.

At delivery, the boat will again be inspected; Any damage noted by you or your agent upon delivery must be mentioned to the driver before they leave the site when you or your agent accepts delivery of the boat. Photos will be taken at loading and unloading.

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 fuel or 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.



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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 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



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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 should be removed from the mast whenever possible. 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 mast 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 12'6" keel to highest point not on the carrier's trailer.

14. On centre 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 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. If you have any questions, Please feel free to call us!