

PREPARING FOR TRANSPORT:

Typically, the preparation is the responsibility of the owner. You can choose to do so, or it can be completed by the boatyard. If you need assistance with preparing your vessel Lighthouse can suggest you select a full-service marina, boatyard, or captain to accommodate your needs. Upon arrival we look for areas of concern and will call to discuss before proceeding. In any case, we cannot accept responsibility for any resulting damage since we do not provide for this preparation.

PREPARING YOUR SAILBOAT FOR TRANSPORT:

The following information is provided so that you may have a better understanding of what is involved when packing and preparing a sailboat to be transported over long distances. It is very important to understand that once loaded on the trailer, 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 100 mph over the deck. Rain, snow, hail and inclement weather are common occurrences. The boat itself can handle such conditions, but accessories such as canvas, mast rigging, electronics and the like are not able to withstand the effects of the elements. Consider 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. Protect your mast, we are not wrapping them and are not responsible for any chaffing or damages
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 plastic wrap, it only holds out water and is too thin to prevent chaffing. Protect painted mast, we are not wrapping them and are not responsible for any chaffing or damages.
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 be shorter than 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 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 than 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.

OTHER ITEMS

Life lines, stanchions, winches, bow and stern pulpits should be removed if they render the boat over height. 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 is the paint or filler cracking at the joint. Light built or racing sailboats may expect some hull indentation from the support pads. These indentations generally disappear when the boat is returned to the water.

Rudders, sticks, ladders, outboards, and anything else that can turn or flap in the wind, should be removed and/or well secured.

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 than 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. Hatches should be tightly secured and sealed with tape to prevent damage from wind. The latches should also be taped securely to prevent the hatch from coming open while in transit. A boat rarely sits in the same position on the carrier's trailer as it does in the water
3. Cabin windows should be latched and taped from the outside
4. For safety and weight concerns, remove all water and fuel from tanks. All holding tanks should also be empty to prevent any spillage during transport.
5. 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.
6. Cover all open screw holes with tape.
7. Disconnect the batteries.

ZEBRA MUSSELS

Boat transporting overland requires thorough inspection of your boat hull. Check engine intake strainers, and all other through-hull fittings. Check drain scuppers, out-drives and all possible areas of attachment. DOT officers are checking boats for Zebra mussels at weigh stations and boat check stations. If zebra mussels are found, your boat will be quarantined. You will have to arrange for decontamination, and it may cause delays that will include additional charges.

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.

If you have any other questions, we will be happy to try to answer them all for you.

PREPARING YOUR POWERBOAT FOR SHIPPING:

The following information is presented so that you may have a better understanding of what is involved when packing and shipping a powerboat. It is important to understand that once loaded on the truck the boat will be moving at highway speeds of 55 mph or more, and that the truck may well encounter head or cross winds in excess of 50 mph. Resulting winds over the deck can exceed 100 mph. Rain, snow, hail, and like are common occurrences. The boat itself is ok for such conditions but accessories, ie. canvas, rigging, flying-bridge windshields, electronics and the like are not able to withstand the effects of these elements. With the foregoing in mind, we recommend the following steps be taken when packing the boat.

INTERIOR

1. Put everything away as if you were going to be in a storm. Modern air-ride trailers give the boat a much better ride than when you are in a storm, but this is a good way to pack the boat. Doors, drawers, windows, portholes, hatches and the like should be taped shut. Secure and lock same. All items in the interior cabin should be carefully inspected to make sure they are battened down securely, including hatches. All items on deck should be removed or securely lashed down.
2. Disconnect the batteries,



3. For safety and weight concerns, remove all water and fuel from tanks. All holding tanks should also be empty to prevent any spillage during transport. It is a possibility of encountering freezing temperatures (remember the mountains), and fuel and other fluids can be an environmental concern if spillage occurs.

EXTERIOR

1. Any canvas covers, or other exterior canvas must be removed and stored inside.
2. Make sure all accessory items like horns, speakers, spotlights, are well secured.
3. Secure and lock all hatches, ports, windows, and the companionway. Hatches should be tightly secured and sealed with tape to prevent damage from wind. The latches should also be taped securely to prevent the hatch from coming open while in transit. A boat rarely sits in the same position on the carrier's trailer as it does in the water
4. Cabin windows should be latched and taped from the outside
5. Electronics, anchors, hailers, antennas, propellers, flag masts, outriggers, canvas, screens, cushions, lights, windshields or any item that extends beyond the stated length, width or height of your vessel should be removed, packed and securely stowed away to prevent damage. If removed cover the screw holes with tape.
6. Remove all items required by the carrier.
7. The carrier will not be responsible if they are damaged or if they vibrate off. Drain plugs should be checked and there should not be any water in the bilge while it is being transported.

OUTBOARD MOTORS, WINDSHIELDS, DINGHYS

1. Remove the outboard motor and store inside
2. Any inboard/outboard or outboard motors should be raised and locked. It is sometimes prudent to place a 2 x 4 securely between your out-drive and bracket. Whenever possible, you should consider removing the props and safely storing them
3. Make certain that your windshield is strong enough to withstand the rigors of travel. Confirm the seal is tight and screws holding it in place are not corroded. If there is any doubt, remove it and secure it below deck. In some cases, oversize boats are hauled backwards creating an even greater force from wind and weather. We highly recommend shrink-wrapping the boat in these cases.
4. Dinghys will be removed from the cabin top, davits, or transom-step mounts and carried on the trailers poop deck.

PERSONAL EFFECTS

You are shipping a boat, it's contents ride along as extra baggage. Anything inside such as personal effects, electronics, fishing gear etc. is ok. Just be aware the carrier is not insuring any interior items.

TRAILERS AND CRADLES

1. If the boat is on a trailer it must fit well and be tied to the trailer.
2. Cradles must fit the exact contour of the hull.
3. All attaching devices (winches, ropes, wire, etc.) must be in good condition and able to secure the boat. Their failure will likely cause damage which is not the carriers liability.
4. Damage caused by cradles, trailers, or attaching devices supplied by the shipper are not the responsibility of the carrier. We will however, do all we can to avoid or prevent damage caused by these items.

FLYING BRIDGES



LIGHTHOUSE BOAT HAULING- 107 LINWOOD AVE., ALMA, MI 48801

1. Flying bridges which are removed can be placed anywhere they fit well on the boat or on the poop deck of the trailer. If on the boat, pad the bottom of the bridge well with carpet then tie securely to the boat. If on the poop deck of the trailer a wood frame under the edges of the bridge are necessary to protect these edges.
2. Remove the venturi windshield
3. Tape over any screw holes.

ZEBRA MUSSELS

Boat transporting overland requires thorough inspection of your boat hull. Check engine intake strainers, and all other through-hull fittings. Check drain scuppers, out-drives and all possible areas of attachment. DOT officers are checking boats for Zebra mussels at weigh stations and boat check stations. If zebra mussels are found, your boat will be quarantined. You will have to arrange for decontamination, and it may cause delays that will include additional charges.

SHRINKWRAP

Shrink-wrapping boat transporting can protect it from road tar and dirt however if not done properly it can tear or fly-off during transit. Keep in mind that the driver's view is often obstructed by the boat itself, he cannot always see that the shrink wrap has torn, nor can the driver hear the shrink-wrap flapping. If you choose to have your boat wrapped for transport, we recommend using a qualified contractor or a marina to perform this service and make certain they are aware that they are wrapping your vessel for overland transport and not just for storage. You should also request that they leave the cleats exposed to secure the boat to the trailer. Ask them to leave an extra roll or two of shrink-wrap tape with the boat to use in road repairs. Although we cannot be responsible for damage to your boat caused by shrink wrap, we will stop frequently to check it for damage and perform any necessary repairs if possible.

If you have any other questions, we will be happy to try to answer them all for you.

WOOD BOATS

It is highly recommended that wood boats be inspected carefully and thoroughly prior to loading onto the boat trailer and consider a cradle that spreads the weight over a larger area than pads. There may be inherent structural weaknesses that are not detectable. If you choose to transport your wooden boat without a cradle we will use extra pads, crossbars and other supports but cannot be held liable for any damage. Wooden boats can also be expected to dry out and some use a coat of linseed oil. Most boat transporting companies will ask you to sign a release of liability for wood boats.

SUPER LOADS/VARIANCE LOADS

If your boat exceeds certain dimension it may be labeled as a Super load. These boats are larger than traditional Oversize Loads, many exceeding 16' beams and or 15' tall and require special consideration and planning. The permitting process is longer and more costly than a traditional Oversize Load. Providing an accurate estimate nearly impossible. I handle this process as fairly as



possible by providing the best quote I can with the information that I receive after contacting every state and department involved. The quote will be firm, excepting the items that change and are beyond my control and I will note that on the quote. When changes occur that are beyond my control, and they will, I bill at cost and provide copies of the actual invoices received. Many companies overcharge to cover any expected changes and pocket the difference if there is no change. I don't add that cost to your quote, and it would be unfair in many cases and result in overcharges.

Thank you for giving us the opportunity to serve you. If you have any questions, please give us a call



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