



Shipper:	Order #:	Price: \$
Origin:	Destination:	
Boat Make/Model:	*** Date of Pick Up:	

*Joule Yacht Transport, Inc., a fully licensed and insured carrier, has been transporting boats since 1954 and presently serves the 48 contiguous United States as well as Canada. We 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 your boat or any of its components has to be strong enough to withstand overland shipment. We cannot be responsible for damage to any boat or component due to inherent dry rot or weakness. Thank you for giving us the opportunity to serve you.*

**\*\*\* Date is approximate. Please call 48 hours prior to pickup to confirm. We will make every attempt to pick up or deliver your boat as scheduled; however, please note that we occasionally run into circumstances over which we have no control and that may necessitate a change in schedule.** Please note that all freight charges are quoted in accordance with our current operating tariff. **All freight charges are due and payable in the form of a cashier's check, made payable to JOULE YACHT TRANSPORT or Wire Transfer.** If delivery is delayed more than two hours, in addition to all other freight charges, there will be a \$50 per hour waiting charge, which will be payable before the boat is offloaded.

### 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. Joule Yacht Transport, Inc. cannot be held liable for any damage to cargo or equipment that occurs due to improper preparation or loading by the shipper or for faulty or defective cradles, trailers, chains, binders, or other equipment used by the shipper to secure the cargo.

**NOTE: IF BOAT IS NOT PROPERLY PREPARED FOR SHIPMENT, BOAT WILL BE SHIPPED "AS IS," AND WE WILL NOT ACCEPT RESPONSIBILITY FOR ANY RESULTING DAMAGE.**

**If you have any questions regarding the preparation or movement of your boat, please call our Customer Service Representatives at 1-800-237-0727, extension 2.**

### GENERAL INFORMATION

The legal height for transporting over the road is 13'6". Please choose a marina or boat yard 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 not clear access, we cannot accept responsibility for damage caused by branches or wires. 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 our trailer. If your boat loads higher, a height surcharge will be added to your freight amount.

The driver will perform a visual inspection of the exterior of the boat only. The condition of the boat will be noted on a condition report. You will be asked to sign this report at point of pickup; a copy of this report will be given to you at that time. At delivery, the boat will again be inspected; the condition report will again be signed; and another copy will be given to you or your agent. The original will be kept in our files.

### BASICS

**Stow and secure all loose gear.** All gear stored below must be well secured. We will not accept responsibility for damage caused by loose gear. Lock the cabin. YOU keep the key. DO NOT give the key to the driver. Boat gear only; we cannot ship household goods.

**Drain fuel and water tanks.** Remove any drain plugs from the hull. There should not be any water in the bilge during transport. During winter months, water should be drained from water systems, pumps, air conditioners, etc.

**Disconnect batteries and secure. Remove anchors from the deck. Remove seat cushions.**

**Clean boat bottoms.** They must be free of any growth, especially zebra mussels. You may experience excessive road dirt or other residues from road construction. We will not accept responsibility for clean-up from this. Wooden boats can be expected to dry out. A coat of linseed oil will help.

#### CANVAS/SHRINK WRAP

**Remove all canvas** it will tear or fly off in transit. We will ship a shrink-wrapped boat; however, the shrink wrap will tear or fly off in transit, and we will not accept responsibility for any resulting dirt, damage or loss, including loss of unsecured items.

#### CRADLES/TRAILERS/DINGHY

Inspect all cradles carefully for loose bolts or weakness of any kind. If your cradle breaks in transit, causing damage to your boat, we cannot accept responsibility. If you are shipping your boat on its own trailer, we cannot accept responsibility should the rollers or frame cause damage or if the trailer breaks apart, causing damage. If you are shipping a dink on board or if you have had to remove any superstructure, these items should be well padded. **DO NOT** leave the dink on davits.

#### ALUMINUM STRUCTURES/TOWERS

Ensure that any aluminum structure or tower is able to withstand the rigors of overland transport. We will not be responsible for the integrity of the construction on any aluminum structure or tower that may suffer damage due to vibration or flexing during transport.

#### EXTERNAL ACCESSORIES

**Remove all electronics, radars, hailers, horns, antennas, propellers, flag masts, lights, anchor lights, windshields, cushions, etc., pack securely, and securely store below.** We will not be responsible if any items of this nature are damaged or if they vibrate or fly off.

#### HATCHES

**Tie and/or tape hatches from the outside.** We cannot be responsible for them or 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.

**Seal the hatches and decks.** A boat will not sit in the same position on our trailer as it does in the water and we cannot be responsible for rain water entering through a leaky hatch or deck.

#### WINDOWS/WINDSHIELDS/WEATHER BOARDS/WINDSCREENS

**Latch cabin windows and tape them from the outside.** Any canvas or fiberglass weather boards or windscreens must be removed.

**Remove all windshields and/or Plexiglas that protrude over the flying bridge, pack with a cargo blanket, and secure below.**

#### ADDITIONAL INSTRUCTIONS FOR SAILBOATS

**Remove radar, rigging, winches, wind indicators, and lights 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. Joule will not pay to repaint masts if chafing occurs. **Do not secure the mast to the boat, as there is a space on our trailer for the mast. Should the mast be secured to the boat, Joule Yacht Transport will not be responsible for any resulting damage to the mast or the boat.**

**Remove life lines, stanchions, bow, and stern pulpits if they render the boat over height:** generally, this is boats over 30' long and 11' high.

Ensure the board is secured and will stay up in transit on center board sailboats. 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 POWERBOATS

**Remove all propellers, flag masts, lights, outriggers, antennae, windshields, etc**

Remove all lights, wheels, masts, and windshields that protrude over the bridge, if your powerboat is low enough to ship with the flying bridge on, 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.

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