

Transportation Contract

Please Complete ALL information



21 Mitchell Rd. Ipswich, MA 01938

(978) 356-3334

www.CurtisMarineService.com

Name: _____ Email: _____

Address: _____

Home Phone: _____ Cell Phone: _____

Boat Make: _____ Length: _____ Year: _____

Engine Make / HP: _____ Boat Name: _____

Boat Location: _____

Desired Haul Date: _____

BOAT PREPARATION

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. Curtis Marine Service cannot be responsible for damage due to improper preparation or loading by the owner or his/her agent, for faulty or defective cradles, trailers, chains, binders, or other equipment provided by the owner or his/her agent to secure the cargo.

Curtis Marine Service believes it is our job to inform you of what is involved in getting your boat ready for overland transport. We have prepared this list to help guide you. Please take the time to read this information. Afterwards, please sign and date the last page and fax it back to us.

General Information for Transporting your Boat

Freight charges are due and payable upon delivery in the form of a cashier's check or certified checks made payable to Curtis Marine Service. If delivery is delayed, in addition to all other freight charges, there will be a \$175.00 per hour waiting charge, which will be payable before the boat is off loaded. * An additional \$175.00 an hour will be charged for holdup at border crossing for incomplete customer's paperwork if longer than 45min

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. Curtis Marine Service cannot take responsibility for damage due to weakness or inherent dry rot. Thank you for giving us the opportunity to serve you.

General Information

1. The driver will perform a survey only of the exterior of the boat. Photos will be taken and used for documentation. You, the owner, or your agent will be asked to sign this report at the point of pickup; a copy of this report will be given to you or your agent at that time. At delivery, the boat will again be inspected; the condition report again signed and another copy will be given to you or your agent. Any damage noted by you or your agent upon delivery must be noted on the bill-of-lading that you sign when you or your agent accepts delivery of the boat. Photos will be taken at loading and unloading.
 2. Lifelines, stanchions, and bow/stern pulpits should be removed if they cause the boat to be over legal height. The legal height limit is 13'6" in most States. This means that the total height of your boat should be no taller than 12'. If your boat is taller than 12', you will need to notify us immediately.
 3. We cannot be responsible for damage due to low hanging tree limbs or branches. Many marinas have this picturesque driveway that can cause major damage to boats. Please let us know in advance if your marina has low tree branches. Also, don't hesitate to ask your marina to cut these branches back.
 4. All items inside your boat should be stowed and properly secured. Drawers and cupboards should be taped shut. We do not assume any responsibility for damages that occur due to items shifting inside the cabin.
 5. Equipment such as radios, depth sounders, knot meters and such should be removed from their brackets on deck and stowed inside the cabin. All electronics, radar, hailers, horns, antennas, propellers, flag masts, lights, anchor
- Note: If boat is not properly prepared for shipment, boat will be shipped "as is" and Curtis Marine Service will not accept responsibility for any resulting damage.

-Boat gear only: Curtis Marine Service cannot ship household goods.

-lights, etc., must be removed, packed securely and securely stored below. Curtis Marine Service will not be responsible if they are damaged or if they vibrate off.

6. 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.

7. All cloth and canvas, including but not limited to, side curtains, biminis, compass covers, boat covers, etc. should be removed in order to prevent wind damage. Curtis Marine Service will not assume any responsibility for any canvas left on the topside of boat during shipment.

8. All ports, hatches, windows, etc. should be locked tightly shut. Check all fittings for weakness or rotting. If the hatches leak, seal them. Tie or tape over hatches, windows and locks from the outside. Curtis Marine Service will not assume any responsibility for damages caused by hatches that blow open or windows that break due to wind damage.

9. For safety and weight concerns, drain all water and fuel from tanks, holding tanks should also be empty to prevent any spillage during transport. Remove any drain plugs from the hull. During winter months, water should be drained from water systems, pumps, air conditioners, etc.

10. Plastic or Plexiglas windshields or windscreens should be removed and stored inside the cabin. Plastic cannot withstand the wind pressure. Curtis Marine Service will not be responsible for any windshields or screens that are damaged during transport due to wind damage.

11. Curtis Marine Service will not assume responsibility for any household items left inside the boat: stereos, televisions, electronics and such should be secured. The cabin should be locked and the key taken with you. Please do not give the key to the driver, unless you have a duplicate --- they may forget to leave it with the boat.

12. Curtis Marine Service does not recommend shrink-wrapping your boat. Curtis Marine Service will ship shrink-wrapped boats; however shrink-wrap may not stand up to highway speeds or high winds. The drivers do carry extra shrink wrap tape and every effort will be made to repair the shrink wrap, however, if it starts to rip and come off, the driver may at his/her discretion, remove the wrapping. Curtis Marine Service is not responsible for any damage that occurs due to shrink-wrap.

13. Remove anchors, spinnaker poles and any loose items from the deck and secure properly.

14. If you are planning to ship your boat on a cradle or a trailer, some extra precautions should be taken. Inspect the cradle carefully for loose bolts or weakness of any kind. A cradle should fit

and support the hull of your boat securely, and also be in good repair. Your boat needs to be well secured to the cradle or trailer. Curtis Marine Service does not assume responsibility for damage attributed to these devices. Our driver, at his/her discretion, may decide to load your boat separately from the cradle or trailer, if he/she feels they will not stand up to the overland transportation.

15. a. For boats with outboard or I/O engines, please make sure that there is power to the battery in order to raise or lower your engine (s) or drives if needed. If you have a small outboard engine, i.e.: for a dinghy, please remove it from the boat and/or stow it properly in the cabin to prevent theft.

b. For all other boats, please disconnect batteries and secure, or if there is a disconnect switch, be sure the switch is in the "Off" position prior to transporting.

16. Due to the inherent problems of a wood boat, Curtis Marine Service WILL NOT accept any responsibility of damage or loss to a wood boat.

Additional Instructions for Sailboats

17. On center board sailboats, make sure the board is secured and will stay up in transit. Some sailboats may develop some separation between the keel and the hull. This is not structural damage but separation of the mounting bolts or drying out of the paint or filler. 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.

18. Sailboats also require a little more preparation, standing rigging, turnbuckles, masthead lights, antennas, wind indicators, mast winches, spreaders, and etc. should be removed from the mast. Curtis Marine Service does not assume liability for damage attributable to rubbing and/or chaffing by equipment left on the mast. It is almost impossible to keep the paint from chaffing. Mast should not be freshly painted prior to shipment because of chaffing. Mast should be wrapped in plastic film since it will be secured on the trailer beside the boat, as it may get road grime on it. Carpet should be provided for the mast at the tie down points. Do not secure the mast to the boat, as there is a space on Curtis Marine Services trailer for the mast. Should the mast be secured to the boat, Curtis Marine Service will not be responsible for any resulting damage to the mast or the boat. Curtis Marine Service will not pay to repaint the masts if chaffing occurs.

Additional Instructions for Power Boats

19. Remove all flag masts, lights, outriggers, antennas, etc.

20. 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 other questions concerning the transportation of your boat, please feel free to call us.

Please sign this contract and fax to (978) 356-3334

I have read all two pages of this boat transportation contract and I do agree to and understand all of the above.

SIGNATURE: _____ DATE: _____