



Shipper's Pre-Move Checklist

Moving your boat down the road or across the globe can be traumatic. International Transport Logistics (ITL) intends to make your move as comfortable and care-free as possible.

Before turning over your boat to the trucker or Captain, please be sure the following check list of tasks has been completed. Adherence to these guidelines will assure your boat will arrive in the same condition as when it left.

Personal Items

- All loose, valuable items such as electronics, cash, jewelry, etc., should be removed. Ordinary loose shipboard items such as life preservers, binoculars, and water sports items should be stored below the decks, ideally in a locked compartment.
- Dishes, utensils, pots and pans should be tucked away in a secure cupboard where they won't jostle loose. Lamps and other small furnishings should be packed safely away in drawers, under a V-berth or placed on the floor where it won't slide loose.

Lock Up!

- You should lock your cabin and secure all hatches for security purposes. Our delivery crew will not leave your yacht unattended, but even so, a locked boat gives that added protection.

Marina Preparation

- You are responsible to make the Travel Lift arrangements if required, well in advance of the arrival of our truck. If your boat is on a cradle in the yard, assure it is ready to be lifted on the truck. If your boat is going to be delivered by water, that it is in the water and prepared for our Captain.
- We will contact you on the day before pickup or delivery. If we arrange the truck transportation, be sure your marina has a Travel Lift.

Shrink Wrapping

- If the overland transportation is greater than 150 miles, whether to the port of embarkation or its next slip, we recommend you arrange for shrink wrapping of your boat. If you don't have a local resource, ITL has many locations offering shrink wrapping and we will arrange it for you.
- It is important that the shrink wrap is tight and of good quality, or the rigors of transport may tear it off and could result in slight damage to your boat.

Boat Exterior

- All exterior items such as antennas, radar, anchor lights, etc. must be securely fastened in its lowest position, or removed to lower the height of the boat. This helps bridge clearance, low wires and doors of a cargo vessel. Ask our Customer Service department for help.

PREPARATION FOR OCEAN SHIPMENT

- Again, all items inside your boat should be properly secured. Remember, any item can "walk" during shipment. Make sure all items are secure.
- Anchors should be wrapped and stored below.
- All depth sounders, compasses or loose electronics gear etc. should be removed and secured inside the craft.
- All ports, hatches and windows should be locked and taped shut.
- Lock the boat and give the keys to the driver or Captain. Keep a spare for yourself, or if the boat is sold, give all the keys and keep your copy of the sign-off sheet from the ITL representative.
- To prevent water damage to cloth or canvass covers, tops and side curtains should be removed prior to shipment. Carriers do not assume responsibility for canvass covers or tops which remain topside during shipment.
- Personal belongings and equipment must be itemized and verified by our driver prior to shipment. We cannot assume responsibility for missing items not carefully accounted for in writing.
- If you ship your boat on a cradle, we recommend you do not use your storage cradle. Our drivers will not accept your cradle for transport on their truck due to the rigors of truck transport. Cradles are not made for that purpose. Our truckers are experts at bracing your boat for transport. If you need a cradle for ocean transportation, ITL will build one for you at the port.
- Our cradles will fit the exact contour of your hull and chines, and are accepted by all shipping lines. The wood we use is treated, and meets all international port standards.
- If we will pull your boat on its trailer, the trailer will be subject to inspection by our drivers who will pull the rig. Be sure your trailer is road-ready and safe. You will have to sign a waiver of responsibility if the trailer appears to be sub-standard.

Fuel, Water, Holding Tank and Weather

- For international shipment, leave no more than one-quarter of a tank of diesel in the tanks. If it is a gasoline-powered boat, empty all tanks of gasoline prior to transport.
- Drain the holding tank completely.
- Take precautions against freezing conditions. If your boat is going to a freezing climate, make preparations for anti-freezing in accordance with your boat manufacturers' guidelines, or contact the manufacturer's customer service or warranty department.

Fly bridge and Deck

- Plastic or Plexiglas fly bridge windshields should be removed and stored inside the craft.
- Lifelines, stanchions, and bow and stern pulpits that render the boat over height need to be removed and stored. ITL will help with advice on specifics of what should be removed, if anything.
- Remove propellers and/or rudders if possible. If not, be sure to include the additional height for the boat which could result in greater shipping costs.
- If your boat is not low enough to ship with the bridge on, you may have to remove it. You may then ship your boat with the bridge detached, wrapped and stowed forward of the cabin, in the cockpit area or under the boat on the cradle. ITL's engineers will help you accomplish this.

Sailboats

- Standing rigging, turnbuckles, mastheads and bow lights, antennas, spreaders, wind indicators, wires and mast winches should be removed from the mast - after it is unstepped - and prior to shipment. ITL has resources to provide de-commissioning and commissioning of masts.
- Assure that no damage will occur from rubbing or chafing by equipment left on the mast during shipment.
- Masts must be wrapped in carpet or bubble wrap, in a hard cardboard or plywood crate and secured at tie down points. ITL can provide mast crate construction near the port of embarkation.
- Even the most careful packing will result in some paint chafing from the mast.
- On centerboard sailboats, make sure the centerboard is secured in the 'up' position during transit.
- Expect some slight discoloration on the hull from the effects of the shrink wrap adhesive. That can be removed with proper mineral spirits or acetone upon arrival. (Check with your service manual). We will not be responsible for any damage covered up by shrink-wrap if ITL did not arrange for the shrink wrapping.
- ITL cannot be responsible for damage due to improper preparation and packaging or loading of the boat by shipper. If not prepared properly the boat will be shipped "as is".

Documentation

For international moves, certain documents are required for both exiting the USA and entering a foreign port. Below is a list of the key documents you must have on hand before your boat departs:

- Certificate of Origin
- Proof of ownership / title
- Proof of taxes paid and/or
- US State registration
- Release form signed by owner or power of attorney
- Packing list (for ITL, trucker and customs house broker at destination port)

Contact the consignee of your boat to be sure all paperwork is in order, or contact ITL with any questions regarding the above.