



ATLANTIC RO-RO CARRIERS, INC.

95 River Street, 3rd Floor, Hoboken, New Jersey, 07030
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February 22, 2013

Boats/Yachts on cradles or trailers. Preparation for shipment. Recommendations for shippers.

Dear Customer,

On behalf of Atlantic Ro-Ro Carriers and CISN Group of Companies we thank you for placing your confidence in our service. Our goal is to provide you and your cargo with a smooth sailing and we pay great attention to safety.

As a precautionary measure we invite you to review and follow the below mentioned recommendations prior to turning over your boat to the Port (terminal) of Loading. Adherence to these guidelines will assure your boat will arrive in the same condition as when it left.

Items inside the boat

All loose, valuable items such as electronics, cash, jewelry, etc., should not be left onboard. Ordinary loose shipboard items such as life preservers, binoculars, and water sports items should be removed too or, as an exception, stored below the decks, ideally in a locked compartment after ARRC approval.

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 they would not slide loose.

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 items inside your boat should be properly secured.

Lock Up!

You should lock your cabin and secure all hatches for security purposes.

There is no need for the crew or terminal workers to open any compartments on the boat during handling or shipping of it, so all the keys from the boat should be





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kept by the shipper and they should be sent to the consignee directly. No keys to be given to the terminal upon delivery the boat.

Marina Preparation (if pre-carriage to the port is to be arranged by ARRC)

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 driving and will arrived to the port in due time. We will contact you on the day before pickup. If we arrange the truck transportation, be sure your marina has a Travel Lift.

Shrink Wrapping

We **strongly** suggest to shrink wrap your boats prior to shipment. Even if your boat will be stored inside the ship for ocean transport, the shrink wrap offers an added degree of safety and protection. Shrink wrapping is relatively inexpensive. ARRC can help you to arrange shrink-wrapping, if needed.

It is important that the shrink wrap is tight and of good quality, otherwise it may tatter during transportation and result in some damages to your boat.

Boat Exterior

All exterior items such as antennas, radar, anchor lights, etc. must be securely fastened in their lowest position, or removed to lower the height of the boat. This helps bridge clearance, low wires and better stow on the vessel.

Preparation for ocean shipment

All ports, hatches and windows should be locked and taped shut.

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 removed.

If you ship your boat on a cradle, it should be made for ocean transportation. The boat should be securely attached to the cradle. The wood for the cradle should be treated, and meet all international port standards.

If the boat is to be shipped on a trailer, be sure your trailer is road-ready and safe.





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Fuel, Water, Holding Tank and Weather

For international shipment, please drain all fuel from the tanks.

Drain the holding tank completely.

Take precautions against freezing conditions. If your boat is going to a freezing climate (winter period in Russia), 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.

Remove propellers and/or rudders, if possible.

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.

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 un-stepped - and prior to shipment.

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. 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).

Handling Marks (for boats on cradles)

Prepared for transportation boat should have clear marks of lifting points and center of gravity location.





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ARRC will not 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" at the clients' risk.

Please contact ARRC should you have any questions.

This is to confirm that I, _____, have reviewed and acknowledged the above recommendations.

Name:

Date:

Signature:

