

## ANODES DIRECT

### BOAT TRANSPORTATION – TERMS AND CONDITIONS

With any boat transportation, certain criteria must be met by both the boat owner/agent and ourselves. These Terms and Conditions set out the expectations of both parties. Please ensure you read this document in its entirety to understand your obligations as well as ours.

Please note that we require full payment before the boat can be loaded onto a trailer.

We reserve the right to levy an additional charge for fuel should the cost of fuel etc increase between the date of the quote and the date of transport.

**Please note that, if after loading, we discover upon weighing the boat that it is over 3.5 tonnes, we reserve the right to unload the boat at your cost, without transporting it to the required destination. The fee is non-refundable.**

### PREPARING YOUR BOAT FOR TRANSPORT

The following should be carried out by the owner, boatyard or owner's agent **prior** to the day of transport. You do not need to be present on the day of transportation itself, as long as the arrangements below have been made.

You should:

- Remove all covers and canopies – crosswinds can make them come loose in transit. Any covers left on are done so at your own risk. Any covers/canopies deemed to be dangerous will be removed by us. An appropriate charge will be made.
- All warps and fenders should be stowed away safely
- Outdrive legs (if applicable) should be fully raised to beach position
- Aerials should be folded down, hatches made secure and boat hooks stowed away.
- Switch off water, gas, electric and fuel supplies
- Water and fuel tanks should be drained (to reduce the load)
- Remove all hazardous materials
- Stow away all loose items and make sure all doors, cupboards and drawers are secure.
- Consider organising sheeting of your vessel to protect it from possible road spray en route
- We recommend that you notify your insurer of the transportation. We are fully insured for the transportation process.
- Tenders on davits. Any left attached must be secure and suitably packed to avoid chafing.
- You will need to arrange for your boat to be lifted from the water and placed onto either our trailer or your own. At the destination, you will need to arrange for the boat to be lifted back into the water.

The access to some marinas / boatyards involves passing down narrow tree-lined roads with overhanging branches. There is a possibility of damage to the boat including, but not limited to; scratching, broken windscreens, bent / broken stanchions. We will advise if windscreens, props and rudders need to be removed for safe travel. We do not accept any liability for any damage that may occur in the circumstances outlined above.

Please do not hesitate to get in touch if you have any questions.

## NATIONAL TRANSPORTATION

Boats over 9'6" (2.9m) are classified as "wide loads". If your boat is wider than this, then we are required by law to contact the Police in each respective county of the route that we need to take. They require two working days' notice, and they need the exact dimensions of the vehicle, the collection and delivery addresses, the date(s) of the move, and of course the route. If the Police request it, we need to provide a Pilot escort vehicle – any respective costs will be charged to the Client.

In the UK, loaded height restriction is 16'5" (5m). We will request that aerials, domes, lights, navigation masts and radar arches are removed prior to loading if this restriction may be breached.

## INTERNATIONAL TRANSPORTATION

France, Spain, Scandinavia

There are many more regulations abroad than in the UK governing wide loads – please get in touch if this applies to you. We can advise on things such as Customs procedures required for transportation across borders.