

A-Z transportation checklist

This A-Z transportation checklist has been created to assist you with the required preparation of your yacht for the shipment by sea-going vessel. Please ensure to follow and carry-out each of the points below.

We suggest printing this checklist and taking it with you on the day of loading / discharge.

For any questions, please contact your P&M sales representative.

Name / Phone No. of my P&M Sales Representative: _____

Port, Berth No. / Location of Loading: _____

Date / Time of Loading: _____

Name / Phone No. of the attending P&M Loadmaster: _____

Port, Berth No. / Location of Discharge: _____

Date / Time of Discharge: _____

Name / Phone No. of the attending P&M Loadmaster: _____

Aerials – lower

AIS - switched off or disconnected so it doesn't interfere with ships own AIS

Anchors - secured and locked off

Back stays and triatic stays will need to be removed prior to lifting, these will then need refitting after lifting. This is your responsibility.

Batteries - isolate or disconnect

Bimini covers - off and frames tied securely

Clients should not leave the ship without obtaining permission to depart from the loadmaster or liaison officer

Dinghies - either:

- Deflated and in locker
- Securely lashed to deck / bathing platform
- Secured in its davits / garage (If secured in its davits, ensure that they do not extend past the footprint of the yacht)

Climbing Ladders – You may be required to climb flexible robe ladders with thin wooden treads, therefore suitable closed toe, sturdy footwear should be worn. On board the vessel, aluminium ladders must be footed or tied off before climbing on to the yachts.

Covid-19 Protocol: You must adhere to the current Covid-19 protocol, when disembarking/joining your yacht and entering the port area. You are likely to be required to wear a face mask, utilise hand sanitizer and maintain social distancing.

Drinks cabinets - alcohol may be questioned by customs so it may be easier to empty and replenish on arrival

Electronics - where possible remove any that may be subject to theft or damage during transit

Fenders and warps will be required, it is your responsibility to provide and to stow on completion of loading

Flags/pennants - remove

Fluids /Liquids should be balanced across the yacht and not all on one side.

Fuel - you will need enough fuel to get to and from the docks, but not too much to unduly increase the boat's weight. No petrol to be left in containers

Furniture and fittings, must be secured and not able to slide around

Garbage - remove

Gas bottles – disconnect, secured and turned off tightly.

Gray / Black water – must not be discharged on deck of the cargo vessel

Halyards - led back to the mast

Hatches and portholes closed and locked from the inside, you must ensure that the yacht is watertight (not just splash-proof).

Holding tanks - empty

Impellers (e.g through-hull log impeller) - withdraw and fit relevant plug/blank

Keys are to be left on board the yacht. They are to be secured somewhere suitable and their location passed to the attending surveyor.

Lockers - lock

Pre - wrapping or covering your yacht is permitted, however loadmasters must have full, safe access to both sides of the yacht and be able to utilise all cleats and bollards freely during the loading process. Restricted access to these may require cover to be cut away (we are not responsible for the repair of the cover)

Quarantine - special referral is needed for Australia and New Zealand

Radar arches - subject to method of shipping, to be pre-agreed

Refrigerator / freezer - empty

Running rigging – secure

Sails - remove (in-mast furling main sails can remain; sails in sail bags on booms are OK but must have secondary securing – i.e. cling wrap or straps)

Sheets - off

Tenders (not dinghies), may require additional lashing in garages, on swim platforms or davits – stow as if going to sea

You will be expected to climb the vessel pilot ladder to access the vessel or your yacht

You are expected to go on board the ship, to secure the yacht for sea passage or prepare for discharge. Ships and ports are very safety conscious, you will be required to wear safety boots, safety helmet, high-vis jacket, protective eye glasses and protective gloves. If you do not have these safety items, please let us know in plenty of time so we can assist you in sourcing the same.

Yachts with faded boat surfaces tend to become porous, any dirt that happens to be in the ships vicinity is likely to settle on the yacht, this could cause some staining. There are preventative measures available to protect the yacht, i.e covers, or painted on protective products available. It is also recommended to wash down the yacht at the very earliest opportunity after discharge to prevent staining occurring. Speak to your sales representative to arrange for your yacht to be washed down with clear water during the shipment by the vessel's crew.

Winterization – during the winter months, please consider that your yacht may encounter subzero temperatures for prolonged periods. You should ensure your yacht is prepared for this eventuality.

Discharge

- Prior to discharge, ensure that everything is in place where required and that you have the boat keys so you can leave with your yacht swiftly as soon as she has been offloaded into the water and the loadmaster confirmed you can leave

- If the discharge takes place at anchor, please note that there is an increased risk - do not stay alongside the vessel for longer than required and leave swiftly once received confirmation from the loadmaster.

Notes: