

# Your Boat – a Guide to Transportation

Transporting a boat to a new cruising destination can be a complicated and daunting operation. Shipping specialist Peters & May has prepared this guide for private owners transporting their vessel to new mooring grounds. It includes recommendations from shipping companies to ensure safe and secure passage of boats and fulfilment of legal requirements.

Further information detailing the more complex elements such as customs clearance, port handling, health and safety requirements, surveys and payments can be obtained by talking to the specialists at Peters & May.



If you require a quotation or more information or simply want to chat through the possibilities, call or email us. Tel: +44 (0)23 80 480 500  
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*Please remember that all the information is for guidance only as every shipment will vary.*

## SHIPMENT IN BRIEF

### 1. Contact Peters & May:

- Tell us about your boat – where is she now and where do you want her to be!
- Cradling requirements will be discussed.
- The most suitable collection and delivery points will be considered.
- All options by road, sea or own power (and sometimes by air) will be explored by our experienced transport team to supply the best quote for safe and secure transport of your boat.
- A quote will be supplied with approximate loading and lifting dates.

### 2. If the quote and dates are acceptable:

- We start the arrangements for shipping your boat.
- Paperwork will need to be done:
  - We will require copies of sales invoices/bill of sale, registration document (such as SSR) and proof of VAT.
  - We will organise the Booking Note that outlines contract details between us and you and Bill of Lading which outlines contract details between us and the shipping line.
  - If insurance is required, you will be asked to complete an insurance enquiry form and return it to us.
  - Customs formalities will be completed.
- An invoice will be sent and payment will be requested prior to shipping.

### 3. Shipment:

- Your boat will be lifted from truck/water to cradle/ship.
- Ship departs.
- An estimated time of arrival in the destination port is given.
- Customs is cleared in arrival port.
- Your boat is offloaded from ship/cradle.
- You or your representative collects your boat.
- Welcome to your new home!

## PRE-LOADING

### Preparation of the Boat

The basic principle is to prepare your boat as if you were going to sea (which it is – but you're not going with it). Make her as light and as secure as possible. Follow our A-Z Checklist.

#### Remember – Remove, Secure and Lock...

- **Remove** personal items and furnishings for separate shipment.
- **Secure** any loose items, in or on the boat, that could come loose during transit and cause damage.
- Close and **Lock** hatches, lockers, port lights and doors. Either take the keys with you, or if pre-agreed, leave with the loadmaster or captain.

## FREQUENTLY ASKED QUESTIONS

### Do I need to cover my boat?

It is an unavoidable fact that boats may get dirty during shipping, loading or discharge but the degree of dirt will depend on pre-planning (and a bit of good luck!). Boats can either be shrink-wrapped or covered.

**Shrink wrapping** will protect the exterior of your boat during transport and improve its security. However, if you are going to a warmer climate this may cause condensation between the wrapping and your boat's exterior. In general, the cost of shrink-wrapping boats up to 30ft far outweighs the potential cost of cleaning or repairing any damage at your destination, but anything larger may require different covers.

Larger boats arriving at port by sea delivery will have a **cover** fitted either alongside the quay or on deck of the ship.

- The cover becomes your responsibility and must be removed from the port or ship at arrival port; if you fail to remove it, you will be subject to 'Waste Removal' charges.
- Although extreme weather conditions may result in a shipping cover not surviving the voyage, we still recommend one is fitted to help reduce the amount of clean up required on arrival.

### What about cradles?

P&M have a wide range of tried and tested shipping cradles to suit all shapes and sizes of boats. We will be able to match your boat with the right cradle for the job.

- The cradle used *must* be suitable for shipping – those designed for boats at rest in boatyards will be unable to withstand the pitch and roll on the deck of a ship and may result in your boat moving in the cradle or the cradle collapsing.
- Custom built or unusual boats are likely to need specialist cradling and we will be happy to advise and assist.

### How easy is it to measure my boat?

As the shipping process is based entirely on key dimensions – length, beam, height and weight – it is essential for them to be correct.

- Make sure you include parts of the boat that protrude, such as davits, aerials, radar arches, pulpits, etc.
- If your boat has a mast, we will advise you on how best to ship it.
- It is important to note that any variations in dimensions given may result in additional charges being levied, the non-shipment of your boat – or damage to it.

### What about customs?

Customs clearance and documentation can be complex and will vary from boat to boat and country to country. The implications of getting it wrong can be serious and expensive. However, with thorough preparation, the correct documentation and proper handling, it is a simple process. Do speak to our experienced customs experts.

### Will my normal boat insurance cover the transportation?

Generally speaking, annual hull insurance only provides cover for normal boating activities and does cover sea or road transportation. *Marine Cargo Insurance* is required to cover such shipment and we can provide you with a quote if you wish.

- When requesting rates, consider replacement value, shipping costs and accessories on board the boat; as a guide we recommend total value + freight costs + 10%.  
*Note: insurance excesses will apply.*
- Remember to advise your current hull insurer of your planned move to ensure you have cover in your new cruising grounds.
- Please note that Marine Cargo Insurance excludes denting, scratching, VHF, stereo cover and bruising on second-hand boats.

### Do I need a survey?

We can provide an independent loading and/or discharge survey for the lifting/loading of your boat. This provides a full and comprehensive chronological description of the processes undertaken.

- In some cases, where we are providing Marine Cargo Insurance and the insurance value is high, these surveys may be compulsory.

## WHAT HAPPENS ON THE DAY OF LOADING?

### Lifting, Cradling and Lashing

According to your booking, either you or your representative will be required to deliver the boat to a pre-agreed destination for lifting.

- If arriving by water, contact the P&M loadmaster (or assigned contact) to confirm location of the berth/ship and the position at which to come alongside.
- Once alongside the quay or ship, lifting gear will be positioned over the boat, the loadmaster will board the boat and the diver will enter the water. Between them they will co-ordinate the correct positioning and slinging of the boat.
- When everyone is satisfied with the security of the boat, she will be lifted from the water and offered up to the cradle. Final adjustments are made to the cradle before settling and releasing the boat from the crane.

The boat will then be lashed to the cradle using lashing points such as cleats, winches, windlasses etc. These strains will be no more than those similarly strained during normal use of your boat when moored or anchored. However, it is worth you checking that the fittings are sturdy prior to shipment.

### Handing over the boat

Once the boat is settled and secured to the cradle, ensure fenders and warps are taken aboard and secured and go through the A to Z check list a final time.

- If there have been any incidents during the loading operation, please ensure this is reported and photographed accordingly.
- Leave the keys to the boat with either the Captain or P&M loadmaster, or if you are collecting the boat at destination port take them with you.
- *Do not leave them on the boat.*

Once the ship has departed, you will be given an estimated time of arrival (ETA). However, due to unforeseen and uncontrollable events such as the weather, the shipment may be delayed. We will keep you updated as often as possible to minimise disruption.

## ON ARRIVAL AT DESTINATION

### Collection of your boat

If you have asked us to arrange collection from the ship, just leave it to us!

- We liaise with the appointed skipper/hauler to ensure smooth and secure off-load.
- We sort out the disposal/removal of the cover and cradle (if used).
- We check the boat for any damage.
- We handle the survey (if one has been requested).

If you are receiving the boat yourself, you or your representative would take on these duties, but remember, charges will apply if covers are left on-site or your own cradle lies around in the port.



# A-Z TRANSPORTATION CHECKLIST

- Aerials – lower
- Anchors – secure
- Batteries – isolate or disconnect
- Bilges – emptied
- Bimini covers – off and frames tied securely
- Dinghies – either:
  - Deflated and in a locker
  - Securely lashed to deck/bathing platform
  - Secured in its davits/garage
- Drinks cabinets – alcohol may be questioned by customs so it could 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 – remove and stow once on board the vessel
- Flags/pennants – remove
- 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**
- Garbage – remove
- Gas bottles – disconnect
- Hatches and port-lights – closed and locked from the inside
- Holding tanks – empty
- Impellers (e.g. through-hull log impeller) – withdraw and fit relevant plug/remove and log fitting suitably blanked off
- Lockers – lock
- Quarantine – special referral is needed for Australia and New Zealand
- Radar arches – subject to method of shipping, to be pre-agreed
- Refrigerator/freezer – empty
- Sails – remove (in-mast furling mainsails can remain)
  - Running rigging – remove
  - Sheets – off
  - Halyards – led back to the mast
  - Blocks – can remain attached to deck and fittings
- Water tanks – empty
- Zzzzz – sleep well, knowing your boat is being handled by P&M.

If you are shipping the boat with its mast in position, please note the backstays will need removing during the lifting process; once the boat is back on board the backstays must be put back in to position and secured accordingly.



Peters & May Ltd are leaders in yacht transportation and global marine logistics solutions and transport around 8000 boats annually around the globe. We have offices worldwide in Europe, North America, the Middle East, Australasia and Africa, plus a network of dedicated agents.

With over 30 years of experience in the worldwide movement of cargo, specialising in yachts and marine equipment for consumers, trade and the racing community, Peters & May offer a comprehensive range of services including general air cargo, sea and road freight, event logistics, superyacht services and international courier services.

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