

A. CONSTRUCT TRAILER CHOCKS

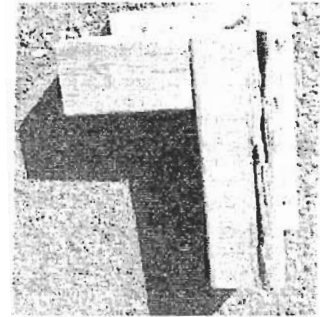
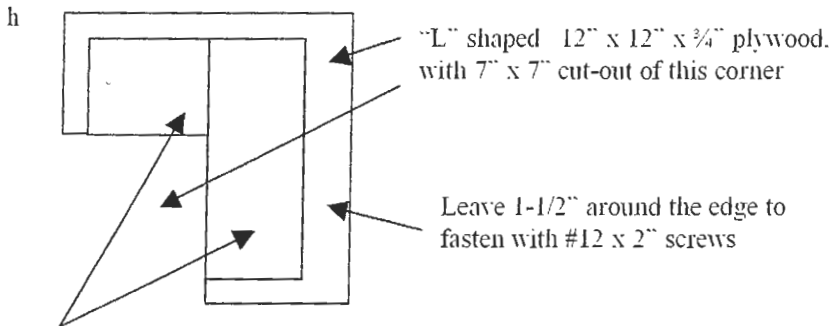
You will need to PURCHASE SOME MATERIALS AND CONSTRUCT TRAILER CHOCKS BEFORE LOADING DAY. For each boat, you will need to purchase/fabricate:

- Twelve - #12 x 2" screws
- Two - 3/8" x 2" lag bolts and washers
- Two - wheel chocks
- One - tongue chock

You will need the following tools:

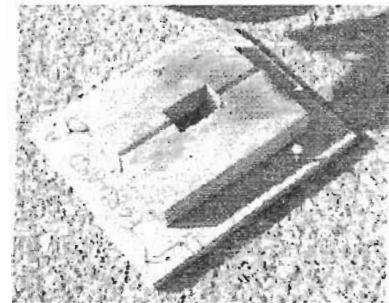
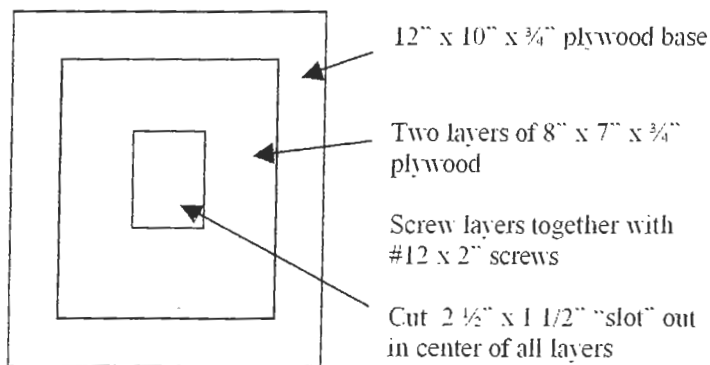
- Powerful battery drill with several #3 Robertson screw driver bits (to fit #12 x 2" screws)
- Drill index with sharp drill bits
- Small socket wrench and 9/16" socket to fit 3/8" lag bolts for trailer chocks
- Hammer

Have one person CONSTRUCT WHEEL CHOCKS AND TONGUE CHOCKS before loading day.



4" x 4" screwed to plywood with #12 x 2 1/2" screws

Wheel chock (2 per boat)



Tongue chock (1 per boat)

B. DE-RIGGING AND PREPARING BOATS FOR SHIPPING.

When boats are shipped in a container, **THEY ARE SAFE, CLEAN AND DRY**. Basically, you will prepare your boats as if you were trailing them, securing them to the trailer and stowing all equipment. Since there is no wind in the container, you'll **LEAVE MOST OF THE EQUIPMENT IN ITS NORMAL POSITION**. This will assist us at the Victoria end to get the boats rigged quickly.

- 1) **ASSEMBLE IN ONE AREA**
 - A) a Martin 16 on its trailer. (Fit boat out with 10' bowline and 10' stern line)
 - B) two life jackets
 - C) one paddle
 - D) two bumpers
 - E) sail bag and sails , ensure telltales are in good shape.
 - F) Autohelm rudder crosshead and push rod stored in place on the boat(s).
- 2) **MARK** all the parts on a boat with the **BOAT NUMBER** using a felt marking pen, including trailer. Marks should be on starboard side in same location. Mark all of your lifejackets, slings, etc. with the name of your DSA.
- 3) **REMOVE** rudder and replace bolt, wing nut and washers in rudder blade. Wrap rudder in life jackets and place in bottom of boat.
- 4) **THE MARTIN 16 MUST BE SECURED TO THE TRAILER**. TIE down aft end of boat with trailer tie-down strap. Tie bowline to trailer winch.
- 5) **BEND MAINSAIL** on boom and tape fast pin at tack. Fold and roll mainsail. Stow forward end of boom under deck, hanging from a "loop" of main sheet tied through the mainsheet fairlead under the splash deck. Tie the aft end of the boom **ON TOP OF** the trailer tie-down strap. The boom is held **UP, OFF OF THE DECK OF THE BOAT**.
- 6) **BEND JIBSAIL** on its boom and fold and roll and lash to boom using slack of the jib sheet or a separate rope. Snug jib sheet to hold boom in place and place a pad under boom to protect the deck.
- 7) **REMOVE** boom vang block and reassemble shackle to block, and leave dangling on the vang line. Remove the main and jib halyards from their cleats and unreeve them.
- 8) **UNSTEP THE MAST**, leaving the forestay string on the jib boom and the sidestay adjusters on the end of the sidestays. Gather the sidestays and forestay to the foot of the mast and lash all with the ends of the halyards. Place mast on port side of boat, **TIP FORWARD, SPREADER TIP LOCATED AT THE GUTTER ON THE STARBOARD COCKPIT SHELF**. It should rest on the splash rail, so pad this with a piece of carpet or foam. Pad any spreader tips and any other areas that might rub during transport. Tie mast butt to aftdeck lift eye with stern line. Then tie mast tip to foredeck padeye (jib boom swivel).

- 9) DROP KEELS on to trailer keel support and RECLEAT keel hoist line loosely. TIE THE KEEL BULB TO THE KEEL BUNK ON THE TRAILER.
- 10) STOW items B,C,D and sail bag in boat and put your boat cover on if you have one.
- 11) When all of your boats are packed up, place loose equipment like lifejackets, slings, etc. in the cockpits of the boats.
- 12) Pad and tie your hoyster lift(s) on the front of one trailer, so that they will not shift during transport.
- 13) Windlass and ST4000 helm drive motor may be installed and shipped in place on the Martin 16. The AUTOHELM JOYSTICK MODULE should be fully charged before shipment, and PACKED IN A PADDED SHIPPING BOX of some kind. You can place this box in the seat of the Martin 16.

C. LOADING BOATS AND SECURING THEM IN THE CONTAINER

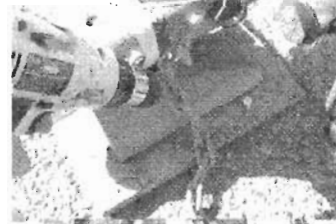
In general containers are an easy ride for your Martin 16, but they can shift in the container if not secured properly. The roughest part of the container ride will be the last 50 miles when they have to be trucked to the CFSA site. **YOU MUST LOAD, CHOCK, AND SECURE THE TRAILERS PROPERLY IN THE CONTAINER.**

- 14) CHECK TIE DOWN STRAPS on trailer and assure that the bow and stern of the boat are secured to the trailer, the way you would when you trail the boat. Let the keel down on the keel bunk and then re-cleat the keel lift line.
- 15) LOAD BOATS on trailers, REAR END FIRST into containers using Hyab long boom crane or standard height loading dock.
- 16) LOAD ALL THREE BOATS AND POSITION THEM ALL BEFORE BLOCKING AND SECURING THE TRAILERS. They will have to be “skewed” at about 15 degrees, so that the tongue of one trailer overlaps the stern of the next boat. POSITION each boat so that there is a minimum of 12” clearance to the walls of the container.

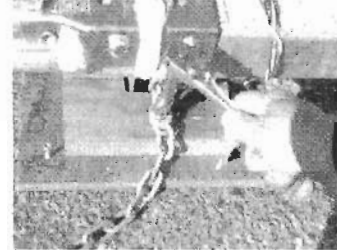
17) Once POSITIONED, drop the front wheel of the trailer to LOWER THE TRAILER TONGUE TO THE FLOOR. Place the trailer tongue chock under the tongue, and screw to the floor of the container, using six - #12 x 2" screws.



18) Now, stretch each safety chain tight and drill a pilot hole into the tongue chock, with a 1/4" drill bit.



19) Use a 9/16" socket wrench to fasten the chain to the tongue chock, using a 3/8" x 2" lag bolt and washer. Repeat for second chain.



20) CHOCK EACH TRAILER TIRE with one wheel chock. Place one FORWARD of the wheel, and one AFT of the other wheel as convenient. SCREW EACH WHEEL CHOCK TO THE FLOOR, using four #12 x 2" screws and a #3 Roberston bit in a power drill. DO NOT STRIP THE HEADS OF THE SCREWS OR WE WILL NOT BE ABLE TO GET THE BOAT OUT IN VICTORIA!



21) When you're done, CHECK ALL BOATS:

- Tie down straps and bow winch are snug
- Keel is on keel bunk, and keel lift line cleated
- There is a minimum of 12" clearance to the walls of the container
- Wheel chocks and bow chocks are fastened to the floor of the container.



22) RECORD THE SERIAL NUMBER OF THE CONTAINER

23) CN INTERMODAL WILL PLACE A SEAL ON THE DOOR OF THE CONTAINER.