

How It Works



- 26 steps detailing the loading process
 - The unloading process works in reverse



TERMS AND CONDITIONS

This Booking Note forms the only evidence of the Contract of Carriage. It is agreed that no bill of lading, a non-negotiable cargo receipt does not evidence the Contract of Carriage.

Clause 1. Definitions

(1) "Shipowner" means the Shipowner.

(2) "Charterer" means the Charterer.

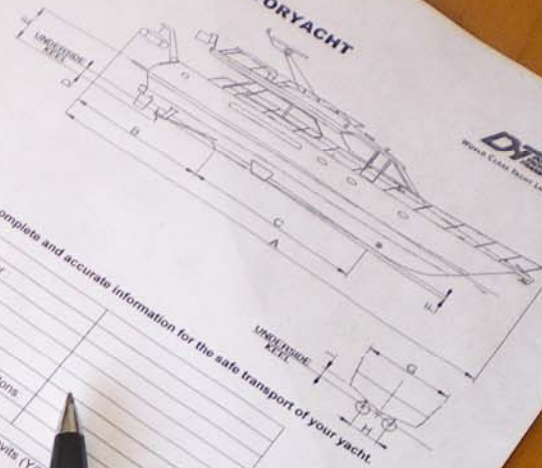
(3) "Yacht" means the vessel.

(4) "Voyage" means the voyage.

(5) "Party" means the party.



DATASHEET MOTORYACHT



It is critical to fill in complete and accurate information for the safe transport of your yacht.

Name of yacht:	
Booking note / inquiry number:	
Builder:	
Model type:	
Hull number:	
Weight (Displacement) of yacht in metric tons:	
Hull material:	

- A Length over all incl swim platform (Y/N), davits (Y/N)
- B Lender (Y/N), Outriggers (Y/N) or other
- C Start of keel (Y/N) or other
- D Length of keel (ft) no keel, start of propeller shafts
- E Max. profusion (below keel) of propeller, rudder or stabilizer
- F Max. draft incl. profusion (D)
- G Slope keel (or feet or cm)
- H Beam max
- I Centre to Centre propeller
- J Height of chine above underside keel
- K Height from bottom keel to top deckhouse

Bathic water:
Carter's arrangements:

All comments shall be written
whether verbal or in print.

11. Additional Clauses:
(a) The Charterer agrees to the
validity of any rates or other fees.

It is hereby agreed that this Contract of Carriage and its
terms only, which shall prevail over any previous agreement.

Signature (Charter):

As Agents of Charter only
Date and Place:



1. Once all documents are received, the draftsmen can prepare the voyage. For most yachts a standard DYT-datasheet is sufficient, but for special/larger yachts a drawing showing side view with bulkheads/ frames, top view and cross sections is required.



2. Without this information it is not possible to prepare the vessel. The draftsmen from our boat delivery service will make a proper docking plan with this information.



4. With all this information on the stowage plan the deck of the vessel can be prepared. All preparations are done prior to the submerging of the vessel.



5. When all is ready and checked by the Loading Master several times, the Captain will start the ballasting operation, consequently submerging the vessel.



6. The vessel will submerge to a draft that allows the yachts to sail in the dock bay without hitting the deck preparations.



7. Before loading make sure that everything is packed and stowed safely for the yacht delivery voyage. Make sure that stainless steel or chrome fittings and railings and teak is sufficiently covered and protected from the elements.



8. Please stand by on Channel 17 INT at the vessel according schedule.



9. Prepare sufficient fenders and mooring lines, preferable on both sides of the yacht.



10. The Loading Master will call the yachts one-by-one.



11. The yachts are requested to enter the dock bay in a specific order determined by the Loading Master.



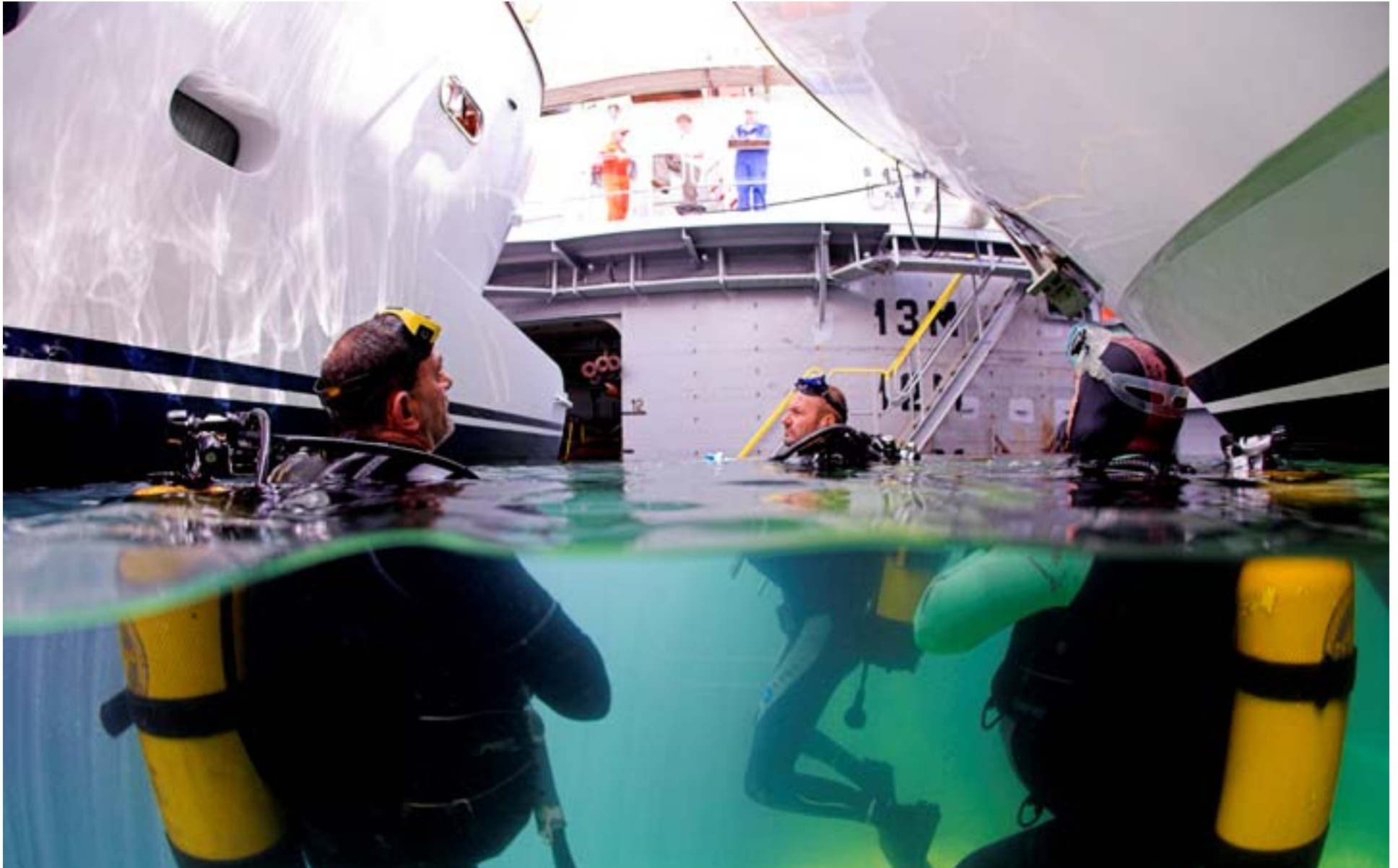
12. After instructions to proceed inside the vessel, crew will be standing by for any assistance when mooring.



13. The "Dockwise Crew" will assist with mooring and positioning the yachts above their designated prepared supports/wooden cribbing blocks.



14. All yachts are in! All yachts are in! The boat delivery process proceeds.



15. Generators/engines must be switched off when divers enter the water. Once clearances are known, the Loading Master has a more precise idea of which and when a yacht will touch the rubber mat or wooden cribbing blocks. The Captain can start with the de-ballasting.



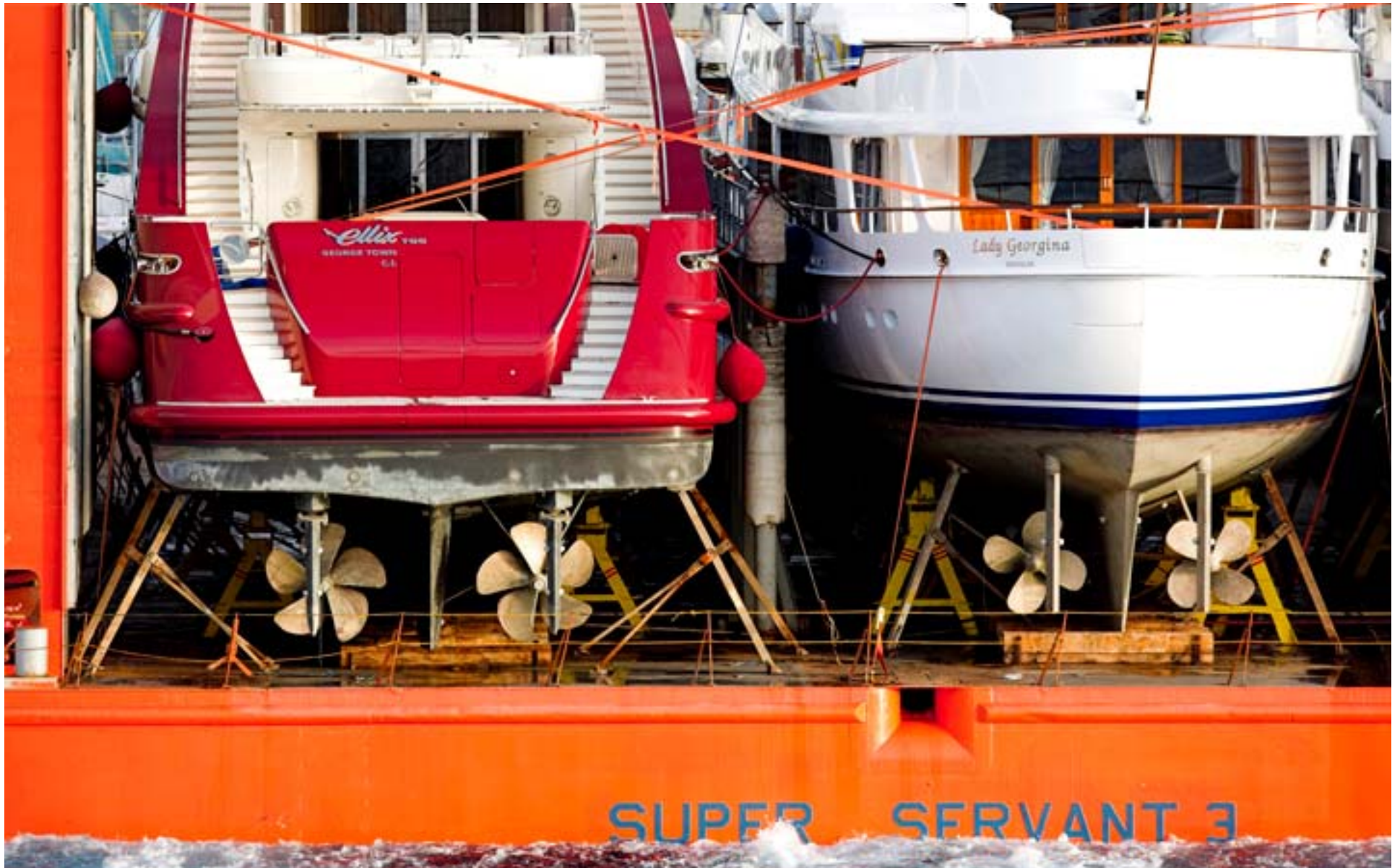
16. When a yacht touches the rubber mat or wooden cribbing blocks, the divers will put the prepared temporary supports upright.



17. Once all yachts are set and the deck of the vessel is dry, the Loading Master will personally check if the yachts are docked according to plan and in a proper manner. When no major problems are discovered, the DYT crew will start the sea fastening operation.



18. These sea fastenings are welded to the deck of the vessel and tensioned to the hull of the yacht. This is a time and energy consuming process.



19. When the sea fastenings are in place, belts are attached to the bollards on the yachts and the deck eye's of the vessel.



20. Motor Yachts are typically supported on wooden cribbing blocks under their keels and temporary supports keeping them upright.



21. Sailing Yachts have typically a rubber mat under their keels and are supported by a minimum of 4 temporary supports to keep them upright. The amount of temporary supports is calculated taking into consideration weight, length and beam of the yachts.



22. When yachts have special requirements, the engineering department & owner/builder/designer will find a solution for the problem they are facing. For this particular sailing yacht, a support is engineered which can be used for different Sailing Yachts.



23. In case you are a rider during the boat delivery process, The DYT Crew will be available for connecting electricity after the loading procedure is completed. Hoses are available for fresh/salt water and waste water.



24. After loading and before you leave the yacht carrier, please report to the DYT representative on the bridge, who will collect yacht keys (clearly marked), original yacht registration and rider passports (when applicable).



25. You will also be asked to sign a Declaration Form as a part of the boat delivery service and Hazardous Goods Form. In case of riders: Electrical Power Request Form and Indemnification Form are additional.



26. A marine surveyor is assigned to survey the lashing and securing of the yachts once all is finished. After having received the CoA (Certificate of Approval) aboard our boat delivery service, the vessel will sail to your dream destinations.