



Boat Receiving and Inspection Agreement

| Shipper | Boat and Voyage Details |
|-------------------|--------------------------------|
| NAME : _____ | BOOKING NO: _____, N # _____ |
| ADDRESS: _____ | VOYAGE NO.: _____ |
| CITY/STATE: _____ | BOAT TYPE: _____ |
| TELEPHONE: _____ | MAKE & MODEL: _____ |
| EMAIL: _____ | REGISTRATION / DOC. NO.: _____ |

Shipper expressly agrees that Carrier's liability for loss or damage to any boats accepted for transportation and the boat identified below (the "Boat") is specifically limited by the provisions of its Extended Liability Program (as identified in its various tariffs and Bill of Lading available at <http://www.lynden.com/terms-conditions.html>) to a maximum amount of \$75,000. This amount may be reduced or further limited by separate agreements for any specific shipment. "Shipper" shall include the consignor of the Boat, all other persons having any interest in or any right to claim for loss or damage to the Boat, including, without limitation, owners, consignees, agents, or employees of the same, truckers in possession of the Boat, and assigns of the foregoing. "Carrier" shall include Alaska Marine Lines, Inc., its affiliated entities, agents, subcontractors and employees.

1. **Lifting Damage:** It is hereby agreed that Carrier shall not be responsible for any damage to the Boat while being lifted, unless such damage is caused by operator negligence or failure of equipment belonging to or operated by Carrier. It is the sole responsibility of Shipper or its designated agent to direct the rigging crew as to the placement of lifting straps or cables. Any damage caused to the Boat or its contents due to the placement of the rigging or the failure of the Boat to withstand the lifting process, is hereby accepted to be the responsibility of Shipper.

2. **Blocking and Bracing Adequacy.** Shipper has directed and approved of the method, materials, and placement of all keel, hull and running gear support, blocking, bracing, or cribbing (collectively, "Supports") for the Boat, and has determined the Supports to be in all respects satisfactory and suitable for the transport of the Boat. Shipper shall utilize both nails and screws to ensure supports are secure for shipment. Shipper expressly waives all right of claim for damages to the Boat or its contents that may be sustained, directly or indirectly, as a result of any failure, defect, or insufficiency in the Supports and releases Carrier from any liability in that respect

3. **Lashing Damage:** Shipper expressly waives all right of claim for damages to the Boat that may be sustained, directly or indirectly, as a result of lashing the Boat for securement for shipment. Carrier will use all reasonable good faith efforts to use sufficient suitable lashing and tie-down points fitted on the Boat. Carrier will exercise its best judgment and utmost caution to properly protect the Boat from damage, but will have no liability for minor chafing, scratches, or denting that may result from contact with the lashings. Shipper expressly waives all right of claim for damages to the Boat or its contents that may be sustained, directly or indirectly, in connection with its securement for shipment.

4. **Shipper's Cradle or Trailer.** Carrier will use all reasonable good faith efforts to make concerns known to Shipper about the sufficiency of the construction, structural integrity, or condition of a cradle or trailer to ensure the safe handling and transportation of the Boat. Shipper shall use both nails and screws to ensure cradle and supports are secure for shipment. If Shipper or his agent has nonetheless directed Carrier to use the cradle or trailer provided, Shipper hereby waives any right to claim for loss or damage that is associated with the cradle or trailer.

SHIPPER:

Signature: _____

Date: _____

Print Name: _____