HOW TO SECURE MARTIN 16'S IN CN CONTAINER

CONSTRUCTING TRAILER CHOCKS

Each boat will require two wheel chocks and one tongue chock. These must be constructed prior to loading day.

Materials required:

- Twelve – Duplex nails   (4 per chock)
- Two – 3/8" X 2" lag bolts & washer for trailer tongue chain
- Eight- #12 X 2" screws
- ¾" plywood pre-cut as described below

Duplex nail

(Duplex nails make for easy removal. CN policy is that nails be used to secure loads to the floor – not screws.)
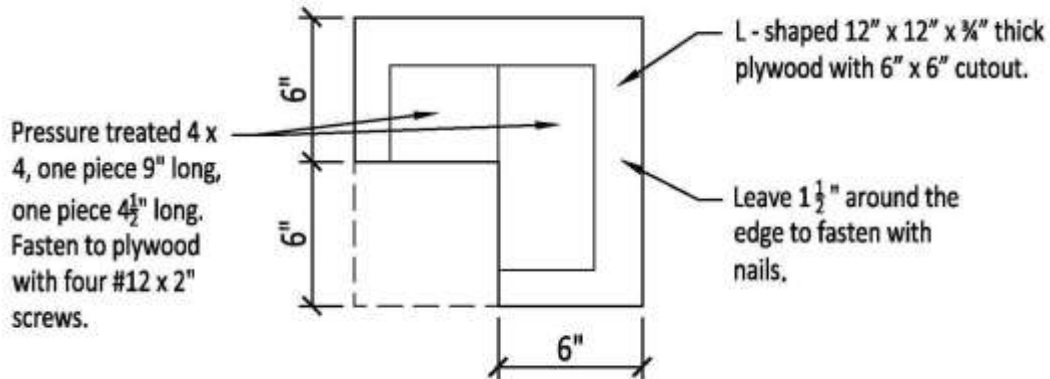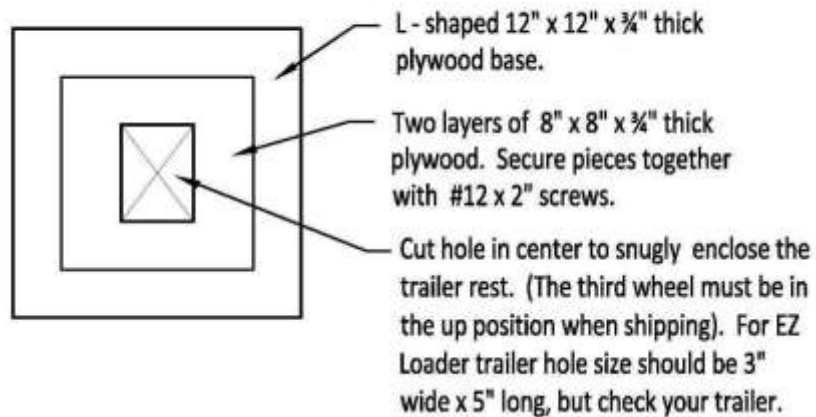
Tools required:

- Heavy hammer
- Drill index with sharp drill bits
- Small socket wrench and 9/16" socket to fit 3/8" lag bolts for trailer chocks
- Crowbar for removing nailed chocks.

N.B. You may want to consider making U-shaped wheel chocks for added security.

Wheel Chock (2 per trailer)

L - shaped 12" x 12" x ¾" thick plywood with 6" x 6" cutout.

Pressure treated 4 x 4, one piece 9" long, one piece 4½" long. Fasten to plywood with four #12 x 2" screws.

Leave 1½" around the edge to fasten with nails.

6"

6"

6"

Tongue Chock (1 per trailer)

L - shaped 12" x 12" x ¾" thick plywood base.

Two layers of 8" x 8" x ¾" thick plywood. Secure pieces together with #12 x 2" screws.

Cut hole in center to snugly enclose the trailer rest. (The third wheel must be in the up position when shipping). For EZ Loader trailer hole size should be 3" wide x 5" long, but check your trailer.

DERIGGING & PREPARING BOATS FOR SHIPPING

Basically the boats are prepared in the same way as for trailering. Make sure they are clean and dry and that the 10 ft. bow and stern lines are in place. In the CN containers things bounce around so putting things loosely inside the boat is never a good idea. The rule of thumb is Tie It Down.

1. Remove rudder head with rudder and steering arm. Slide rudder/head/arm into a rudder cover. If you don't have a rudder cover, wrap the rudder/head/arm in blankets, drop cloth or towel. Place someplace where it can be tied into place. For those with trailers with 12 inch center bunks a good place is to tie to the center bunk.

2. Pad and stow forward end of boom under deck, hanging from a loop of main sheet tied through the mainsheet fairlead under the splash deck. Pad and secure the aft end of the boom to the mast.

3. Remove boom vang block and reassemble shackle to block and leave dangling on vang line, tape or tie to someplace fixed so it does not swing and hit things.

4. Remove main and jib halyards from their cleats.

5. Unstep the mast, leaving the shrouds and forestay on the mast. Gather and secure to the foot of the mast and lash all with the ends of the halyards or with tape.

6. Place the mast on the deck with the top of the mast at the bow end, spreaders up. It should rest on the splash rail (pad mast at this point).   Pad any other areas that might rub during transport.   Tie mast butt to aft deck lift eye with stern line then tie mast tip to foredeck pad eye for the jib boom swivel. (Place padding or life jacket underneath.)

7. Make sure that the keel is dropped onto the trailer keel bunk and that the hoist line is cleated.

8. TIE THE KEEL BULB TO THE KEEL BUNK ON TRAILER. (see photo)

9. The Martin 16 must be secured to the trailer so that the boat cannot rotate. Use separate straps or lines on each side of the boat from the shroud U-bolt to the frame of the trailer. Tie down the aft end of the boat to the trailer tie down brackets. Secure the trailer bow winch strap to the bow ring of the boat. For additional security, CN recommends that one strap be put around the boat and the trailer amidships so that the boat and trailer are a single unit (N.B. Place padding under the lines to prevent damage to gunwales).

10. Secure any loose equipment inside the boat with life jackets and fenders to prevent movement. (N.B. All equipment such as life jackets, fenders, paddles, sails, sail bags, slings, power assist equipment should be labelled).   Power assist equipment must be packed in a padded shipping box that is securely lashed to the trailer within the frame.

LOADING BOATS & SECURING THEM IN THE CONTAINER

The boats can shift in the container if not secured properly. You cannot overtighten securing the straps. Make them as tight as you can!

1. Load boats into container *stern end first* using a tilting flat deck tow truck. Load all boats and position them before blocking and securing the trailers. They will have to be skewed at about 15 degrees such 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.

2. Once positioned, drop the front wheel of the trailer to lower the trailer tongue to the floor. Place the tongue chock under the tongue and nail to the floor of the container (see photo).

3. Stretch each safety chain tight and drill a pilot hole into the tongue chock. 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.

4. Chock each trailer tire with one wheel chock. Place one *forward* of the wheel and one *behind* the other wheel – otherwise the trailer will be able to move. Nail each chock to the floor using duplex nails.

5. Secure each trailer to the sides of the container using four ratchet type tie down straps crosswise from the trailer frame across to the side of the container. Watch for abrasive edges on the trailer that may rub on the strap. Ratchet the straps as tight as you can.

CHECKLIST

☐ Tie down straps & bow winch strap are tight
☐ Keel is lashed to trailer bunk and keel lift line cleated
☐ Minimum 12" clearance to container walls
☐ Wheel & tongue chocks are nailed to floor of container.

➔ Any other items that cannot be stored in the boat should be placed in a plastic tote box and secured to the side of the container or to the side of the boat trailer.
➔ Anything not properly secured can damage the sides of the container and/or your boat(s).

➔ Get a **seal** from the driver when the container is dropped off and put it on the door of the container when you have secured the load. Padlocks are not recommended by CN as they actually attract the attention of would-be thieves to the container. KEEP A RECORD OF THE SERIAL NUMBER OF THE CONTAINER.

➔ **WHEN THE CONTAINER IS UNLOADED PLEASE REMOVE ANY GARBAGE AND SWEEP THE FLOOR.**