

XINHENGDA

SCULPTURE ART

Packing and Shipping Notes

How large pieces are sectioned, crated, documented and photographed before dispatch

More sculpture is damaged between the workshop and the site than in twenty years of service, and most of it is avoidable. These notes set out how pieces leave here and what to have ready at the other end.

- Minimum order: 1 piece across the whole range
- Size: set from your drawing or from the dimensions of the space
- Materials: stainless steel, bronze, weathering steel, iron, fiberglass, resin
- Workshop: 12,000 square metres in Pingshan District, Shenzhen
- Enquiries answered within 24 hours, seven days a week

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Access Is a Design Input

A piece that cannot reach its position is worthless however good it is. Gate widths, door openings, lift dimensions, overhead cables and ground bearing for lifting plant all need checking during design, not on delivery day. Where access is tight, the piece is split at joints chosen to fall on lines of the form, trial assembled in the workshop, then marked in assembly order.

Why a Standard Crate Fails

A compound curved sculpture placed in a rectangular box bears on two points, and those two points take the whole load through the finished surface every time the crate is handled. Crates are built around the finished geometry so the load runs through the structure of the piece and foam contacts every finished face.

Protective Film Has a Shelf Life

Film left on a polished surface in a hot container can bond to it, and removing bonded film is worse than the marks it was meant to prevent. Protection is chosen for the transit time and the route, and the removal instruction ships with the piece.

Sea Freight, Air Freight and Reality

Large sculpture almost always goes by sea, and the crate has to survive weeks of handling, humidity and stacking. Air freight suits small interior pieces and urgent replacements. Either way, accurate dimensions and weights matter because a forwarder quoting from guessed figures will re-quote later.

Documents That Prevent Delays

Packing lists, dimensions, weights and clear descriptions are issued with the shipment. Sculpture sits awkwardly between artwork and manufactured goods in customs terms, and a vague description is what causes a container to sit at a port.

Photograph Everything at Dispatch

Photographs of the piece crated and uncrated are taken before it leaves. Damage discovered a month after delivery is impossible to attribute, and documented condition at handover protects both sides.

Plan the Uncrating

Have the right people and equipment on site when the crate is opened, and open it in a clean area. A sculpture removed from its crate and left standing on a live construction site collects damage it survived the whole ocean without.

At a Glance

Crate	Plywood, built around the finished geometry
Contact faces	Foam on every finished face
Load path	Through the structure of the piece, not the surface
Sectioning	At joints chosen during design, trial assembled, then marked
Surface film	Chosen for the transit time, removal instruction shipped with the piece
Documents	Packing list, dimensions and weights issued with the shipment
Photographs	Crated and uncrated condition recorded at dispatch

Usual load ports

Shenzhen and Yantian

Frequently Asked

Who arranges the freight

Either side can. Tell us at the quotation stage whether you want the piece ex works or delivered, because it changes what is quoted and who books the vessel.

What if a piece arrives damaged

Photograph it before the crate is fully removed and send the images immediately along with the dispatch photographs. Documented condition on both sides is what makes a claim straightforward.