





029 HITCH A RIDE

A trailer-hitch serves as a critical connection — the only thing keeping your boat and trailer attached to your vehicle. Yet, not all hitches are created equal. Weight-carrying (aka fixed-weight) hitches are the type most commonly found

on vehicles for towing boat trailers, and there are five classes, each based on the total combined weight of the boat and trailer. The ratings are usually labeled somewhere on the hitch. If you order a new truck, van, or sport-utility vehicle (SUV) with the factory towing package, it will probably come with a hitch. If not, you will have to choose one to install. Here's how to decide.

CLASS	TOW WEIGHT RATING	FEATURES	NOTES
Class I 	Up to 3,000 pounds (1,361 kg) gross towed weight (GTW) and 500 pounds (227 kg) tongue weight (TW)	Available with fixed-hull mounts or swallows that accept a 1½-inch square (38-mm) removable drawbar-hull mount.	The light-duty rating limits towing to the smallest of boats.
Class II 	Rated for up to 3,500 pounds (1,587 kg) GTW and 500 pounds (227 kg) TW	Attach to the vehicle frame, but they need extra bracing or backing plates. They are available as light-duty swallows that have removable 1½-inch-square (38-mm) drawbars.	Usually good enough for small aluminum boats and personal watercraft.
Class III 	Rated for up to 4,000 pounds (1,818 kg) GTW and 600 pounds (272 kg) TW	One of the most common hitches, it bolts to the frame of a vehicle (usually a truck, van, or full-size SUV). The receiver accepts a 2-inch square (51-mm) drawbar.	Can also be used with a weight-distributing system, which boosts the rating to 10,000 pounds (4,536 kg) GTW and 1,000 pounds (453 kg) TW.
Class IV 	In weight-carrying mode, these frame-mount receiver hitches are designed for maximum of 10,000 pounds (4,536 kg) GTW and 1,000 pounds (453 kg) TW	Accept a 2-inch square (51-mm) drawbar and are fitted almost exclusively with full-size trucks, vans, and SUVs.	In weight-distributing mode, the rating increases to 14,000 pounds (6,350 kg) GTW and 1,400 pounds (635 kg) TW.
Class V 	Designed for heavy-duty trucks and vans, these receiver hitches are rated for 12,000 pounds (5,443 kg) GTW and 1,200 pounds (544 kg) TW	The matching drawbar increases in size to 2½ inches (63.5 mm) square.	Rating increases to 12,000 pounds (5,443 kg) GTW and 1,200 pounds (544 kg) TW with a weight-distributing system.

030 INSPECT YOUR TRAILER

Before you head off on a trailer-towing vacation adventure this summer, take some time to inspect your boat trailer to make sure it's in top condition. The time and effort you spend on this might make the difference between a wonderful trip or backing down on a remote highway without access to garage service. There's always some part that requires maintenance on a boat trailer, especially one used in salt water. Here are the key areas you will need to concern yourself with.

TIRES Pay particular attention to tires (making sure they are at or just below the maximum inflation). Don't forget to check the trailer spare (if it's there). Also, if the tires are five or more years old, replace them, no matter how the tread or sidewall appear. An trailer tire not unseen from the inside. In addition, look at your vehicle's factory jack to make sure it will work for the boat trailer, too. If it won't fit under or sufficiently raise the trailer in case of a flat, you'll need a separate jack. Make sure you have a lug wrench that will fit the lug nuts on the trailer wheels. In case you need to fix a flat.

WHEELS Trailer wheel bearings and axles are trouble-prone, so have these completely serviced, packed with fresh lube and capped with a bearing protector before a long trip.

BRAKES If the brakes bind, the wheel hubs will overheat, usually welding the bearings, hub, and spindle together within a few miles on the freeway. So having the trailer brakes and surge-brake actuator inspected and serviced before a trip is critical.

LIGHTS Make sure your trailer's running, brake, clearance, and turn signal lights are operating properly, regardless of whether you plan to drive at night or not.

CONNECTIONS Inspect and, if necessary, adjust the trailer coupler, trailer safety chains, trailer lights plug, bow winch strap, bow safety chain, and bow-roam straps. Tighten any bow roams on a long haul to retract these items. Also, make sure the outboard or stern drive remains tied up and well supported, and that everything inside the boat is still secure.

TOOLS Carry spare parts and a full tool set specific to the trailer, and you're on your way.



031 PROTECT TRAILER LIGHTS

The lights on your boat trailer are probably not at the top of the list when you think about important safety gear, but, in fact, they're pretty essential. And they're particularly vulnerable, since

electricity and water have a problematic relationship at best. Here's how to keep them going strong as you can worry about far more interesting things.



COOL DOWN Hubs, bearings, a boat in a launch ramp after forget that boat-trailer lights can burn out when the hot bulbs are submerged in water. After driving even a short distance, the trailer lights need time to cool down. To do this properly, disconnect the trailer's electrical wiring plug from the vehicle and let the bulbs cool as you load gear into the boat before launching. Hang the wiring plug over a high point so that it won't get dunked.



STAY DRY Even better (prevent shorting by taping your trailer's wiring so that no junctions or terminals are ever submerged). You can do this by elevating the lights or wiring pole (bolted to the frame). Don't use the wire or a T-harness on the trailer body instead, run separate wires from each light end of the way to the vehicle plug. For extra protection, use an outdoor extension cord rather than standard electrical wire.

Boating Manual

Dennis Watts



Boating Manual:

The Total Boating Manual Kevin Falvey, The Editors of Boating Magazine, 2016-05-17 The comprehensive powerboating guide from the experts at Boating magazine with essential info on the latest boats and gear plus expert tips and more Boating magazine is the destination for powerboat information whether your goal is competitive deep sea fishing or soaking up rays on the lake The Total Boating Manual draws on the knowledge and expertise of our writing staff to provide unbiased and well researched reviews and tips on boating gear open water techniques repair and maintenance and more Find the perfect boat New or used speedboat to bass rig you ll learn how to find the perfect boat for you and get the most bang for your buck You ll also find insider tips on buying a used boat how to tell if a fixer upper is worth it and upgrading your existing boat to the craft of your dreams Get the gear From essential electronics to basic aftermarket equipment to trailers and accessories we ve got you covered Do you really need a fish finder How do tow chains work What s the best GPS for open water It s all here Water Safety From everyday excursions to deep sea sport fishing safety is essential Find all the safety tips and techniques you need to face any emergency on the water Insider Hints Learn the best practices in piloting a boat essentials of seamanship all the knots you ll ever need how to back up a trailer in a dangerously tight spot and much more DIY Tricks From DIY repairs to time and money saving tips get all the insider info straight from the experts *Boating Safety Training Manual*, 1979 **A Manual of Yacht and Boat Sailing** Dixon Kemp, 1882 *Chapman Boater's Handbook* Elbert S. Maloney, 2005-04 One of the most widely respected names in boating creates an indispensable transportable guide that belongs on every craft Whatever the situation it has an easy to find answer Elbert S Mack Maloney authored the huge all inclusive and must have Chapman Piloting and now he bring his lifetime of hands on experience to this highly portable guide Think of it as a shorter mini version of Chapman s landmark volume that s perfect for bringing on the boat Whether it s dealing with emergencies complying with safety regulations and government requirements refreshing your knowledge of seamanship and piloting reading charts assessing weather conditions or just figuring out what flag to fly this facts at your fingertip reference has the answer Tides and currents electronics life on board maintenance it s all here handily arranged for easy look up Numerous charts tables and line drawings amplify the text thumb tabs make finding everything a snap and a wealth of Internet addresses brings this up to the moment **Small-boat Seamanship Manual** United States. Coast Guard, Richard N. Aarons, 2002 This volume offers recreational boaters a rare opportunity to benefit from the highest standards of seamanship evolved by the U S Coast Guard over the course of its long and storied history 300 illustrations *Boating Safety Training Manual* United States. Coast Guard, 1974 **Oregon Boating Manual** Oregon. State Marine Board, 1972 **Boating**, 1972-07 **The Essential Boat Maintenance Manual** Jeff Toghil, 2001 Aimed at the owners of small to mid sized boats this manual fills a large gap in the growing boat owner market For those just starting out or for experienced boaters this handy reference guide is packed with useful tips and instructions on doing things the right way

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