

029 HITCH A RIDE

A trailer hitch serves as a critical connection – the one that's connecting your boat and trailer attached to your vehicle. Not all hitches are created equal. Weight-carrying load (load weight) hitches are the type most commonly found.

on vehicles for towing boat trailers, and there are four classes, each based on the total combined weight of the boat and trailer. The ratings are usually labeled somewhere on the hitch. If you take a few loads, lots, or speed utility vehicles (SUVs) with the factory towing package, it will probably come with a hitch. Then, you will have to choose one to install. Here's how to do it.

CLASS	WEIGHT CARRIED (TOWERS)	FEATURES	NOTES
Class I	Up to 2,000 pounds (907 kg) gross load weight (GLW) and 300 pounds (136 kg) tongue weight (TW)	Mounts with fixed tow mirrors or receivers that accept 1-1/4-inch-square (1-1/4-inch) receiver-style (Swivel) hitch mount.	The light-duty rating tends toward the direction of GLW.
Class II	Rated for up to 3,500 pounds (1,587 kg) GLW and 300 pounds (136 kg) TW	Mounts to the vehicle frame but may need extra bracing or backing plates. They are available as light-duty trailer hitches that have removed the trailer tongue (1-1/4-inch) receiver.	Usually good enough for small aluminum boats and personal watercraft.
Class III	Rated for up to 4,000 pounds (1,814 kg) GLW and 600 pounds (272 kg) TW	One of the most common hitches, it looks like the frame of a vehicle (coupled with a hitch, trailer, hub or hubcap). The trailer accepts a 2-1/2-inch square (2-1/2-inch) receiver.	Designed for use with a weight-distributing system, which boosts the rating to 10,000 pounds (4,536 kg) GLW and 3,000 pounds (1,361 kg) TW.
Class IV	Designed carrying boats. These trailer hitches receiver hitches are designed for maximum of 10,000 pounds (4,536 kg) GLW and 3,000 pounds (1,361 kg) TW	Accept a 2-1/2-inch square (2-1/2-inch) receiver and are found almost exclusively on full-size trucks, vans, and SUVs.	In a weight-distributing mode, the rating increases to 14,000 pounds (6,350 kg) GLW and (400 pounds (181 kg) TW).
Class V	Designed for heavy-duty trucks and vans, these receiver hitches are rated for 16,000 pounds (7,264 kg) GLW and 3,000 pounds (1,361 kg) TW	The matching receiver hitches are up to 2-1/2 inches (63.5 mm) square.	Rating increases to 20,000 pounds (9,072 kg) GLW and 3,000 pounds (1,361 kg) TW with a weight-distributing system.

030 INSPECT YOUR TRAILER

Before you head off on a floatie floating 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 the right make the difference between a miserable trip or traveling there on a remote highway without access to parts or service. There's always some part that requires maintenance on a boat trailer, especially the ones 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 tires (tires), too. If the tires are five or more years old, replace them, no matter how the tread pattern appears. In trailer tires are prone from the inside. In addition, look at your vehicle's battery pack to make sure it will work for the boat trailer, too. If it won't, it's time to sufficient to have the trailer (in case of a flat), you'll need a separate pack. 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 bearing and seals are prone to prone, so have these components serviced, packed with fresh lube and sealed with a bearing protector before a long trip.



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 to

water and waves (not the waves that the wheel hubs will encounter, usually involving the bearings, hub and trailer together when a low wave on the Freshwater Trail hits the trailer frame and surge creates a massive impact load and increased tension on the trip is critical).

WATER Make sure your trailer's running lights, brake, clearance, and turn signal lights are operating properly, regardless of whether physical visibility of registration.

CONNECTIONS inspect and, if necessary, adjust the trailer coupler, trailer safety chains, trailer lights, plug, tow hitch, tire safety chains, and turn-signal traps. Stop every few hours on a long trip to check these items. Also, make sure the bottom of the boat or van are tilted up and well supported, and that everything inside the boat is still secure.

TOOLS Carry some parts and a flat tool kit specific to the trailer, and you're on your way.

humidity and when have a problem involving an boat, never how to keep them going strong so you can enjoy about the most interesting things.



COOL DOWN Try installing a hood to a boat's engine after longer than boat trailer lights can turn off when the trailer hubs are submerged in water. After driving even a short distance, the trailer lights need time to return to their lights. To do the properly, disconnect the trailer's electrical wiring plug from the vehicle and set the bulb (just as you load gear into the boat before launching). Plug the wiring plug into a high-point on the trailer's hull so it doesn't

STAY DRY Use better (plastic) shrouds by making your trailer's wiring so that any vibrations or movement are over minimized. You can do this by attaching the lights on a longer pole (attached to the frame). Don't use the wires at 1-foot (300 mm) from the trailer's body, not separate wires from each light all the way to the vehicle plug. For extra protection, use an outdoor extension cord rather than standard electrical one.

Boating Manual

Dennis Watts

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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 Toghill, 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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