

Towing Check List

It is the tower's legal responsibility to ensure that the boat is safe to tow and that all legal requirements have been met. Therefore while tasks can be delegated by the tower it is essential for the tower to double-check everything themselves.

To hook up the trailer and commence towing:

- € Remove the blue boat cover.
- € Put the defib, O2 kit and first aid kit into the boat (in the bench at the front) and the O2 bottle into the anchor locker
- € The Landrover and the front of the boat should both be heavy. At least 60% of the weight of the boat should be on the front axle to stop it wobbling. Given that the engines are at the back you may need to move weights and cylinders from the Landy to front of the boat (can be put in the anchor locker). Don't overdo this though – the Landy must still be heavier than the front of the boat to have good traction and to not be lifted.
- € Stow the blue cover either in the Landrover (on the back seat or in the boot at the top) or in the front of the boat (jump on it so that it's not loose and then weight it down with the shot weight and some weight belts. The chain can also go here later).
- € Put engines fully up, raise support arms and lower engines onto them



- € Put on the yellow engine covers. These will be stowed in the Landrover in the footwells of the back seats.
- € If the bung is screwed in then unscrew it to drain water out (put it in the cubby hole between the front seats of the Landrover). Afterwards ensure the bung is screwed in if you are taking the boat to be launched – leave in the Landrover otherwise.



- € The elephant trunk should be down to let water drain out – if not then lower it down
- € Take off trailer chain and stow in the back of the Landrover at the bottom (or on top of the blue cover if it's in the front of the boat)
- € Ensure that the trailer hand brake is off (handle horizontal)



- € Take off tow ball cover and stow in the back of the Landrover at the bottom
- € Manoeuvre the Landrover until the tow ball is directly under the trailer ball socket. The trailer can be moved by pulling the handle if not perfectly aligned.
- € Take the retaining pin out of the top of the jockey shaft so that the handle will turn the inner shaft (leave alone the screw that holds the outer shaft to the trailer).
- € Unlock the ball lock (if locked), push the top key section of the ball lock to the side and pull the handle up. While holding the handle up wind the jockey handle to lower the trailer ball socket onto the ball. Once connected release the hand.



- € Ensure that the ball is really locked by winding the jockey handle the other way until you can see that the Landy is being lifted by the trailer.
- € Wind back down again and keep winding as far as it will go - the jockey wheel should come right off the floor. Ensure that the wheel is pointing backwards as you wind so that it doesn't get stuck and ensure that the nob at the bottom of the inner shaft is aligned with the gap in the outer shaft.
- € Unscrew the jockey wheel, lift right up, screw into the new position (if the jockey shaft has grooves in then ensure that the screw is in a groove as otherwise it can slip loose).



- € Tie string around trailer and jockey wheel as an extra measure against the jockey wheel coming loose in transit



- € **Can't do this at present as the bracket is knackered** Fit the swing arm to the connector on the back of the Landy. (will be stowed in the back of the Landrover on the bottom) and screw tight. NB ensure that the screw goes into the indent in the swing arm – this may require a bit

of jiggling back and forth in the final couple of screw turns. Once attached then raise the arm and move into the bracket on the trailer.

- € Clip on emergency break cable ensuring that the cable is free to extend (not caught round anything). It needs to be a bit loose at this stage as taking off the trailer break will tighten it.



- € Check that trailer tyres are fully inflated. If not then there is a device for inflating tyres from air cylinders (attaches to a BC direct feed hose). This is kept in the left side compartment in the back of the Landy. Not a bad idea to check the Landy tyres too at this stage.
- € Check that all the straps are correctly attached and tensioned. At the front we're using the painter as a strap (not ideal).



- € Raise the elephant trunk.
- € Take chock blocks away from the trailer tyres and stow in the back of the Landrover.
- € Test the breaks (pull forward and then stop).
- € Check that all trailer wheels turn when you move forwards. If not then sometimes reversing a little loosens them up.
- € Ensure that lights and registration plate are correctly positioned and visible.



- € Put in the electrical cable. The cable must be loose enough that the trailer can turn but not loose enough to drag on the floor or tangle on anything (a wind around the jockey wheel shaft should ensure this). This goes in the right side (ignore the socket on the left side).



- € Test the lights (you need someone to stand behind the trailer and tell if they come on or not). You should also see a trailer symbol on the Landy dashboard to indicate a connection.

To detach the trailer:

Follow the above steps in reverse order doing the opposite at each turn. Pay particular attention to the below:

- Ensure that the trailer is left on flat ground where it won't move
- Try to chain the trailer to a solid object – otherwise wrap the chain around a wheel such that the wheel won't turn. If there's no padlock then still use the chain and make it look as if it's locked up.
- If leaving the trailer unladen then put the handbrake on (handle vertical).
- If leaving it with the boat on then:
 - Leave the handbrake off (handle horizontal)
 - Ensure that the jockey wheel is wound all the way up
 - Put down the elephant trunk
- Ensure that the ball-lock cover has been placed over the lock