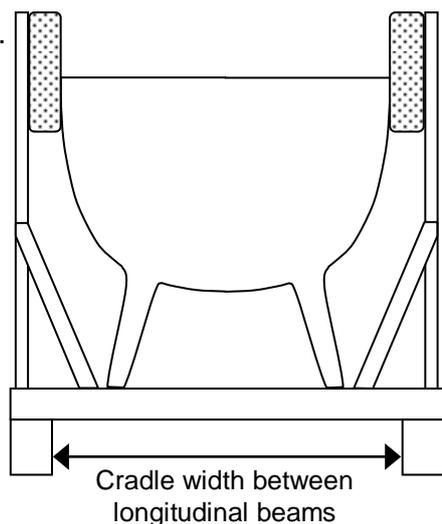
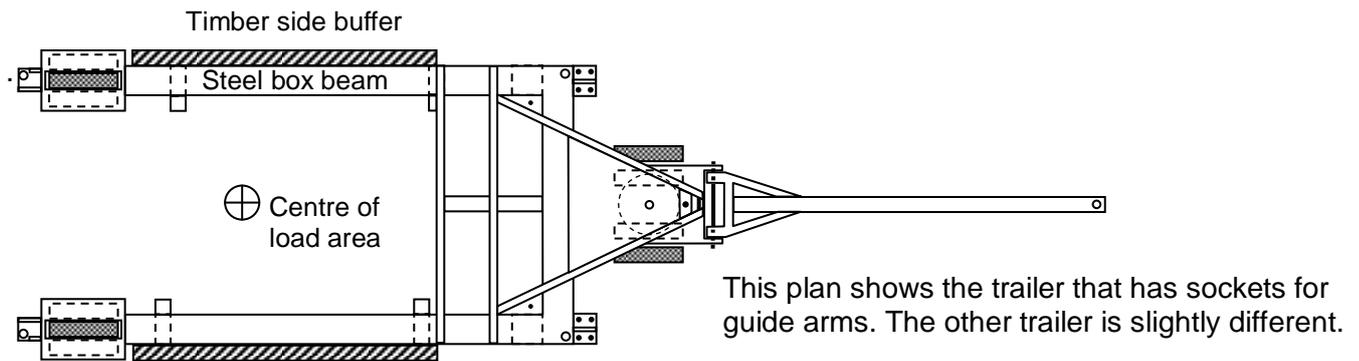


USING A CLUB 3-WHEELED CRUISER TRAILER (Draft 4)



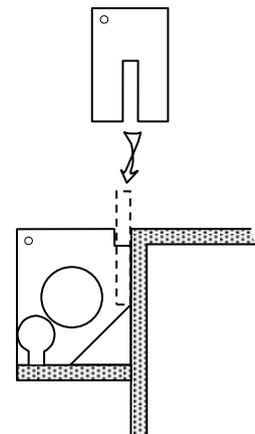
The overall width of the trailer, across the rear wheel boxes, is 2050mm. If a cradle's width between its longitudinal beams is more than 2050mm, the trailer may be backed in between them but the timber side buffers must be hung on the trailer to prevent the cradle slipping sideways, which could cause eccentric loading and also prevent the trailer being pulled out after use.

If the width between a cradle's longitudinal beams is between 1850mm and 2050mm it will fit across the trailer's steel box beams, without the timber side buffers, but the trailer may have to enter the pound space going forward, so that it can be withdrawn without the wheel boxes clashing with the cradle's longitudinal beams.

Loading

The trailer is designed for a total live load of 5 tonnes including the cradle. The maximum weight of boat is 4.5 tonnes.

The cradle should be positioned towards the rear of the trailer, to keep most of the weight over the rear wheels, and the stop plates should be fitted (see on right) to prevent it slipping backwards. It must be on the centreline, securely lashed to the trailer, and the cradle guide posts must be at the correct spacing to hold the boat on the centreline.



Lifting with jacks

The easiest way to lift a cradle is by jacking under its longitudinal beams, although those beams need to be strong enough to span along their length, between the points of support (see guidance notes on CRADLES FOR USE WITH THE CLUB'S FLAT-BED TRAILERS).

The cradle must be jacked up one end at a time, starting with the end that is nearest the front of the trailer – NOT one side at a time.

If it is necessary to lift the trailer itself on jacks, position the jacks at the marked jacking points and use thin timber pads between jacks and steel surfaces, to discourage slipping.

Continued overleaf...

.....continued from first page

On the slipway

Insert the tow bar locking pin to lock the steering.

Shackle the end of the tow chain to the short horizontal bar at the front of the trailer frame.

Fit a shackle through the end of the tow bar to support the tow chain at that point.



In the cruiser pound

The trailer can be moved by various means:

The tow bar.

Pushing against timber pads.

Push/pull rod to tow ball at corner of trailer (see photo on right).

Strop to tow ball or through rear bracket.

It is designed to be 'parked' in reverse (like an articulated truck) and is most manoeuvrable when used in this way.



Using the steel guide arms (NB. only one trailer has sockets for the arms.)

It is strongly recommended that each cradle should be fitted with its own berthing posts and rails (see guidance notes on CRADLES FOR USE WITH THE CLUB'S FLAT-BED TRAILERS). However, if it is essential to employ the steel guide arms the timber fender boards should be secured on each side, as shown on the right, in order to brace the arms and to hold the boat on the centreline of the trailer.

The spacing between the boards should be about 0.2m more than the beam of the boat.

After use

PLEASE make sure that the timber side buffers, push-pull strut and shackles are on the trailer, ready for the next boat, and are not left lying somewhere in the compound.

