

MORETON INVESTIGATOR ASSOCIATION

Technical Report No. 7 - ADDITIONAL ON TRAILERS

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GREASE GUNS

A small but very powerful gun is manufactured by Valvoline. It is admirable for keeping in the car for pumping up axel bearings as recommended; and it has the added advantage that it is charged with a plastic magazine that obviates the messiness of refilling. Valvoline markets such a container of suitable grease for about \$1, and there is a Mercury equivalent which fits the gun. (Mercury Multi-purpose lubricant). The gun costs \$5.20 from Hydro-Marine, Ross Street, Newstead.

SEALS

Repco's wheel-bearing seals, designed to overcome problems associated with submersible trailers, are available from Hydro-Marine for \$3.20 each.

Trailer bearings do not need a bearing-puller for their removal and the task of replacing the seals is easy, though messy.

BRAKE MECHANISMS

One of our problems is how to protect the brake actuating mechanisms from corrosion and seizure. Investigators are heavy enough really to need adequate trailer brakes.

In the August 1976 issue of "Australian Boating" there is an illustrated article (chiefly concerned with stink boats) which contains this tip: discs can be protected against rust by frequently spraying them (using an old-style insect spray) with a 50/50 mixture of turps and sewing machine oil. The suggestion is that the same treatment may help with the internal mechanisms of drum brakes. Water repellants of the WD40 kind are useless in this regard as they wash off too readily.

ROLLERS

The rollers which are fitted to Manta trailers come equipped with grease nipples. A really good job of greasing them can be done when the boat is off the trailer. The rollers on other makes can be effectively greased or rather lubricated with sewing machine oil, according to the Australian Boating article.

TIEING DOWN

The rollers as fitted to most trailers are suitable only for launching and retrieving. There are not enough of them to support the vessel on the road: they exert too much localised pressure and cause flexing of the hull.

The boat should be supported laterally by strong ties from the chain plates to the trailer chassis, and the rollers lowered to the point where they exert no pressure on the hull at all. This position is usually capable of giving sufficient support for launching and retrieving.

Rope ties using truckies' hitches are effective but slow. Chains interrupted for adjustment and release by galvanised rigging screws are effective and quick. The wooden gunwhales need protecting in either case. Half inch hard rubber is available from Olympic, Geebung, and serves fairly well. Some small bruising of the wood is preferable to flexing the hull. A stainless steel rigging hook shackled to the chain serves as a quick attachment to the inverted U of the chain plate, and a wing nut can lock the rigging screw adjustment. Some rigging screws come equipped with a hook at one end and an eye at the other. Even on the heavier kind (which should be used) the eye tends to open up and must be welded closed.

Some owners have fitted shaped wooden supports covered with felt.

Whatever method is used, the hull must not be allowed to flex as it sways on to the rollers.

MISCELLANEA

No one seems over happy with the rudder cap which comes from the manufacturers. I was still not happy with the modification arranged by the agent. You may be able to find a suitable rudder cap in stainless steel from Harrolds, Charlotte Street. I had Wyllie's plumbing department (Hudson Road, Albion) fabricate and fit a cap which conforms exactly to the tiller. But the price was \$27.

Out Door Living (Ross Street, Newstead) can supply for about \$12 a light nylon sheet (designed as a fly for a continental tent) which makes an admirable boom tent.

Misadventures with failing mast support sawges makes one start thinking about riggers. Northsiders (and others) will be glad to know of Easton Marine, Cartwright Street, Windsor, who do a first-rate job. The staff are all sailors, they love a yarn, and are most helpful. They carry a comprehensive stock of stainless steel bits, rope, wire, etc..

Book Review: Charles Jones: "Glass Fibre Yachts - Improvement and Repair" Nautical Publishing Company, Lymington, 1972 ISBN 0 245 50801 5. My copy from The Sailing Specialists \$9.40.

Sooner or later one of us is going to have a ding. All of us will want to add a locker or other fitting to the hull. Eventually, we may all have to paint our boats. This book has it all. It takes the mystery and the mystique out of fibre-glassing and contains some needed warnings about the need for sufficiently large backing plates for anything through-bolted to the hull, and the perils involved in the (unlikely) mixing of catalyst and accelerator. The resins we are likely to buy have the accelerator mixed in.

Highly recommended.

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