

Villan



□ Posted: Sun Dec 30, 2007 4:12 pm Post subject: Towing

Hey all,

... have a quick question RE towing a fireball.

1) My normal road base has a rear support thing, but its not actually in contact with the hull when we are towing. Should it be?

2) Is this thing vital / needed? I'm going to be sharing a double trailer with a Laser 5000 (Fireball on the top deck) ... I'm guessing this will be OK on the top with the back of the boat not supported? (It'll be well tied down at the bow ofc)

I probably know the answers to both of these, but I'm asking just incase. (None of my other boats have the transom support thing on the road base)

Cheers,

James

GBR - 13013 "*Yikes*

ian1



□ Posted: Mon Dec 31, 2007 6:35 pm Post subject:

Hiya James,

That sounds like the old trailer/trolley with the 'support' having a roller bar? If so you don't need it for travelling, just for taking the boat on/off the trailer - it shouldn't actually be touching the boat in transit.

Ian 😊

Villan



□ Posted: Mon Dec 31, 2007 7:51 pm Post subject:

Yeh, Thats the one.

Thats good to know!!

Slight topic change

Does anyone know where I can get some cradles that will fit on an older Rapide trailer?

Even better - Does anyone have a Rapide trailer they want to get rid of? (Preferably with the cradles) Our current trailer is almost falling apart! (One wheel wont spin, the current hand made cradle (wood, carpet and rusty nails) is very lopsided)

Or, Of course, Tips on how to make one ourselves would be great!!

Cheers,

James

Noah



▣ Posted: Tue Jan 01, 2008 11:45 am Post subject:

Sorry Ian, I disagree. The rear roller / support is there because there's an awful lot of Fireball behind the axle on a Rapide combi. Without it the boat will flex in transit - especially if it's an older woodie. It sounds to me as if the cradle on James' trolley has been 'modified' such that the boat now sits higher and that's why it's not sitting on the roller.

Re the cradle, you can buy a shaped cradle from the manufacturers (Hayling?) or make one by moulding it around the boat from GRP - just don't forget some cling film to prevent sticking it to the boat!

Nick 14268 Dragons Breath

Villan



▣ Posted: Tue Jan 01, 2008 4:20 pm Post subject:

OK, Cheers.

Who would be best to contact at Hayling?

I have had a google around for fireball trailers / cradles, and even had a look for Winder's website (How can they not have one!) but find nothing. Could you point me in the direction of somewhere I could get the cradles?

Noah - Its been fine til now on the road base with a slightly lower rear support, so I guess it should be OK on top of the double?

Of course, If anyone has a Winder trailer they aren't using.. and wouldn't mind lending to me for a few weeks ... That would be even better (Saves me having to bodge the trailer onto the top of the double)

Cheers,

James

ian1



▣ Posted: Wed Jan 02, 2008 1:43 am Post subject:

If you are still at shoreham check out 13452 - she had the same set up that is being discussed above, if the cradles are set correctly the rear 'roller' (lets remember that bit for the mo) shouldn't touch the hull.

Now, emphasising the words 'cradle' and 'roller' should give us all a clue as to the purpose of each item??

I'll leave that one there. (Sits back feeling smug and waits for the flaming)

Ian 😊

Noah



▣ Posted: Wed Jan 02, 2008 2:15 pm Post subject:

James,

I wouldn't worry too much about the odd journey or two 'unsupported' (I guess you're planning to leave the road base behind & just load the trolley onto the top deck?). Re sourcing a cradle, have a trawl thru the UKFA committee list; Guy Winder is listed, as is Dave Wade @ P&B.

Ian, Yep I'm still around - where have you been? Happy New year to you & Nicki, too. When are you going to stop sailing on that shallow brackish puddle & come & get some REAL waves 🤔 Now, get your fire extinguisher out! My combi is a Rapide & the load is spread across all three supports (two cradles on the trolley & the rear roller on the base). If the roller were only there to aid loading why is it not right behind the axle like 'normal' combis? With it hung right out the back where it is, it just makes loading harder, not easier... 😞

As for roller vs cradle, a roller is a support which needs to rotate to allow the load to be placed in the right place. Trollies have cradles for a) simplicity, b) cheapness and c) 'cos the boat will float onto / off 'em.

I'll now duck 😊

TTFN

Nick 14268 Dragons Breath

SteveG



▣ Posted: Wed Jan 02, 2008 5:45 pm Post subject:

Er the rear support does have a roller, and should have supports at each end, which are adjustable so that they touch the hull in transit, to support it and stop the hull flexing. The roller bit has always foxed me as I never found a true use for it, but the supports are pretty important.

Winders twin cradled trolley extends the support to the end of the case as opposed to the west mersea which are about a foot shorter, I forget where the rear cradles are on the rapide, but they are a lot further forward

Happy new year all,

Steve G

Dads Rule ... 

Villan

□ Posted: Wed Jan 02, 2008 6:31 pm Post subject:

Well, The current setup is:



(With undercover of course (and bigger pic if wanted - Yes, it really is that shiny (and hand painted!!)) [*Edit: Darn, You cant see the shine in that pic!*]

It'll be on the top deck of the double, hopefully with the nose weight about right.

Any ideas how to stop the bow skewing off to one side or the other while the boats being towed? I've tried tying from the forstay eyelet to the trailer, but it still slips off to one side or the other. (Hence the need for cradles of some kind)

I also wouldnt like to use the "roller" on my road base as that ... as its a tad rusty, and doesnt really spin.

When we next take the boat off the road base (probably before lifting onto double) I'll have a proper look at the support, and probably put some pipe insulation on it. That is, Unless I can get it spinning smoothly, and find some kind of rubber to wrap round it.

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ian1



Joined: 20 Jun 2004

Posts: 61

Location: Cuddington, Northwich

□ Posted: Thu Jan 03, 2008 2:23 am Post subject:



Yo Stevie baby!! Happy New Year (and everyone else too 😊) - you ain't big buddy, just cuddly 😊

Nick, been getting ready to move up north m8 (Friday), gonna be sailing from Budworth methinks very shortly.

This is more like the old times, bit of gas here, stick there but ...comms!!

Lets take Villans picture, looks like the same rapide I had on 13452, so..
If the boat spends oo, lets say 95-100% of its time on the trailer, and by the look of Villans boat (as mine was) its rear trolley cradle is aft of the thwart (thats that bit of wood in the middle Nick 😊) and thereby having a bias towards the front of the trolley (as it should) why should it need a further 'cradle' aft?
If the boat is balanced on the trolley, surely it is balanced for the road trailer too?
Also want to point out that the roller was juuust big enough to take the rubbing strakes on the hull (I remember that because it mucked up my paint job every time I use the thing!) It also looks like Villans hull isn't touching either? 😊and I always thought the West Mersea had three cradles which balanced the boat across all three and doesn't have any supports on the road trailer (and I still ain't got one 😊)
Call me contenious but please keep flaming! 😊😊😊

Ian 😊

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Noah



Joined: 23 Sep 2004

Posts: 30

Location: Petersfield, Hants

▣ Posted: Thu Jan 03, 2008 1:26 pm Post subject:

[quote](#)

Stevie - Hi & HNY to y'all. I'm back in the 'ball this year. Didn't 'arf miss it last year. I know the weather didn't help but I sailed it - count 'em - eight times last season. Appalling or what ?

Ian - And there's me thinking the thwart was that bit on the floor I keep tripping over! (Damn cheek 😊) We'll miss ya when you're up in the frozen north 😞 The rear roller is not about the balance its about stopping that long thin hull flexing while being pulled around the countryside and over bumps & potholes at silly speeds 'cos you left too late again! All the strength is built into the 'triangle' between the mast & chainplates. The aft half is just there to stop the helm's feet getting wet 🙄

James - if the bow wants to stray off the front cradle I'd suggest that you're tying the boat down with the main strap (in the centre - hopefully) either too loose, or too far aft. On mine the centre strap is about 4 - 6 ins forward of the main trolley cradle, so the pressure from the strap is helping to keep the bow down as well as stopping the boat jumping. Some peeps use a bow strap around boat & trolley, but make sure its behind the bow cradle else its just slips forward & does no good at all. 😞

Nick 14268 Dragons Breath

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Villan

Joined: 10 Jun 2007

Posts: 29

▢ Posted: Thu Jan 03, 2008 6:47 pm Post subject:

 [quote](#)

OK, Cheers,

I was considering going for 3 straps for this trip - Better safe than sorry etc:

One across the hull (hopefully at cradle level or ahead - if not, just wherever the clips on the road trailer are

One across the bow

One going from the same place the bow strap attaches, heading back, under the mast gate , and forward again.

Hopefully, It wont move! (Anyone going to the Tiger will see the yellow blur with rope and loading straps going everywhere!

Is anyone else planning on going this year?

James

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SteveG



Joined: 21 Jun 2004

Posts: 70

Location: East Midlands

□ Posted: Fri Jan 04, 2008 4:22 pm Post subject:



Villan, I have always used a strap through jib point, to mast support and back, If this is done tight enough I simply fail to see how the bow can move.

Middle strap I aim to get just over [In front of] the reaching cleats , and just behind mast gate. So I would suggest, you go through the anchor points welded to the trailer axle. Should get you close enough.

***HOT TIP...DO NOT USE 5 TON RATCHET STRAPS AND WIND THEM UP TIGHT... YOU WILL CRUSH THE SIDE DECKS. GENTLE TENSION IS ALL THAT IS REQUIRED.**

Nick, 8 is not good, mind you I don't think I did much more.

Ian... next time you get a chance look at a winder trolley the back cradle is where the roller [or as near as makes no difference] where the roller jobby is on the rapide, West mersea were only ever twin cradle, we have a boat on a triple cradle at SHSC, I Think the maker is Bramber, not sure though.

I never used the roller on mine, to get the boat on the road base, only ever as support once there. Eventually cut it off, welded a couple of supports on and used it for a west mersea trolley... definite improvement... the rear roller definitely stops [or is intended to} stop the hull flexing

Steve G

Dads Rule ........

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Villan

Joined: 10 Jun 2007

Posts: 29

▣ Posted: Sat Jan 05, 2008 4:20 pm Post subject:



SteveG wrote:

Middle strap I aim to get just over [In front of] the reaching cleats , and just behind mast gate. So I would suggest, you go through the anchor points welded to the trailer axle. Should get you close enough.

***HOT TIP...DO NOT USE 5 TON RATCHET STRAPS AND WIND THEM UP TIGHT... YOU WILL CRUSH THE SIDE DECKS. GENTLE TENSION IS ALL THAT IS REQUIRED.**

Is that from experience Steve? 😊

Yeh, I've only got 2 x 250kgs and a 500kg loading strap ... And the 500 will be going on the 5k!

I'm gonna spend half a day with the 2 x 250s and a few old spare mainsheets to see what I can rig up that will come apart when I want it too, but that will hold it all together for the trip to rutland and back.

Hope to see a few of you there, I'll let this thread degenerate now if it wants too. (Although its nice to see people actually posting here!!)

James

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SteveG



Joined: 21 Jun 2004

Posts: 70

Location: East Midlands

▣ Posted: Sat Jan 05, 2008 4:59 pm Post subject:



<<<Is>>>

No but I have seen the results.

also try to put a shock cord around the mast and down to the centre strap, not so tight as to bend the mast, just enough to take the whip out of it.

Also if you are supporting you mast on the lighting board which is attached to the pintles, turn it round so that the bottom/ foot is on the mast support and the mast tip is over the lighting board, better weight distribution, and less strain on the lighting board/ rudder fittings.