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The dream of having your own boat Rameder gives tips for transporting your dream ship

Enjoying the freedom on the water is the nicest activity for many boat owners. But anyone who also wants to take a tour away from the local waters must first transport the boat over the land. To reach the new "port of safety, the first stop should be at Rameder, your specialist for towbars, who is able to give you helpful tips for your boat trailer.

"About two-thirds of all water sports enthusiasts own a boat of less than eight meters long," says the representative of the German Water Sports Association. Of these, about 20 percent rely on their own trailer to transport the boats over land. Depending on the size and design of the boat, renowned companies such as [Wörmann](#) offer a broad range of specialized trailers. The trailer should be tailored to the particulars of the boat – therefore the popular model Sealiner 2500 is the most suitable for about a total length of up to 6.70 meters. Of course, one must first see whether the towing vehicle can handle the total weight. Passenger cars are allowed to take a maximum of 3.5 tons on the hook, but usually, only large off-road vehicles and SUVs manage to handle this weight. The suitable towbars for almost all car models can be found at **Rameder**, at www.rameder.eu, where the maximum possible trailer and vehicle load is also specified for each product. Decisive are also the dimensions of the boat: The width of the dreamboat, together with that of the trailer should not exceed 2.55 meters. The height may be a maximum of 4.00 meters, the length of the trailer including the towbar can reach up to 12 meters, with a total span length of 18 meters.

Your own driving license can also prove to be a limiting factor: Since the 1999 reform, all class B vehicle driving licenses must only be used with a maximum permissible mass of 3.5 tonnes, whereby the trailer itself may not exceed a maximum permissible mass of 750 kg. The "small" trailer license (B96), class B with key number 96, ended at 4.25 tons for the total permitted mass, which is not exactly favourable. It is therefore usually worthwhile to have the class BE, which allows trailers with a maximum permissible mass of 3.5 tons.

Once the formalities have been clarified, the peculiarities of cruising with heavy boat trailers should not go unmentioned. The stopping distance of a car is noticeably longer due to the additional weight. **Rameder** experts recommend that you engage in low gear on longer descents to take advantage of the engine brake and to protect the brakes. And since trailers are only allowed for relatively low speeds; enough time should be estimated for the journey. For the inexperienced, it is also advisable to rehearse the shunting manoeuvring once in a while, to be prepared for the real thing.

Once the destination port has been reached, the captain has only to master the slipping of his or her own boat. In this exercise, the entire combination of the towing vehicle and the boat trailer is driven backwards over a steep ramp, into the water, until the boat gets enough lift. Ideal for this are towing vehicles with high ground clearance, such as off-road vehicles and SUVs. Alternatively, many ports also offer a crane service. **Rameder** recommends this method because the immersion makes the ageing of the trailer faster, especially in saltwater.

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