Boatcatch

OWNER'S MANUAL

INSTALLATION, OPERATION & MAINTENANCE INSTRUCTIONS

CRITICAL WARNING ON BOAT SECURITY

The suppliers of *Boatcatch* have no control over the installation, maintenance and use of your *Boatcatch*.

Therefore, the owner/user of *Boatcatch* must take full responsibility for:

1. Fitting the coupling in a manner that allows it to function in the way it was designed. (See Installation Instructions.)
2. Ensuring the *Boatcatch* coupling has fully engaged and the boat is correctly locked on the trailer before driving forward up the boat ramp. (This can be achieved by visually observing the pin's location through the bow eye or by placing the boat in reverse against the locked pin to ensure there is no movement.)
3. Keeping the coupling lubricated with the mechanism sliding freely at all times. Never use if the handle or pin is not moving freely. (See Cleaning and Lubrication in the manual.)

www.boatcatch.com

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Release Date: 1 April 2022

CHAPTER 1:

INSTALLATION INSTRUCTIONS

Introduction

Most boat and trailer combinations are different therefore we will give you *general* instructions on how to obtain the best set up for your *Boatcatch*. **You can also watch the eight-minute fitting demonstration on *YouTube*.**

It is recommended you read all the mounting directions and notes written under each direction, even if you think they may not be applicable to you. A few minutes spent taking in the information here will be rewarded with a simpler, better planned installation. You should also look at the picture gallery on our website www.*boatcatch*.com. There you will see images of mounting methods other people have chosen.

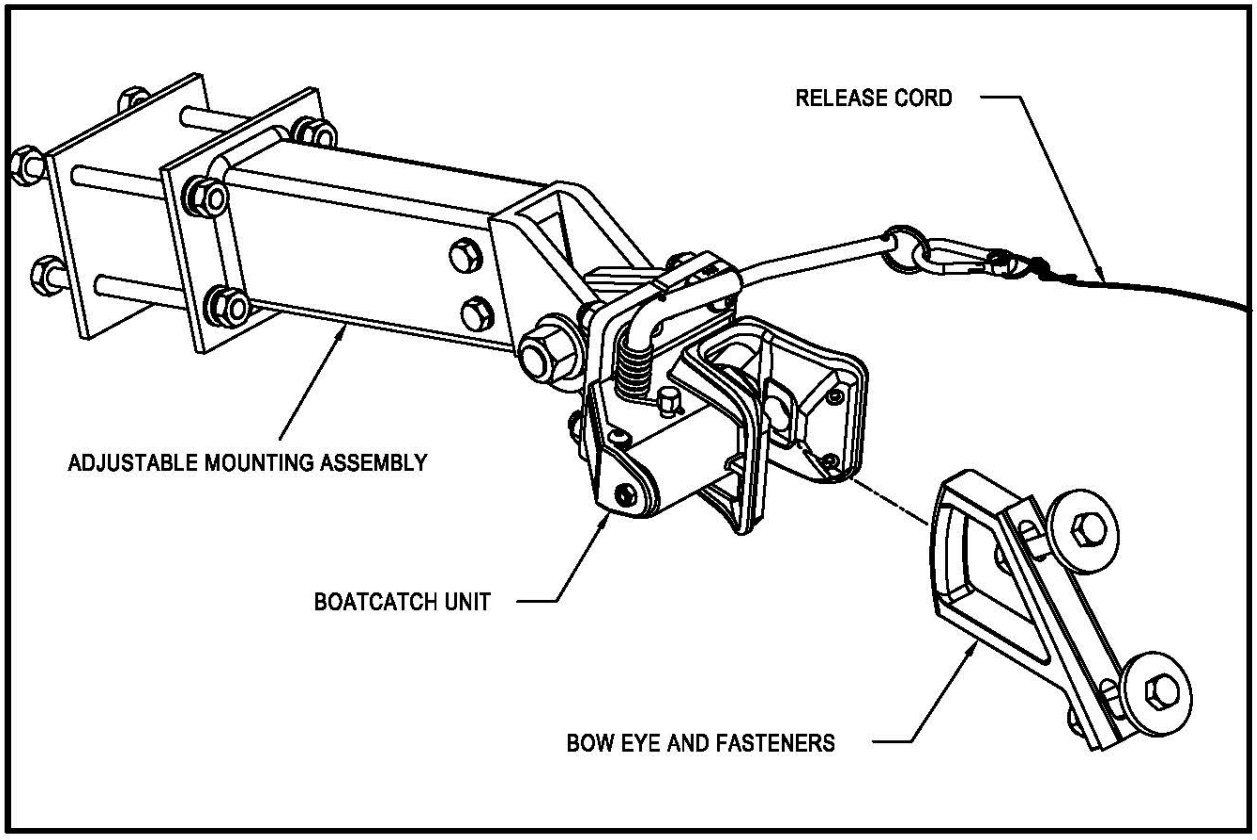


Figure 1: Boatcatch Coupling Shown Fitted on Adjustable Mount with Bow Eye

An exploded view of the standard *Boatcatch* (as packaged), is shown in Figure 2 and Table 1.

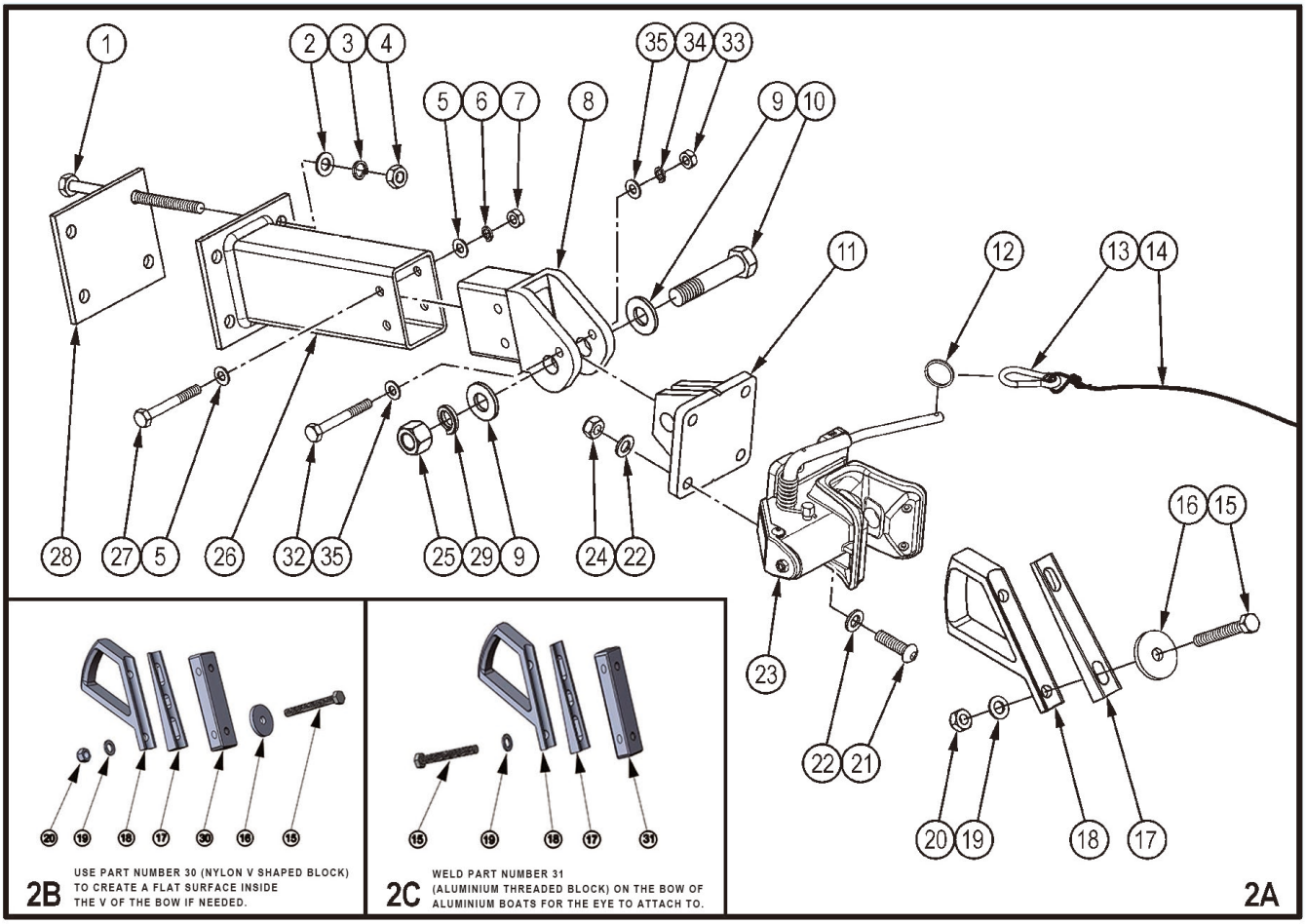


Figure 2: Exploded View of Standard Boatcatch

Table 1: Boatcatch Parts Listing

Part No	Part Name	Qty	Further Description for Large *Boatcatch* (25mm pin)	Further Description for Small *Boatcatch* (18mm pin)
1	Mounting Bolts	4	M12 suit bow post up to 100mm deep (Gal)	M10 suit bow post up to 100mm deep (Gal)
2	Flat Washer	8	12mm galvanized steel	10mm galvanized steel
3	Spring Washer	4	12mm galvanized steel	10mm galvanized steel
4	Nut	4	M12 galvanized steel	M10 galvanized steel
5	Flat Washer	4	10mm galvanized steel	8mm galvanized steel
6	Spring Washer	2	10mm galvanized steel	8mm galvanized steel
7	Nut	2	M10 galvanized steel	M8 galvanized steel
8	Female Pivot Bracket - Lockable	1	Galvanized steel (large)	Galvanized steel (small)
9	Flat Washer	2	16mm galvanized steel	16mm galvanized steel
10	Bolt	1	M16 X 100mm galvanized steel	M16 X 75mm galvanized steel

Part No	Part Name	Qty	Further Description for Large *Boatcatch* (25mm pin)	Further Description for Small *Boatcatch* (18mm pin)
11	Male Pivot Bracket - Lockable	1	Galvanized steel (large)	Galvanized steel (small)
12	Pull Ring	1	316 grade stainless steel key ring	316 grade stainless steel key ring
13	R Clip	1	316 grade stainless steel	316 grade stainless steel
14	Pull Cord	1	Nylon 4.5 meter length	Nylon 4 meter length
15	Bolt	2	M12 X 100mm long 316 stainless steel	M10 X 90mm long 316 stainless steel
16	Load Spread Washer	2	12mm X 6mm thick galvanized steel	10mm X 6mm thick galvanized steel
17	Bow Wedge	1	Nylon 5 degree angle (large)	Nylon 5 degree angle (small)
18	Bow Eye	1	316 grade polished (large)	316 grade polished (small)
19	Flat Washer	2	12mm 316 grade stainless steel	10mm 316 grade stainless steel
20	Nylock Nut	2	M12 316 grade stainless steel	M10 316 grade stainless steel
21	Inhex Bolt	4	M10 X 35mm long 316 grade stainless steel	M10 X 35mm long 316 grade stainless steel
22	Flat Washer	8	10mm 316 grade stainless steel	10mm 316 grade stainless steel
23	*Boatcatch* Coupling	1	Large with 25mm main pin	Small with 18mm main pin
24	Nylock Nut	4	M10 316 grade stainless steel	M10 316 grade stainless steel
25	Nut	1	M16 galvanized steel	M16 galvanized steel
26	Mounting Arm	1	Large suit bow post up to 100mm wide	Small suit bow post up to 100mm wide
27	Bolt	2	M10 X 70mm long galvanized steel	M8 X 65mm long galvanized steel
28	Backing Plate	1	Galvanized steel	Galvanized steel
29	Spring Washer	1	16mm galvanized steel	16mm galvanized steel
30	90° Nylon Wedge	1	Fit inside bow only if needed	Fit inside bow only if needed
31	Alloy Lug	1	M12 weld on outer bow	M10 weld on outer bow
32	Bolt	1	M8 X 40mm galvanized steel	M8 X 65mm galvanized steel
33	Nut	1	M8 galvanized steel	M8 galvanized steel
34	Spring Washer	1	8mm galvanized steel	8mm galvanized steel
35	Flat Washer	2	8mm galvanized steel	8mm galvanized steel

Key Functions

Boatcatch has two key functions:

1. *Boatcatch* allows you to move around the launch facility and on the steep boat ramp with no risk of the boat moving off the trailer until you choose to remotely pull the release lever.
2. *Boatcatch* will capture your boat automatically when you drive it fully onto the trailer. There is no need for a person to ever stand near the Boatcatch. A successful boat capture can be heard and also seen if standing by the driver's door of the vehicle, thus enabling the driver to confidently proceed up the ramp and move around the launch facility (see important note below).

Note:	*It is the responsibility of the user to have his own method of confirming that the Boatcatch has captured the boat prior to driving up the ramp. Also see Retrieval Procedure, page 2-2, item 4.*

Key Points

Boatcatch is a 'launch and retrieval aid' only, so it is important to understand the following:

1. The *Boatcatch* is not to be used as the only means of securing your boat on the trailer when travelling on the road.
2. When travelling, your boat still needs to be secured firmly forward against your trailer's bow stop by a tight winch.
3. It is also recommended you never forget to fit your tie down straps at the rear of your boat. Boats and trailers secured in these three places have an increased life span.

Final Points to Remember

The three critical components at the bow of your boat in order of importance are:

1. bow stop;
2. winch and winch cable eye; and
3. *Boatcatch* and *Boatcatch* bow eye.

It is most important to pre-determine where you will locate these three components so that you may achieve the best Boatcatch installation (refer Figure 3).

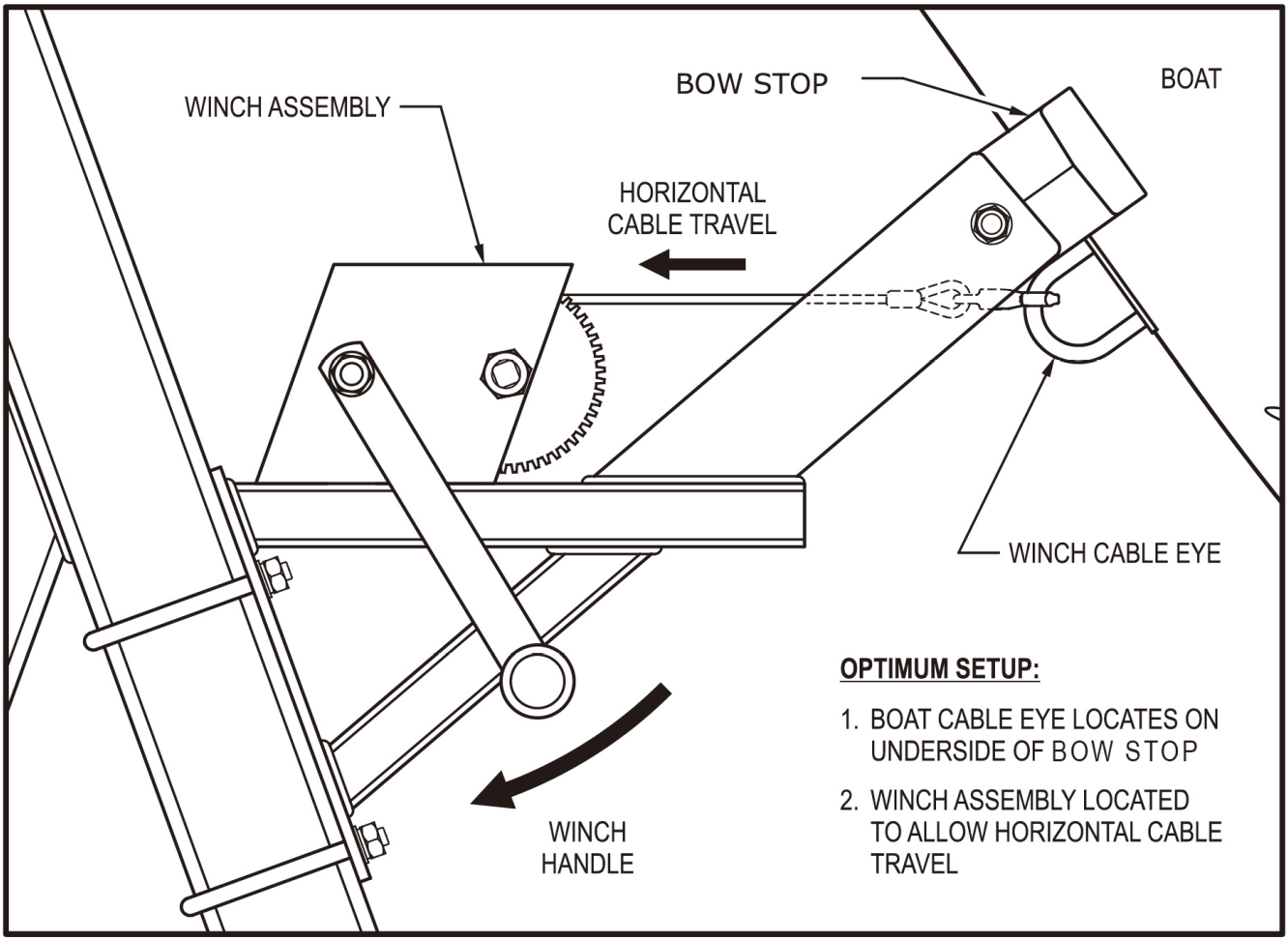


Figure 3: Bow Stop, Winch and Eye Arrangement

The bow stop is most important because it limits the forward-most location of your boat on the trailer.

The winch cable's eye being located against the underside of the bow stop, stops the boat sliding up in an emergency braking situation and if you drive the boat onto the trailer too fast.

The winch should always be very tight and is the critical device locking your boat to the trailer during road travel (refer Figure 3).

Boatcatch is the least important of the three as it only has a function when launching and retrieving. It does not locate the boat on the trailer or limit the boat's forward movement. It is fitted only after the bow stop, winch and eye are in place.

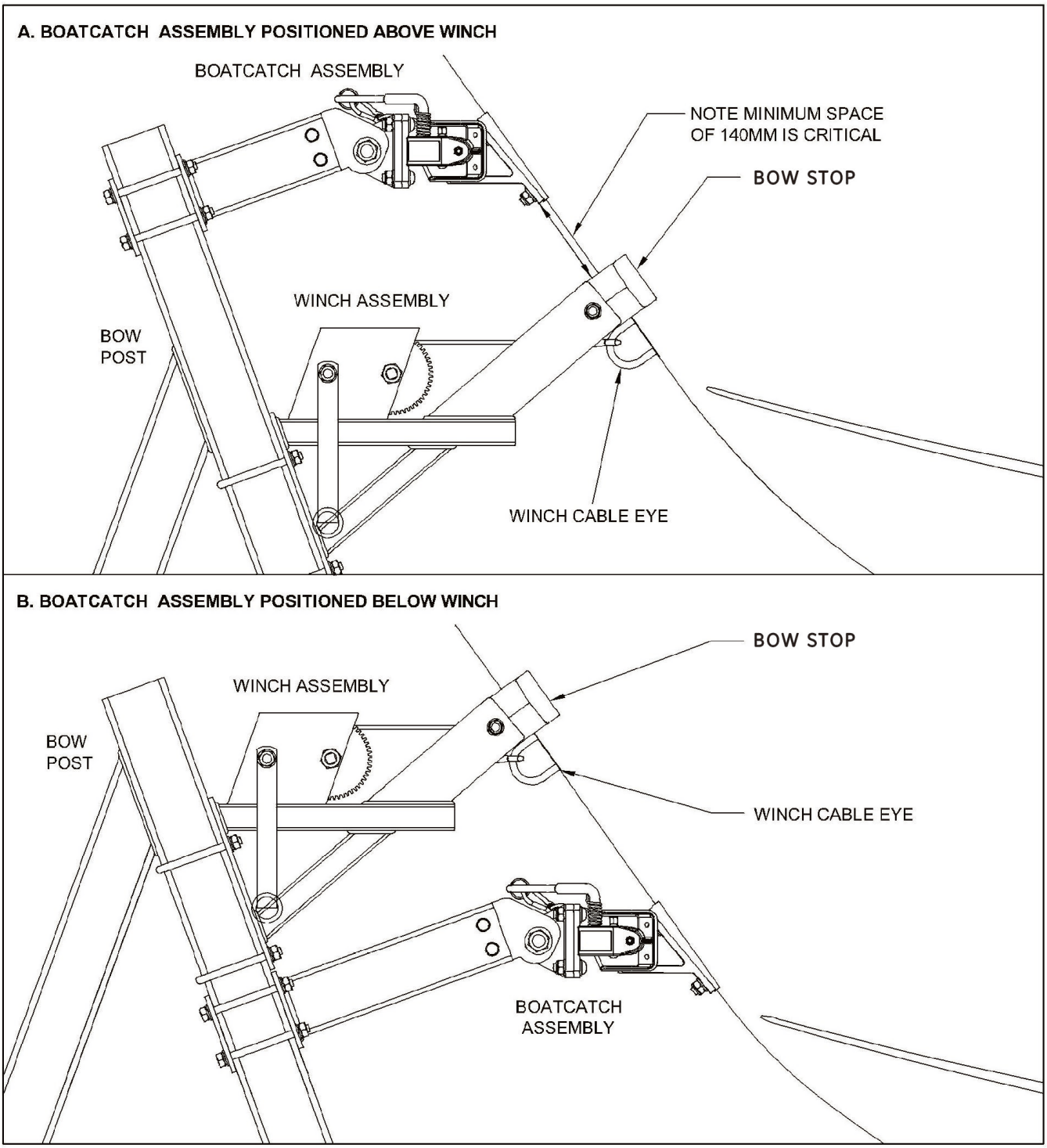


Figure 4: Typical Boatcatch Installation

Boatcatch can be fitted above or below your winch.

Note:	*With Boatcatch mounted below the winch, occasionally on a very steep boat ramp, you may have the back of your boat floating off the trailer when retrieving. If this is the case, you could find the angle of entry may have the boat bow touching the rubber bow stop at the top before it is able to trigger the Boatcatch. If you were to move the trailer up the ramp slightly, the back of the boat would stop floating and this would not occur.*

Assembly Options

Assembly options are illustrated in Figure 5A to Figure 5F.

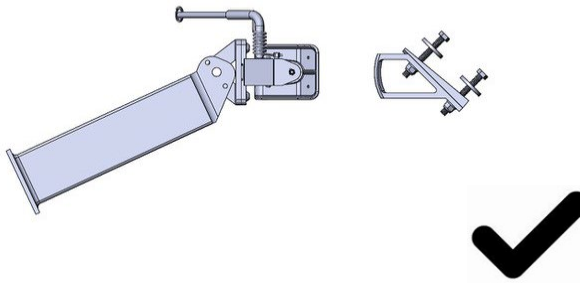


Figure 5A: Pivot Bracket Upward and Coupling Horizontal

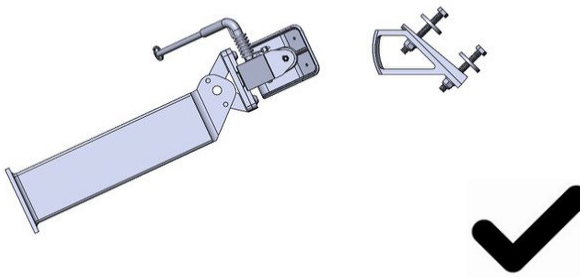


Figure 5B: Pivot Bracket Upwards and Coupling Angled

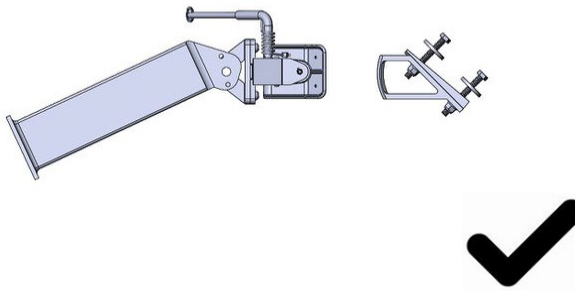


Figure 5C: Pivot Bracket Down and Coupling Horizontal

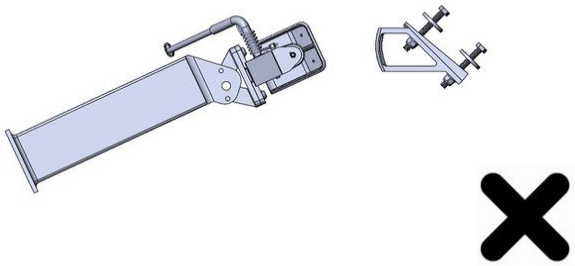


Figure 5D: Pivot Bracket Down and Coupling Angled

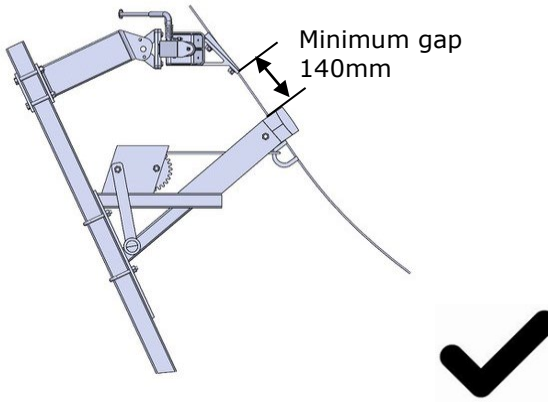


Figure 5E: When Mounting Above the Winch this Minimum Gap is Critical

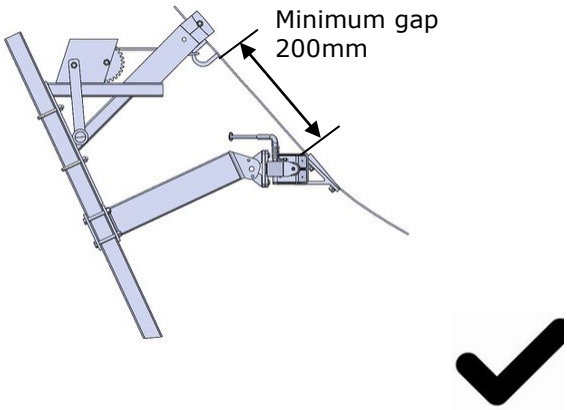


Figure 5F: When Mounting Below the Winch this Minimum Gap is Critical

Installing your *Boatcatch*

1. Position the boat on the trailer correctly.

Note:	*This means the boat should be positioned on the trailer to give the correct amount of weight at your towing coupling onto the car. If a boat is too far forward it will place undue load on the motor vehicle's suspension. If it is too far back, it will be too light on the vehicle and will be dangerously unstable to tow. Your boat should also be located centrally left to right on the trailer bed, and the trailer bow post should be inspected to confirm it is centrally located in relation to the bow. The boat also needs to be in contact and supported by all the trailer's rollers and skids. Seek advice if you are not confident with this.*

2. Check your bow stop, winch and winch cable eye are fitted correctly as per Figures. (You need to read the text under Figure 3.)

Note:	*We will now assume your winch, bow stop and cable eye are correctly located and proceed to fit the Boatcatch.*

3. Loosely assemble your *Boatcatch* onto the pivot bracket and galvanized mounting arm. Refer to Figure 5 for assembly options. Hold it in place by hand and observe its adaptability to your boat and trailer. Keep in mind that the pivot bracket angle adjusts, and the mounting arm will be shortened to suit your needs.

Note:	*Before starting, look inside the boat bow and make sure you have access to fit and tighten the nuts for the bow eye.*

4. Confirm the location you wish to fit the *Boatcatch*.

5. Fit the *Boatcatch* bow eye (refer Figures Figure 6A, 6B and 6C for the three fitting options). Aluminium boats require the supplied threaded aluminium mounting lug to be welded to the outside of the bow. Fibreglass, wooden or plastic boats require you to bolt the bow eye directly through the bow. A drilling template is provided on page 1-14. No detailed instructions are required for this step but keep the following points in mind:

   - The specially-shaped eye provided suits boats with a common bow angle. If your vessel has an angle outside of these measurements, simply insert the 5 degree nylon wedge supplied. It can go either way up, thus allowing for bow angles from 32 to 48 degrees (see Figure 6). If you need an extra 5 degree wedge, contact *Boatcatch*. The only reason we suggest the eye is horizontal is so it looks better. The eye will function perfectly even without the nylon wedge at angles up to 25 degrees.

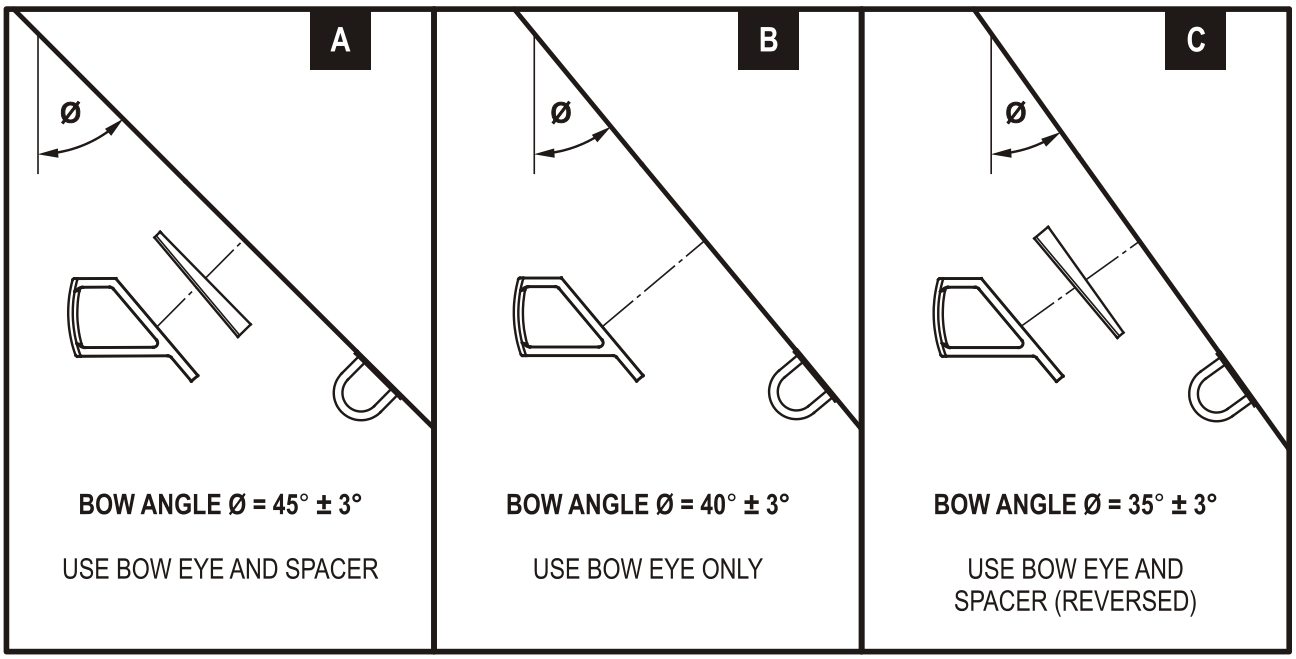


Figure 6: Fitting the Boatcatch Bow Eye

- If you choose to fit your *Boatcatch* above the winch, ensure a minimum gap of 140mm is kept between the new bow eye and the top of your bow stop (refer Figure 5E).
- The eye looks neatest if the top surface is positioned close to horizontal. (This is not critical; it simply looks better.)
- Use a high-quality sealant like 'Sikaflex' between the eye, the bolts, and the hull. Wipe excess sealant away. This achieves a neat looking finish whilst keeping moisture out.
- Fit the two bolts with the nuts inside the bow. If you fit with nuts outside then cut excess length off the bolts as a long internal bolt could touch the *Boatcatch* locking pin.

6. It is now time to cut the mounting arm down to the correct length. To do this, you need to have the pivot bracket attached to the coupling. Hold the *Boatcatch* assembly in place again and this time close the pin through the fitted eye. Loosely lock the pivot bracket at the correct angle by tightening the large bolt.
7. With your spare hand, hold the mounting arm in place.

Note:	***This is the critical time.*** *As illustrated in Figure 7 View A-A, you will see a view of the bow eye within the closed coupling. The eye should be central in this space. Remember the bow eye is not designed to be touching, rub or crash upon the inside of the Boatcatch.*

Mark the mounting arm at the point you need to cut. Do not cut it here yet. It is recommended you now make a second mark approximately 10mm further up the arm and intentionally cut the arm too long.

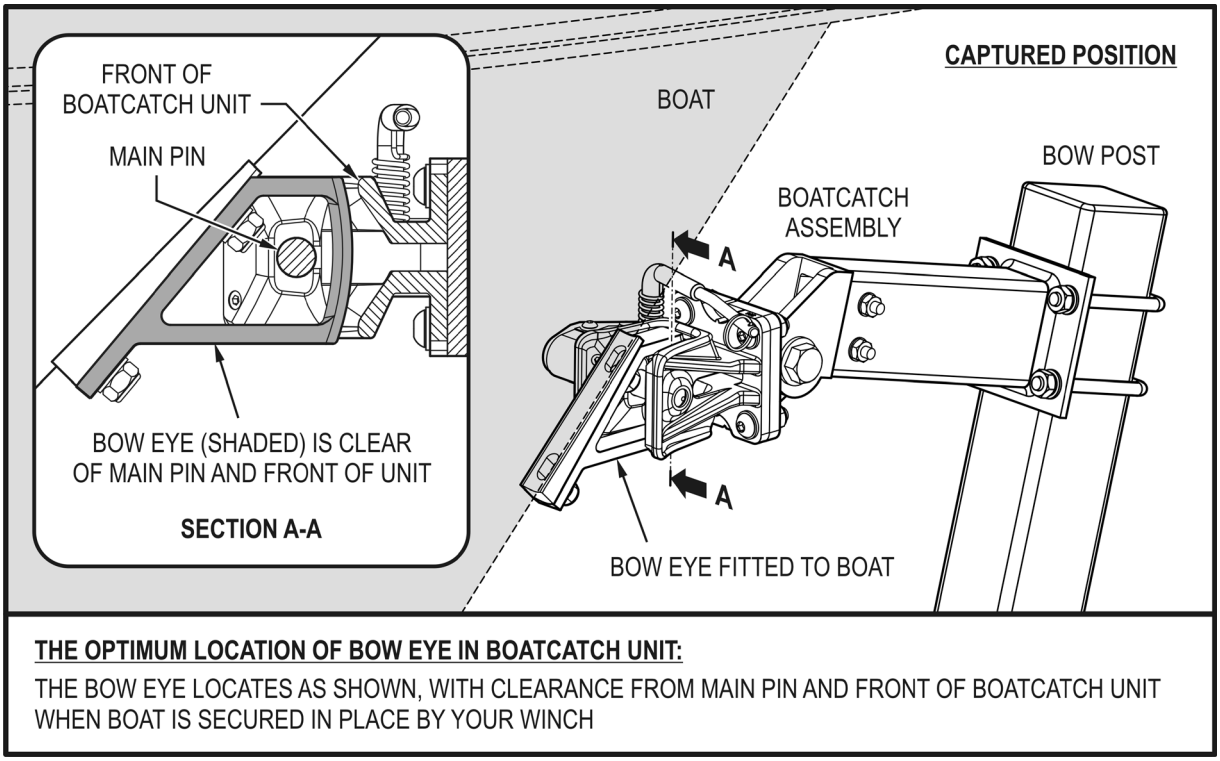


Figure 7: Cross Section View of Bow Eye Location in Boatcatch

8. Bolt the mounting arm loosely in place using the four bolts supplied.

9. Insert the coupling and pivot bracket back into the mounting arm.

Note:	*To have enough room to do this you may need to temporarily, move the boat back on the trailer by up to 30mm.*

10. Check and see if your initial cut mark was correct. If it is too long, you can make another small cut and check again. Continue until the length of the arm is correct.

11. Drill the holes in the mounting arm to accommodate the two galvanized locking bolts supplied.

Note:	*Use the paper template supplied in this book to mark the correct drilling location on the mounting arm (see page 1-15).*

12. Paint the exposed metal where the drilling and cutting has removed the galvanizing.

Note:	*It is recommended you use a cold galvanizing paint in a spray pack. These are cheap and available from your local hardware store.*

13. Bolt the pivot bracket to the mounting arm.

14. Fully tighten all other bolts.

Note:	*The M16 bolt in the pivot bracket must be 'super tight'. Further, there are several pilot holes drilled in the pivot bracket. These are to be utilised after the first test launch and retrieve. Once you are satisfied the 'set up' is correct, you drill out one of the pilot holes and fit the secondary pivot locking bolt we have supplied.*

15. With the winch fully tensioned, check the *Boatcatch* eye is correctly located within the *Boatcatch*.

Note:	*Have a close look at Figure 7 to understand where the coupling needs to locate so the eye does not rub on the pin or the coupling. Incorrect location detracts from the operation and life span of your Boatcatch.*

16. Adjust the length of the boat driver's 'pull cord' so it is long enough to reach the boat driver but not too long as it can reach under the trailer wheels when left dragging on the ground (see Figure 8).

Note:	*You may choose to add a meter of sewing elastic beside the pull cord. This will cause the cord to spring short once released thus removing any chance of running over it with the wheels.* *Some users have a preferred release method where they have passed the cord through the ring and have it doubled up back to the helm. Then after release, they can drop one end and use the other to pull the cord into the boat for storage.*

17. Familiarize yourself with the *Boatcatch Operation Instructions* in Chapter 2.

Note:	*The only warranty calls we receive are due to users not taking the time to understand the operating instructions.*

18. Test the setup of your *Boatcatch* at a launch facility.

Note:	*On the first test it is good to have an extra person assisting so you can stand in a position to observe the function of the Boatcatch. Understanding your Boatcatch will help give you many years of trouble-free use.*

Boatcatch has a video on the web site showing a *Boatcatch* being fitted.
Go to www.boatcatch.com and click on the 'video' tab.

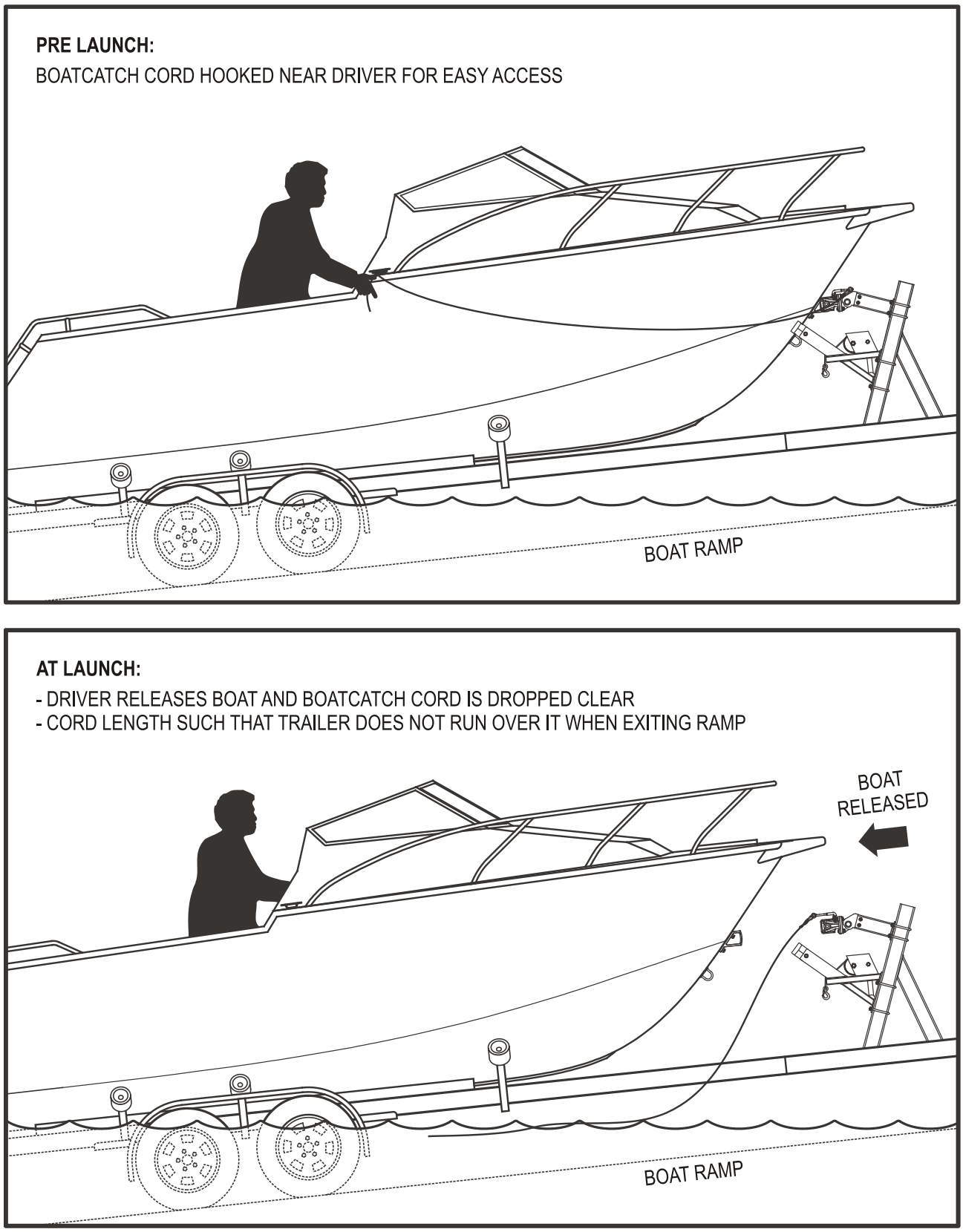


Figure 8: Boatcatch Cord Pre-Launch and After Launch

Is your trailer well designed for drive on?

For those of you who find your trailer is not easy to drive on to centrally, here is a pointer.

The single best and usually cheapest modification you can make to rectify this is to add a 'V' skid or roller 'V' on the bed of your trailer at the very front (just back from the point where your boat bow finishes coming down and the keel begins).

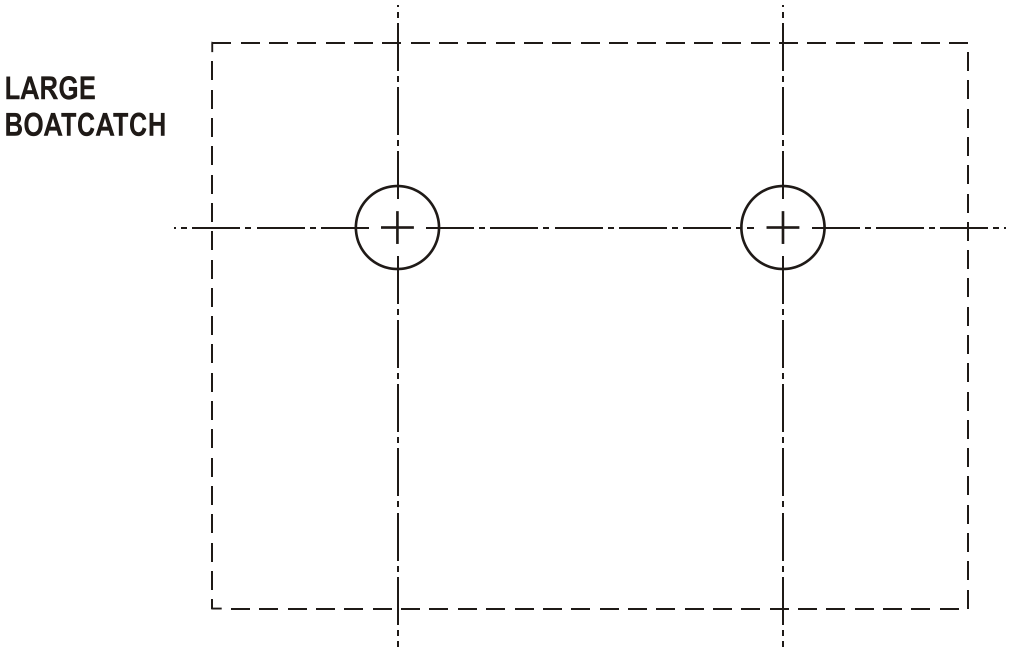
See many images of examples in our web 'trailer' gallery at www.*boatcatch*.com

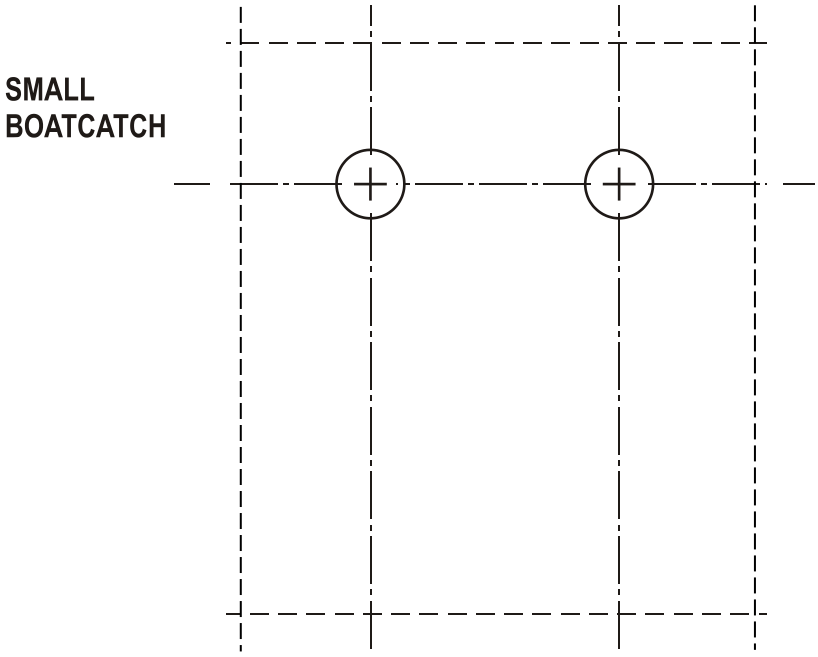
A 'multi fit' bolt-on 'V' skid is available to purchase from some boat trailer builders.

Note:	*The most common mistake people make when driving onto a trailer is they have the trailer too deep. Your trailer should only be deep enough that the rear of the boat is not floating at all as you finish driving up the trailer the last 300mm (1ft).*

Template 1: Mount Arm Drilling Template

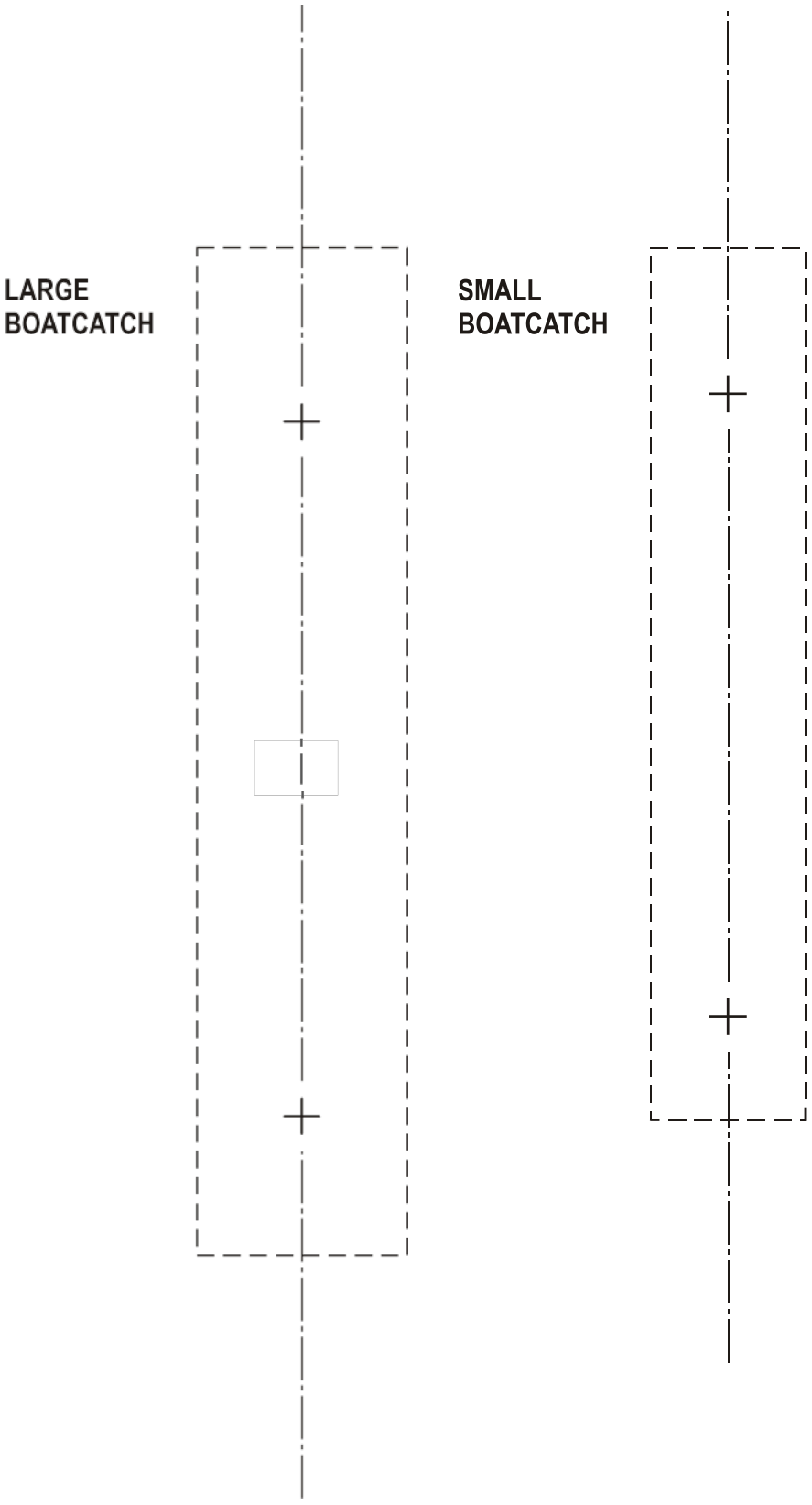
Place this template over your large mounting arm and centre punch where indicated (the centre points are 50mm apart); then drill two 11mm holes. Turn arm over and repeat process.





Place this template over your small mounting arm and centre punch where indicated (the centre points are 33mm apart and 18.5mm in from the top); then drill two 9mm holes. Turn arm over and repeat process.

Template 2: Bow Eye Drilling Template



We suggest you make your pilot drill hole with a very small drill and then check you are satisfied with the location of the hole. Be sure the drill holes are straight and positioned well inside the bow.

CHAPTER 2:

OPERATION & MAINTENANCE INSTRUCTIONS

Launch Procedure

Having arrived at the launch location and prepared for your boating activities perform the following steps:

1. Remove the winch strap.
2. Clip the release cord to the *Boatcatch* release arm ring and place the other end of the cord upon the boat within reach of the boat driver. (Ensure the release arm is in the closed position as someone may have opened it without your knowledge.)
3. Your boat driver may choose to enter the boat at the top of the ramp or when you have reversed nearer to the water.
4. The trailer can be reversed into the water, but no further than a depth that allows the rear of the boat to start to float.
5. The boat driver starts the vessel engine, when safe and ready, he or she can pull the release cord of the *Boatcatch*. This frees the boat from the trailer.

Read this critical paragraph and avoid a Warranty Claim

The release lever should move with a maximum of three kilograms of force pulling on the cord. If you were to pull harder, you could break the safety ring. The safety ring protects internal components being damaged from over pulling. If the boat has slipped back against the main pin and is making the release arm hard to pull, then simply drive the boat forward a few millimetres and the pin will be free again making the lever easy to pull. It is common for the boat to slip back against the pin.

6. The boat driver drops the cord overboard and reverses off the trailer.
7. The tow vehicle can now be driven away from the boat ramp. The cord is short enough that the trailer wheels will not run it over. When clear from the ramp, the cord is to be unclipped and stored for future use.

Retrieval Procedure

Before taking the empty trailer onto the ramp, check that the *Boatcatch* pin is in the open/withdrawn position. Perform the following steps for the retrieval procedure:

1. Reverse the trailer into the water to a depth that would allow the boat bow to come onto the trailer, but not so far that the boat could float all the way forward to the *Boatcatch*.

2. Drive the boat forward onto the trailer in a controlled manner. Remember the key to a central entry on the trailer is to move slowly and not have the trailer too deep. It is best if the boat enters the trailer and stops floating about two thirds of the way on. This allows the boat to stop and settle in the middle of the 'V' of the trailer bed.
3. When the boat has stopped and settled centrally about two thirds onto its trailer, throttle the vessel forward gently until the bow rests against the rubber bow stop. This forward movement will have moved the *Boatcatch* eye past the *Boatcatch* pin and would have automatically triggered the pin to the locked position.
4. When the car driver is satisfied the coupling has captured the bow eye, he can tow the boat and trailer off the ramp. (The tow vehicle driver can observe both the lever movement and the audible click of the coupling from beside the driver's door of the vehicle. A critical point to remember is that the vehicle driver must find his own way of checking the boat is locked upon the trailer by the *Boatcatch* pin. You must never *guess* the boat is safely in place.)
5. Prior to towing the boat on a road, the winch strap needs to be secured to the boat thus securing the boat against the rubber bow stop, therefore stopping the *Boatcatch* eye banging against the *Boatcatch* pin.

Retrieval Tip 1	*Do not have your trailer too deep in the water. This way the 'V' of the bottom of the boat settles and matches into the 'V' off the trailer bed as you come on thus assisting the centralization of the boat upon the trailer.*
Retrieval Tip 2	*When the boat has stopped and settled into the trailer bed, turn around and look at your motor or rudder. Check it is pointing straight forward, then power slowly to the Boatcatch.*

Cleaning and Lubrication

Occasional washing is recommended to remove salt, dust or road grime build-up. *Boatcatch* is made from 100% marine grade stainless steel. It may be hosed or pressure-cleaned with fresh water. If a detergent is used be sure to force any residual out from inside the unit with fresh water under pressure. Water inside the device will have no effect.

Internal Spraying with a Lubricant

Occasional lubrication of *Boatcatch* internally with a spray pack is recommended. You do this more easily from the outside whilst the boat is off the trailer. You may travel in an area where dust and road grime attracts to the lubricant. If this does occur, a pressure wash followed by further lubrication should solve the problem.

External Spraying with a Lubricant to Deter Corrosion

Trailers and boats can be constructed from unlike metals such as carbon steel, galvanized steel, aluminium and stainless steel. A combination of these can occasionally cause minor surface corrosion. External spraying of the device and mountings with a de-watering or lubricating product like Penatrine, RP7 or WD40 is acceptable as a means of reducing this corrosion. It is recommended you wipe excess moisture away with a cloth to avoid dirt attaching to the external surfaces.

Tips on Using *Boatcatch*

1. When using the cord to operate *Boatcatch*, never place your finger through a loop or wrap the cord around your hand. Both these acts could cause the cord to tangle the operator as the boat leaves the trailer and cause injury.
2. Some boats can slip back against the pin of *Boatcatch* as you reverse down the ramp. Other times they can float back against it. If you try to pull the release cord and find it does not come back easily, simply drive the boat forward a few millimetres and the weight will come off the pin and the cord will pull freely.
3. If you are on a steep boat ramp, keep in mind the back of the boat can sometimes float up from the trailer if you reverse too far into the water. A boat floating excessively can change your entry angle into the *Boatcatch* coupling and make for a missed coupling entry. If this occurs it should be obvious to the operator. Simply drive the trailer a little shallower to correct the floating problem.
4. Familiarize yourself with *Boatcatch* if you are the vehicle driver. Understand your *Boatcatch* and its two lever positions prior to use. The vehicle operator needs to be sure *Boatcatch* has locked into the boat prior to attempting a launch or the removal of the boat from the water. Being previously familiar will aid this endeavour. Find your own way of checking the boat is secured (refer to the important note on page 1-3 and read the *Critical Warning* on the front cover of this book).
5. As mentioned previously, your boat needs to be held forward by a tight winch for highway travelling. Be sure to occasionally re-check the winch tension if travelling longer distances. A loose winch strap can allow the boat to bounce at the nose and cause premature wear on your *Boatcatch*.

Anti Theft

If possible theft of your *Boatcatch* coupling is a concern to you whilst your boat is off the trailer, we suggest you may want to slip the coupling out and store it in your vehicle whilst the trailer is unattended. To facilitate this, follow these simple instructions.

Your pivot bracket has a 16mm hole through the base in the area that locates into the mount (see Figure 2). This hole is suitable for placing a pin through. You can disregard the two lock bolts that would normally hold the pivot bracket in, and

instead drill a matching 16mm hole into the mounting arm. Insert your own pin in here. (This pin works in a similar way to the pin that holds the tow ball tongue in many vehicle tow bars.)

The best tip you will ever be given for trailer towing!

We seem to never have enough time to remove our hubs and check our wheel bearings. The best way to avoid having a wheel bearing failure before you next grease those bearings is as follows:

1. Every hour or so, or when you stop for fuel or bait, place your fingers against the bearing hub or near the wheel studs. If the temperature is just warm or cool you can rest assured your bearing is not about to fail. If one of your hubs is hotter than the others, you may have a bearing about to give trouble or your trailer brakes are getting warm. You need to determine which it is. Familiarity with your rig and regular checking will help you understand this.
2. While you are checking the bearings, look at your wheel nuts to see if they have moved. Loose wheel nuts can easily be seen and can leave other signs like metal dust on the rim. Also touch your tyres to check their temperature. A single hot tyre can let you know that a 'blow out' is on its way.

Description

Boatcatch (Patent pending) is a coupling device that modernizes the launch and retrieval process of trailer boats. It allows you to quickly remove and replace your boat, to and from, its trailer without setting foot on a boat ramp or beach.

This boat-to-trailer coupling was invented out of necessity by a commercial abalone diver and former mechanical engineer who has 30 years of industry experience. The device filled his need to allow safe, fast launch and retrieval of his three-tonne abalone boat. He does this hundreds of times each year.

The coupling is made from 100 per cent marine grade stainless steel. It has very few moving parts and has an attractive polished finish.

How it Works

The *Boatcatch* and the coupling come in two sizes and is supplied complete with a universal mounting bracket and all components usually necessary for fitting and operating. A special eye is bolted to the bow of the vessel, and a coupling is attached to the trailer's bow post. This boat latch device has a heavy-duty pin that locates inside the eye and secures the boat upon the trailer until launch is required.

The trailer still requires its existing bow stopper to limit the boat's forward-most position.

The trailer still requires a winch for vessel recovery if engine failure occurs, and to hold the boat firm whilst travelling on roads.

The need for a bow safety chain or hold-down brace is reduced.

Warranty

Boatcatch is an extremely heavy duty and highly engineered product. This affords us the ability to give a lifetime warranty to the original purchaser. The warranty covers you against faulty workmanship and/or failure of the coupling device due to wear or breakage of the internal latching system.

Boatcatch will supply individual replacement components to you via normal postal services, all free of charge, most places in the world.

Further, *Boatcatch* has been rigorously tested both in real-life situations and with state-of-the-art 'design and destroy' software. Breakage without major abuse or due to an accident is not normal. If a breakage occurs due to an accident, send an email or post a letter with proof of purchase, a description of your problem and attach a picture. *Boatcatch* will consider your application. For your first claim, *Boatcatch* usually posts you a replacement part free of charge anywhere in the world.

Boatcatch will not pay for your postage, labour or any other cost you may incur due to a warranty problem. *Boatcatch* will also not be held liable for any wear or damage that may occur to any boat or trailer for any reason. *Boatcatch* will not replace components that have worn or broken as a result of:

1. incorrect fitting; or
2. a boat not being held tight against its bow stop by a winching device (refer *Chapter 1, Installation Instructions*).

The *Boatcatch* Advantage

Every aspect of modern trailer boating has been progressively modernized. Motors are highly efficient four-strokes. Hull designs now give excellent stability and internal functionality. Electronics are compact and highly efficient. Yet prior to *Boatcatch*, people had to continue to launch and retrieve just as it was done over 50 years ago. *Boatcatch* modernizes this task. Your boat can now be taken off or locked on in seconds and no one needs to stand on a slippery boat ramp or risk having a hand or finger jammed as the boat moves on the trailer.

Website: www.*boatcatch*.com
E-mail: info@*boatcatch*.com
Phone (Australia): 0400 222 824 (0400BCATCH)
Phone (International): +61 400 222 824