



New Model - Release notes

PRESS RELEASE

Release & Retrieve Boat Latch announces the release in 2010 of their new version of the L & R Boat Latch which is achieving great progress in penetrating the boating marketplace in Australia.

Latest Version - Improvements to the performance and convenience are.....

▶ **More Robust** - During it's service life, this product can get quite a bit of abuse. A heavy boat, even at low speed can create quite an impact. We cannot cover every possibility, but always strive to improve our product. To allow the product to perform under severe conditions we have

- Increased the strength of the Latch pivot arm.
- Mounted the Spring Return Post even more firmly.
- Revised the travel limit on the Latch pivot Arm so that on severe impact it cannot be forced over the edge of the travel limit at the end of the Latch.
- Used a different design of the Pivot Pin post base so that it is not reliant on welding, and cannot be 'broken' from the Base Plate with severe impact and abuse.

▶ **Ease of Maintenance** - previous versions of the Latch were welded together and most parts could not be removed. This new design allows for

- Easy removal of Pivot Arm & Selection Lever for maintenance, via a nylon locking nut. You can now acquire spare parts for the Latch, should it be necessary

▶ **Snare Improvement** - refinements to shape allow

- Improved 'catching' ability
- Reduced chance of catching on rollers on certain trailers



▶ **and there is more !**

The L & R Boat Latch now comes with 2 an optional extras - 'Latch Support' & the 'Wedge'

These is designed to cope with some unusual trailer and boat combinations.

The 'Latch Support' to cover the situation where the front of the Latch has nothing to bolt onto and is vulnerable to damage.

The 'Wedge' allows you to change the angle that occur with some trailers, where the winch platform presents at an unacceptable angle to the bow of the boat. The 'Wedge' provides a quick & simple solution to the problem.

Also - far more detailed Install manuals (23 pages) are provided on the website at www.boatlatch.com

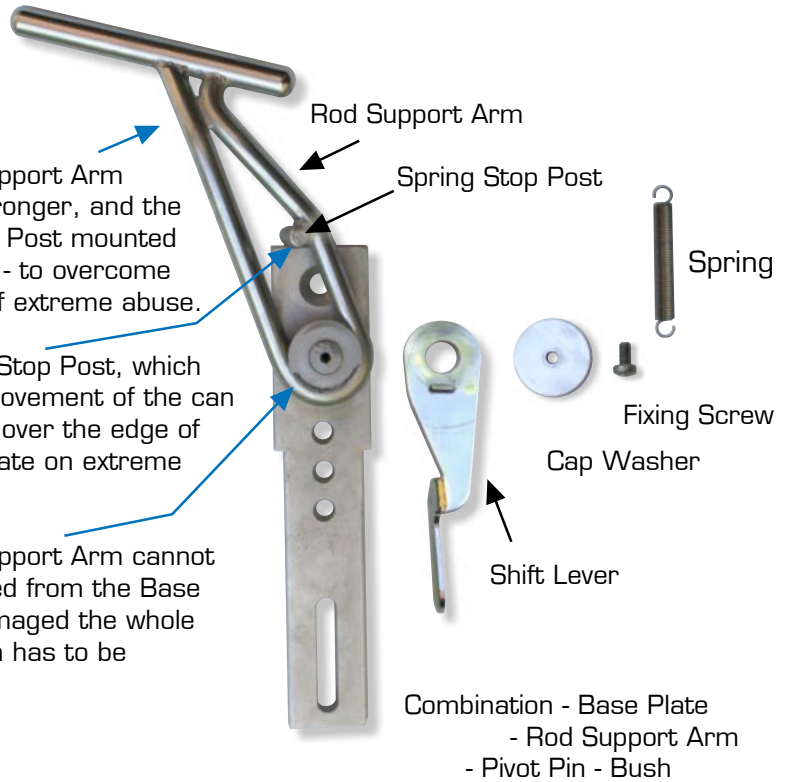
New Model - Release notes

Old Model



The Parts

- The Rod Support Arm could be stronger, and the Spring Stop Post mounted more firmly - to overcome situations of extreme abuse.
- The Spring Stop Post, which limits the movement of the can be knocked over the edge of the Base Plate on extreme impact.
- The Rod Support Arm cannot be separated from the Base Plate. If damaged the whole combination has to be replaced.

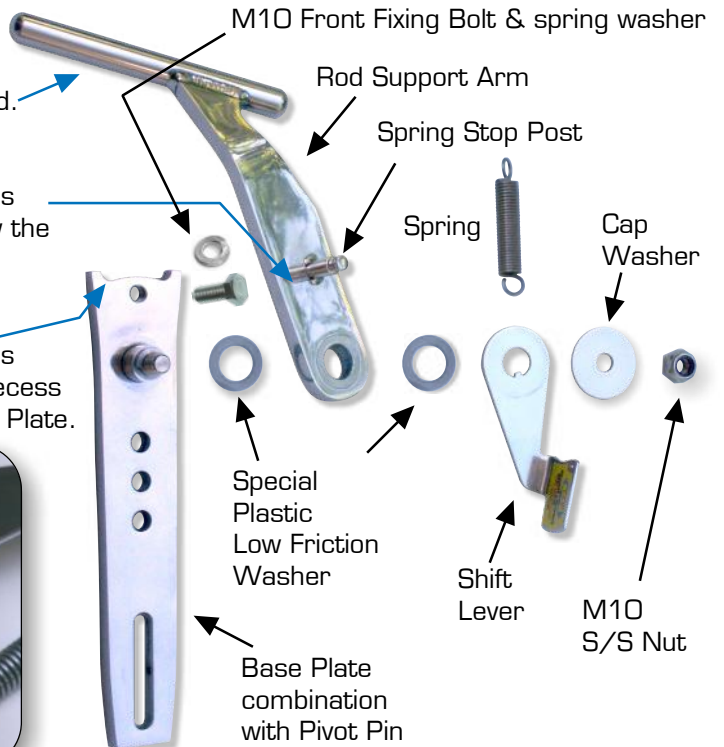
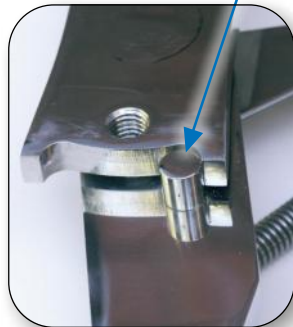


New Model



The Parts

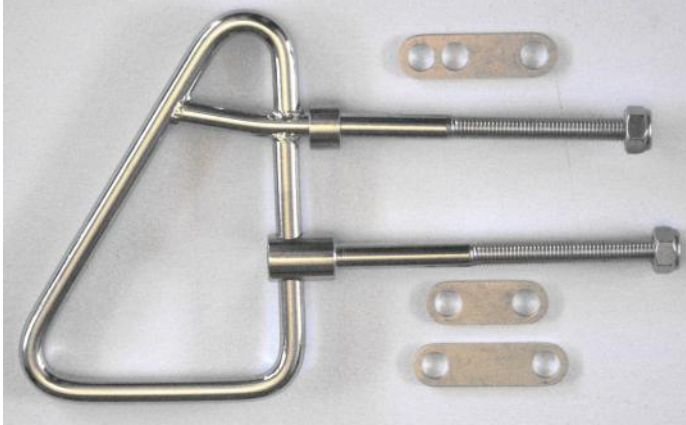
- The Rod Support Arm has been strengthened.
- The Spring Stop Post is now held very firmly by the Rod Support Arm.
- The Spring Stop Post is limited in travel by a recess in the end of the Base Plate.



- The Rod Support Arm can be separated from the base plate, which is not possible with the old model. Parts can be purchased separately if damaged.

New Model - Release notes

Old Model - Fibreglass



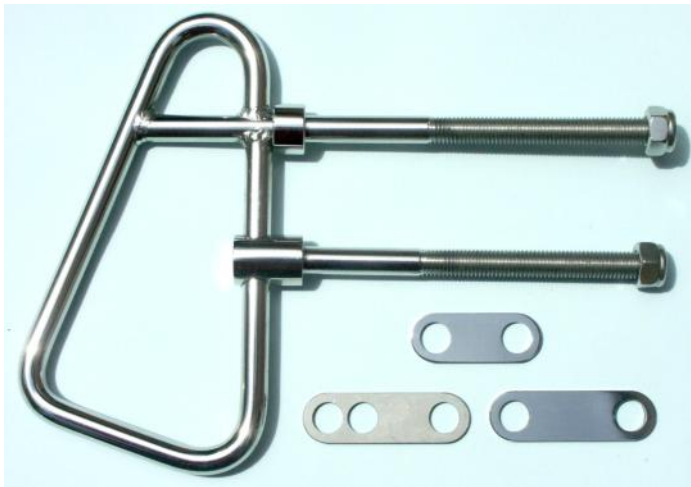
Old Model - Aluminium



Snare Improvement - refinements to shape allow

- Improved 'catching' ability
- Reduced chance of catching on rollers on certain trailers
- More room for winch cable hooks

New Model - Fibreglass



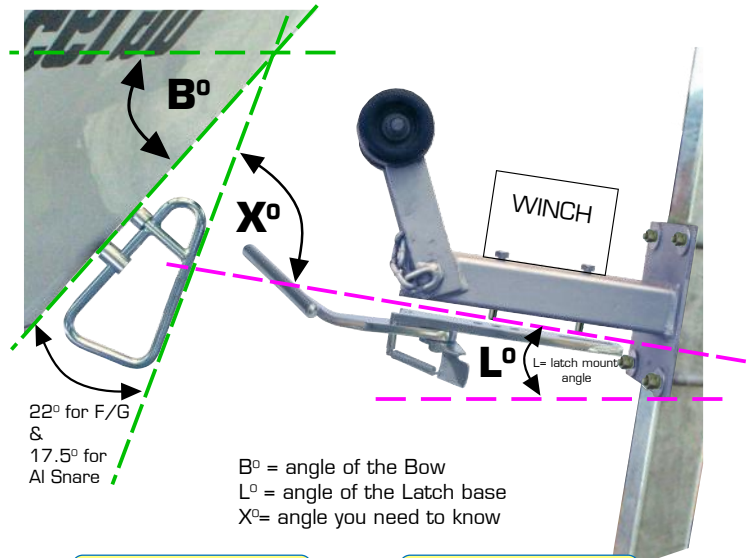
New Model - Aluminium



New Model - Release notes

► The Best Angle

The 'Wedge' is designed to cope with some unusual angles that occur with some trailers, where the winch platform presents at an unacceptable angle to the bow of the boat. The 'Wedge' provides a quick & simple solution to the problem.



for Fibreglass Snare
 $X = L + B + 22$

for Aluminium Snare
 $X = L + B + 17.5$

For proper operation $X = 80 \pm 15^\circ$
 that is min. = 65° and max. = 95° approx.

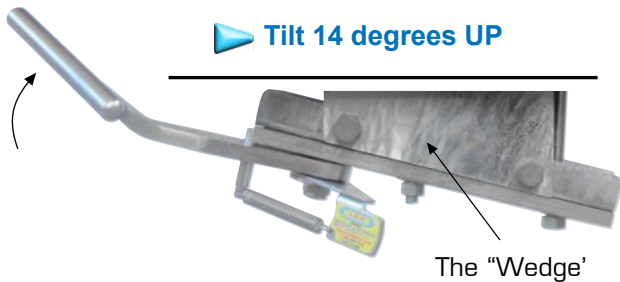


Examples where the 'Wedge' would sort out the angle problem. The ski boats are about 58 to 62° which is too low, and the 'Wedge' will bring them nicely into the right operating range.

Comments

The angle of the Latch to the Snare - should be $80 \pm 15^\circ$. If this is not the case, you can use the 'Wedge' to correct the angle.

Note - a side benefit of using the 'Wedge' is that it can provide a support the front of the Latch as well in cases where there is no surface to attach the front Latch bolt.



► So an angle of 51° could be moved up to 65° - just within usable range.



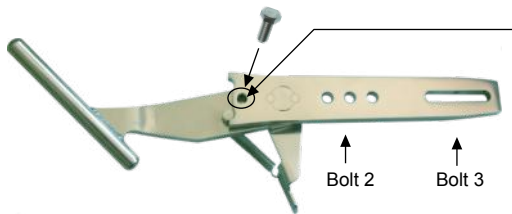
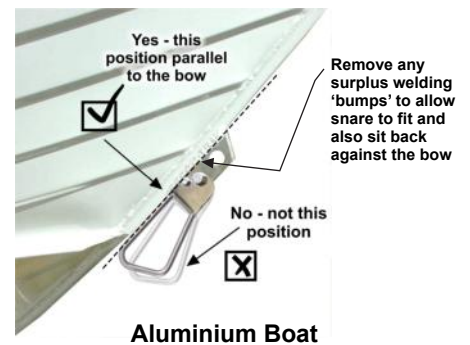
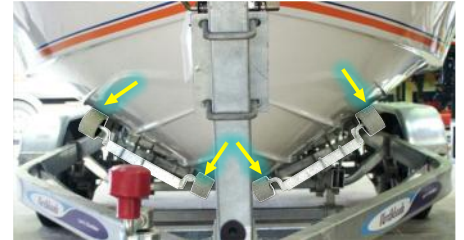
► An angle of 109° could be moved down to 95° - the top of a usable range.

For more details see....
www.boatlatch.com/install_detail.htm

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Installation - *Key Tips*

- ▶ **The Trailer** - you MUST align the rollers on the trailer properly ! Think of it as accurately guiding the Snare on the front of the boat, to the Latch on the trailer.
If the boat Snare is not guided to the Latch, then you aren't going to be able to 'capture' the boat.
- ▶ **Snare for Aluminium Boats**
 - (1) You may need to remove some welding surplus 'bumps' for an easy fit.
 - (2) you must get it back parallel to the bow not sticking out as it can catch the trailer rollers and the anchor rope.
- ▶ **Front bolt for Latch on trailer** - Do not forget to fasten the bolt (provided) This supports the latch front under severe load conditions, for example where a very heavy boat approaches too fast. The latch could be bent on impact if the front is not held by this bolt.



Note:- this hole must be one of those used to fasten the front to the trailer..... without it you void the warranty. The bolt is provided.

- ▶ **For Unusual Trailers** - If you have an unusual trailer you may need the 'RHS latch support' (see 'Install FAQ's' on website). This helps provide support, & a mounting point for the front of the Latch.



Using the Product - *Key Tips*

- ▶ **'LAUNCH'** - the boat MUST be UNABLE to float off the trailer - the resistance from rollers/slides, & the latch is holding the front of the boat.
- ▶ **'RETRIEVE'** - have the trailer the same depth as a 'good launch'. If it is too deep (a common mistake), the boat will be unable to be guided by the rollers or slides (floating) and the approach speed will be high & the equipment may be damaged.

For more details see....
www.boatlatch.com/install_detail.htm