

# SETTING UP FOR SPORTFISHING

By Grant Dixon

## The Voyager Elite trailer

Over the course of the season there would be few boats that do the mileage the magazine's project Extreme 700 Game King covers.

As well as being deployed for tour-

naments and tackle-test missions, it is also used by manufacturer Extreme Boats as a demonstrator, as it is the first of the new 700 hull shape to come off the company's Bay of Plenty

production line.

While we need a good boat to get us to our 'Spot Xs' on the water, similarly we require a reliable trailer to do the same on land.

The magazine has had Voyager trailers under its larger project boats since the first Ramco 580 was launched some 16 years ago. At this stage the late Phil South was developing his own style of trailer under the Voyager marque out of his purpose-built Hamilton workshop.

Steve and Ruben Williams have since taken over the reins, and continue to produce innovative product for placing under the hulls of several well-known manufacturers.

Trailers are like boats: they can be spec'ed up to suit various owners' needs – and that is the case with our rig.

When the boats get up in size, one of the most important issues is not so much towing them as stopping them. This boat is the first we have had with an electric braking system fitted.

I first came across the Carlisle system when towing *The ITM Fishing Show's* big Stabicraft up north. Previously I had done the vast majority of towing using trailers fitted with basic hydraulic override brakes, and I was pleasantly surprised by the effectiveness of the Carlisle HydraStar XL unit. Consequently, I was determined to see the same product on our next project-boat trailer.

The system uses an onboard micro-processor and accelerometer to sense the amount of braking effort being generated by the tow vehicle, which in our case is the new model Jeep Grand Cherokee V8 with a braked tow rating to 3.5 tonnes.



Guide poles and an extensive wobble-roller setup ensure the Extreme Game King 700 comes straight onto the trailer every time.



*'Superbly Built'. 'The boat goes on and off the trailer like a dream'. 'it tows like a breeze!'*  
**Matt Watson, ITM Fishing Show**

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Touch the Jeep's brakes and the same amount of braking is applied to the trailer brakes through the trailer-mounted electric controller. An in-cab actuator allows the driver to set the 'ferocity' of the trailer brakes. This unit plugs into a cigarette lighter and works through the vehicle's existing wiring system, enabling adjustments to match the load and driving conditions.

The good news is that the system is fully portable. If changing tow vehicles, all the driver needs to do is take the controller along too and plug it into the vehicle being used.

The system has its own trailer-mounted battery to constantly top it up, thanks to a charger that is an integral part of the system. The controller not only alters the brake settings (there are six options), it also has several audio alarms to indicate any problems, such as low battery levels. And, for 'peace of mind' towing, there is an emergency 'panic' button, too. If the trailer gets the speed wobbles, the trailer brakes can be activated independent of the tow-vehicle brakes to bring the rig back into line. Similarly, if the trailer coupling breaks away for any reason, a

cable is pulled tight and activates the emergency braking. I haven't had to use either feature – and hope the situation never arises – but it is comforting to know it is there.

The other good thing is the system also works in reverse. You just have to remember to minimise the brake setting when backing up.

There is a mechanical park brake to engage the brakes when the boat is parked up. The only issue we have had with this is the cables can get pinched against the drawbar when negotiating any rises in the curb. The Jeep has the ability to alter the ride height settings, but if the driver forgets to lift the vehicle up, the cable can be damaged.

Our trailer is the Voyager Elite model, which has been put together using quality Trojan components. It features watertight LCD lights, a chequerplate walk-board (which is great for keeping the feet dry when launching in winter), stainless steel brake parts, as well as side guide poles.

While the multi-wobble roller setup helps guide the boat straight onto the trailer, this can sometimes be compromised in windy conditions,




Twelve sets of multi-rollers support the boat well on the trailer while travelling, as well as making slipping it on and off a simpler task.

and this is where the guide poles come into their own. They are also great for lining the boat up on the trailer when loading under power – where appropriate and allowed!

We often beach launch the Extreme 700 using a tractor fitted with an electric winch. When retrieving off the sand, it is a simple matter to back the trailer up to the boat's bow and continue slowing reversing as the boat comes on, driving forward once the stern is off the ground and com-

pleting the boat loading. The multi-rollers guide the hull up straight every time.

On the road, the Voyager Elite tows well behind the Jeep Grand Cherokee. That's because the Voyager team has set it up with just the right drawbar weight, while the low centre of gravity adds to the rig's towing performance. We are more than happy with our Voyager, and hope the relationship with this quality manufacturer continues well into the future. 

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As used by Matt Watson

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Lb Test	5.5	6.9	9.2	11.0	13.6	15.8	20.7	24.2	29.0	33
Dia Ø	0.18	0.20	0.23	0.25	0.28	0.30	0.35	0.38	0.43	0.45

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Lb Test	4.8	6.1	7.3	9.7	12.0	14.5	16.9	20.0	23.0	27.0	29.0	34.0
Dia Ø	0.16	0.18	0.20	0.23	0.25	0.28	0.30	0.33	0.35	0.38	0.40	0.45

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Lb Test	6.0	9.0	15.0	14.0	19.0	24.0	30.0	37.0	45.0
Dia Ø	0.20	0.25	0.28	0.30	0.35	0.40	0.45	0.50	0.55