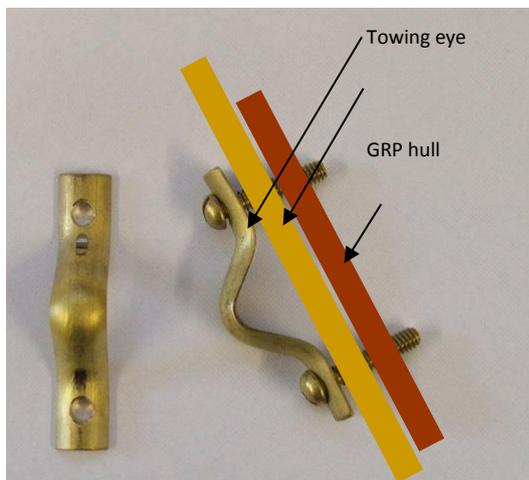


## **TOWING EYE**

The towing eye on all but the earliest Drascombes is a piece of brass stemband formed into an eye.

On some earlier boats, the towing eye was a bronze strap extending about 4" along each side of the bow with two fixings per side into the GRP. These are no longer available but we could make one up in stainless steel.

If you have the stemband type, it is drilled twice & the fixings tapped & screwed through the GRP stem into a brass plate that is bonded into the hull during laying-up. That brass plate is probably a length of stemband.



We can supply the towing eye & replacement machine screws. On metric-age boats these are M6 brass pan-head machine screws. On earlier boats, they were ¼" BSW round-heads

The towing eye is strong enough for winching the boat onto the trailer.

The nominal dimensions are 78mm long overall with fixing holes at 55mm centres. For a while, the fixing holes were 50mm. ***These items have only ever been batch produced & the boat drilled to suit, so they may vary. We can make them up to any dimensions necessary to suit your boat.***

It is also strong enough to keep the bow tight into the bow snubber when trailing but it is a good idea to secure the bow to the trailer with one of our bow Spansets just in case either the winch ratchet, strop or towing eye give up the ghost & let go at an inopportune time.

If the eye breaks, it is because it has been overloaded, worn or fatigued. It does happen, but not often. It is, deliberately, the weakest link in the chain. Do not replace it with a stronger item. If you do, then the weakest link will be the GRP bow of the boat. If overloaded, it will be ripped out! You can sail your boat without a towing eye. You cannot sail your boat without a bow in it!



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If it breaks, the sequence will be: head snaps off one machine screw, towing eye opens out, secured end snaps off. You will, most probably, now have one machine screw that can be easily removed & the other snapped off flush with the GRP. To remove the second one, you may have success with an Easy Out – a left hand threaded tapered gizmo. If you have them, you will know how to use them! If not, obtain a couple of sharp 2mm drill bits & drill in from opposite sides at 45 degrees just through the screw. Then work the two cross-drillings into a slot into which a screwdriver blade will fit. With firm but controlled pressure, unscrew the remnant.

If all else fails, drill out the remnant, re-tap one size larger & use M8 replacement machine screws. If you are forced into doing this, we can also make up a towing eye using the larger stemband from the Gig. That will leave more 'meat' after drilling larger holes than the original fixing. You will probably also need a larger bow shackle to suit this.

Once you have got this far, replacement is easy. Screw on the new towing eye, bedding the screws in some silicon or other favourite sealant. If your replacement doesn't fit, you may ease it by a millimetre but, for any more, send it back to us with a template or precise measurements from your boat & we will make another for you.