



AFTERMARKET TOWER

Monster Tower's new HS1 universal-fit wakeboard tower features an OEM-style cast aluminum mounting bases for a factory-installed look. The tower has an adjustable header for a custom fit on boats ranging from 76 to 96 inches wide.

The HS1 features an integral navigation light as well as a swivel tow mount to reduce line chafe. Without the need of tools, the tower folds manually for storage or low bridge clearance. An EZ-Fold lift assist option employs gas shocks for minimal effort when raising or lowering the tower.

Another option is an integrated Bimini top for weather protection – even while a rider is in tow – that can be stowed away when not in use.

The HS1 can also accommodate all Monster Tower accessories including mounts for the Wetsounds sound bar.

Built from 2.25-inch diameter 6063-T6 aeronautical grade aluminum, the HS1 is said to feature a high tensile strength, quality surface finish and corrosion resistance. Customers can choose between a polished and anodized finish (for an additional level of corrosion protection) or a black powder-coated finish to match their vessel. It comes with a five-year warranty.

The HS1 is currently available to Monster Tower dealers followed by retail sales beginning later this season.

monstertower.com

VERSATILE TRAILER SAVES YARD SPACE

Kropf Industrial's Conolift Sling Lift (SL) trailers offer marinas and dealers an affordable alternative to a fixed-width straddle carrier for handling boats up to 55 feet in length. Offered in capacities ranging from 10,000 lbs. up to 80,000 lbs., the company's 'SL' series features Conolift's unique expanding width frame to reduce the wasted space between stored boats that can be caused by using less flexible fixed-width lifts.

The forward sling position can be hydraulically adjusted fore and aft up to six feet to allow the slings to always be placed under the recommended lift points on the boat. The trailer can also be used on your existing launch ramp, eliminating the need for the construction of costly piers or lift wells.

Unlike a conventional hydraulic trailer, a sling trailer can lift sailboats directly out of or onto cradles, but works just as well with boat stands. Each model is available as a towable unit, or if more maneuverability is required, as a complete-



ly self-propelled unit.

Each unit offers standard stainless steel pins and hardware, high-strength hydraulic cylinder shafts, pilot operated safety lock valves and vertical cushions to protect the boat sides and rub rails. The hydraulic system is powered by a Honda engine, eliminating the need for electrical connections.

Optional features on the SL series include a self-propelled power unit, hot dip galvanized frame and custom paint colours.

kropfindustrial.com

ECO-FRIENDLY DISTRESS LIGHT

Weems and Plath hopes its SOS Distress Light will one day address the environmental concern caused by the improper disposal of pyrotechnic flares in Canada.

The company's SOS light is non-toxic and fully recyclable. It features an LED light signal that meets United States Coast Guard requirements for day and night use on a recreational boat. In the United States, it's estimated that seven million flares expire each year and only nine percent are disposed of properly. This is also an issue in Canada, and Weems and Plath hopes Transport Canada will come to recognize the light as a legitimate substitute for mandatory flares in the future.

The SOS Distress Light retails for \$169.99.

weems-plath.com

