

TRAILING BOATS

1 – Comply with the Law

- Anyone wishing to transport ERC boats by road needs to read, understand and comply with the large number of rules that applies to trailing boats.

2 – Employ Best Practice

- See the British Rowing (BR) website and Row Safe (section 2.5) that addresses the minimum standards and good practice to be employed.
- More detailed and specific British Rowing guidance is available on the BR website:
 - [Driver's Handbook](#)
 - [Trailing Towing](#)
 - [Guidance for transporting oar propelled racing boats](#)
 - [Rowing & Trailers](#)
- Other guidance is available on the following sites:
 - [Highway Code - Are you fit to tow?](#)
 - [DVLA Driving Licence Requirements for Towing Trailers in Great Britain](#)
 - [DVLA Driving a Minibus](#)
 - [The Caravan Club](#)

3 – Approval Procedure for Trailer Drivers

- Any driver of ERC boat trailers must undergo and pass an assessment by a competent trailer driver before their first trip trailing boats.
- The assessment will cover basic towing ability and manoeuvring
- The driver will sign to say he has read and understood the rules and guidance outlined in section 2 above
- Any driver of ERC boat trailers must have a relevant DVLA license that makes it legal to tow trailers. Those that have passed their driving test since 1997 will need to obtain this additional qualification.

4 – Specific Requirements for each Trip

It is the driver's responsibility to ensure:

- The trailer has a spare tyre and tools
- The towing vehicle is appropriate for trailer and the load being carried
- Appropriate insurance is in place.
- The loading plan is appropriate and all equipment is secured correctly
- The nose weight is correct or as a minimum that the weight is correctly distributed
- The tyres (including spare), lights, projection markers and the security of the load, jockey wheel and brakes have been checked
- A passenger is available to help with navigation, manoeuvring and any emergency that may arise
- Drivers will take a break if the journey is in excess of 2 hours
- Driver or passenger has a working mobile phone.
- The weather forecast has been consulted before setting off and the driver is aware of any dangers from high winds, icy conditions, etc. Should the driver feel that conditions are inappropriate or becoming unsafe at any point he/she may abandon the journey and take any measures to make individuals or equipment safe
- The driver will sign the journey book indicating all pre-trip checks have been completed and passed. The driver will take a "Trailer Pack" with him on the trip.
- Any overhangings boat are hazard marked with light and/or hazard tape

5 – Trailer Pack to be taken on all Trips

- Copies of all documents including the trailer insurance policy
- Loading plans for common boat configurations on trailer
- Instructions for loading and securing; oars, seats, riggers, trestles etc.
- Provision of sufficient boat ties, projection markers and lights
- Information on Maximum Allowed Mass for trailer
- Specification of appropriate vehicle size/weight for trailer loads
- Approximate weights of ERC boats
- Method of assessing the correct trailer nose weight
- The BR leaflet on towing