GUIDANCE FOR THE TRANSPORTATION OF OAR PROPELLED RACING BOATS

FOREWORD

In recent years there has been much debate and misunderstanding surrounding the legislation that applies to the carriage of oar propelled racing boats on vehicles, including trailers. The main issue is the distance by which the boat projects beyond the extremities of the vehicle and the action that needs to be taken by the driver to remain within the law.

The law relating to the transportation of abnormal loads is complex. There is an exemption that applies only to oar propelled racing boats that removes some of the requirements that apply to abnormal loads in general.

The intention of this booklet is to clarify this specific part of the legislation for members of British Rowing and police officers who come into contact with these vehicles on our roads.

Mick Giannasi
Chief Constable
ACPO Head of Roads Policing

RELEVANT LEGISLATION

The latest regulations are contained in the Road Vehicles (Construction & Use) Regulations 1986: coded “1986 No 1078”. The relevant projection information appears on pages 109 – 113 covered by Regulations 81 & 82 and Schedule 12.

ARRIVE ALIVE

● Avoid Driver Fatigue - Falling asleep at the wheel is the cause of around 20% of accidents on long journeys on trunk roads and motorways.
● Plan to stop for a 15 minute break every 2 hours.
● Try to get a good night’s sleep where driving if possible.
● Stop in a safe place when you feel tired.
● Drink a cup or two of strong coffee followed by a short nap, once you have stopped somewhere safe.

REMEMBER – TIRREDNESS KILLS

www.tirednesskills.co.uk

More information can be found in Row Safe and on British Rowing website: www.britishrowing.org

www.youtube.com/user/cyd523

TOP TEN TRAILER CHECKS

1. Check you have the correct licence and insurance to tow the load.
2. Check the limitations of the tow vehicle in the vehicle handbook – the towing weight & towing hitch loading.
3. Check the total weight of the load being towed and the loading on the tow hitch.
4. Check the vehicle is appropriate for the load, length and type of trailer.
5. Check the boats and load are positioned to ensure even weight distribution and a low centre of gravity.
6. Check the ties are suitable, in good condition and secured to avoid slackening and slipping - See ‘double strapping’.
7. Check the tyres are in good condition and at the correct pressure.
8. Check all the lights are in good condition and at the correct pressure.
9. Check the load is securely fast to the trailer at regular intervals.
10. Check the weather forecast for high winds and icy conditions.
There is a 'grey area' when considering trailer length. A sketch in the sketches above illustrates disregarding the 'A' frame (towing device) and measuring the load supporting section. However, in the case of a trailer, such as might be used to transport a sail or power boat, consisting largely of an 'A' frame type design, then the theory of measuring from the end of the tow hitch to the rear would seem sensible. A case for common sense to be applied.

In addition, other regulations may apply; for instance in Central London, where Police permission is required for the movement between 10 a.m. and 7 p.m. on weekdays of loads exceeding 10.98m (36ft) in length or one and three-quarters times the length of the carrying vehicle. This also applies if the rear projection exceeds 2.6m (8ft 6in).