

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.



Photo Nick Hartland

TOP TEN TRAILER CHECKS

- ✓ Check you have the correct licence and insurance to tow the load.
- ✓ Check the limitations of the tow vehicle in the vehicle handbook – the towing weight & towing hitch loading.
- ✓ Check the total weight of the load being towed and the loading on the tow hitch.
- ✓ Check the vehicle is appropriate for the load, length and type of trailer.
- ✓ Check the boats and load are positioned to ensure even weight distribution and a low centre of gravity.
- ✓ Check the ties are suitable, in good condition and secured to avoid slackening and slipping - See 'double strapping' www.youtube.com/user/cyd523
- ✓ Check the tyres are in good condition and at the correct pressure.
- ✓ Check all the lights are in working order – carry spares.
- ✓ Check the load is securely tied to the trailer at regular intervals.
- ✓ Check the weather forecast for high winds and icy conditions.

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
Share 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

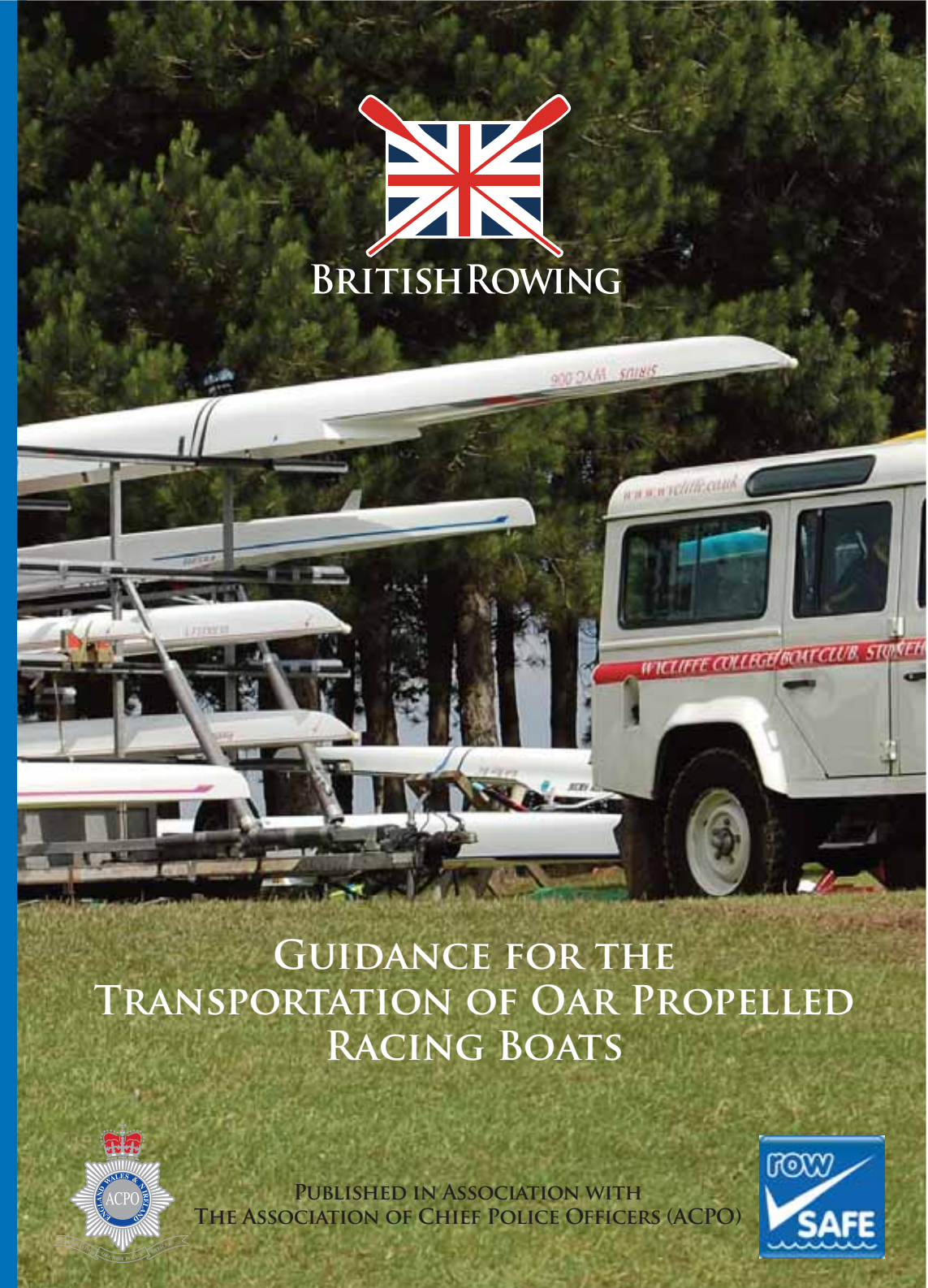
REMEMBER – TIREDNESS KILLS

www.tirednesskills.co.uk

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



BRITISH ROWING



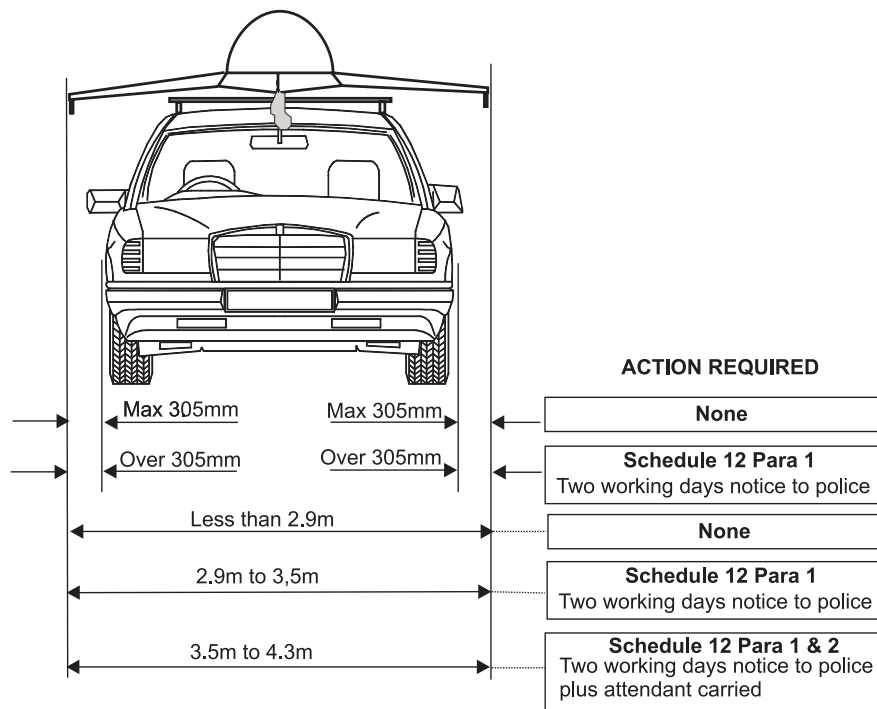
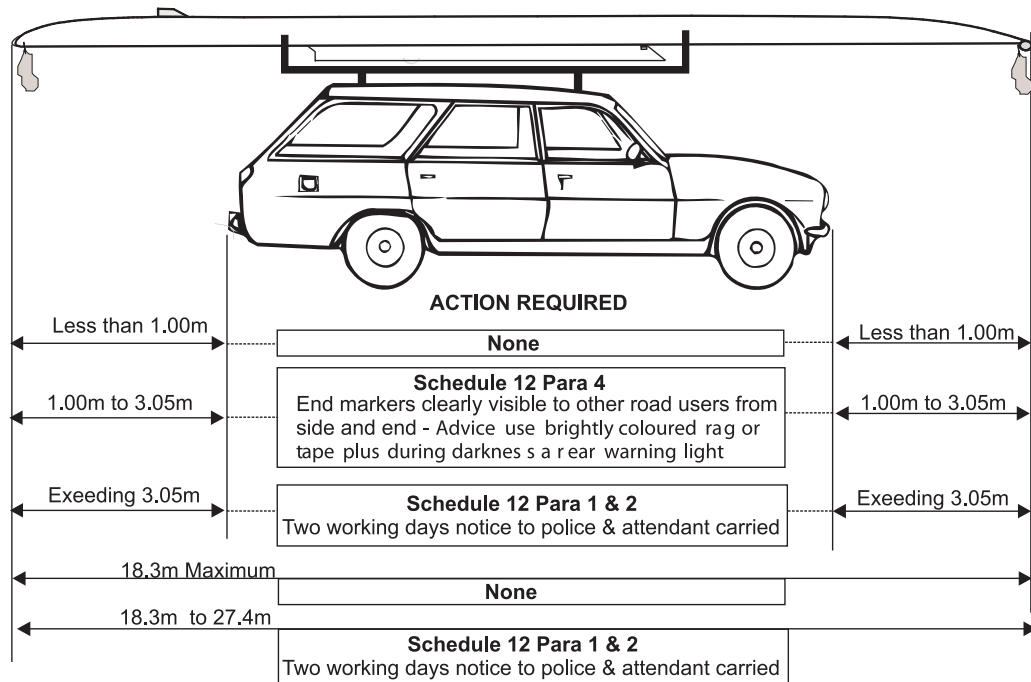
GUIDANCE FOR THE TRANSPORTATION OF OAR PROPELLED RACING BOATS



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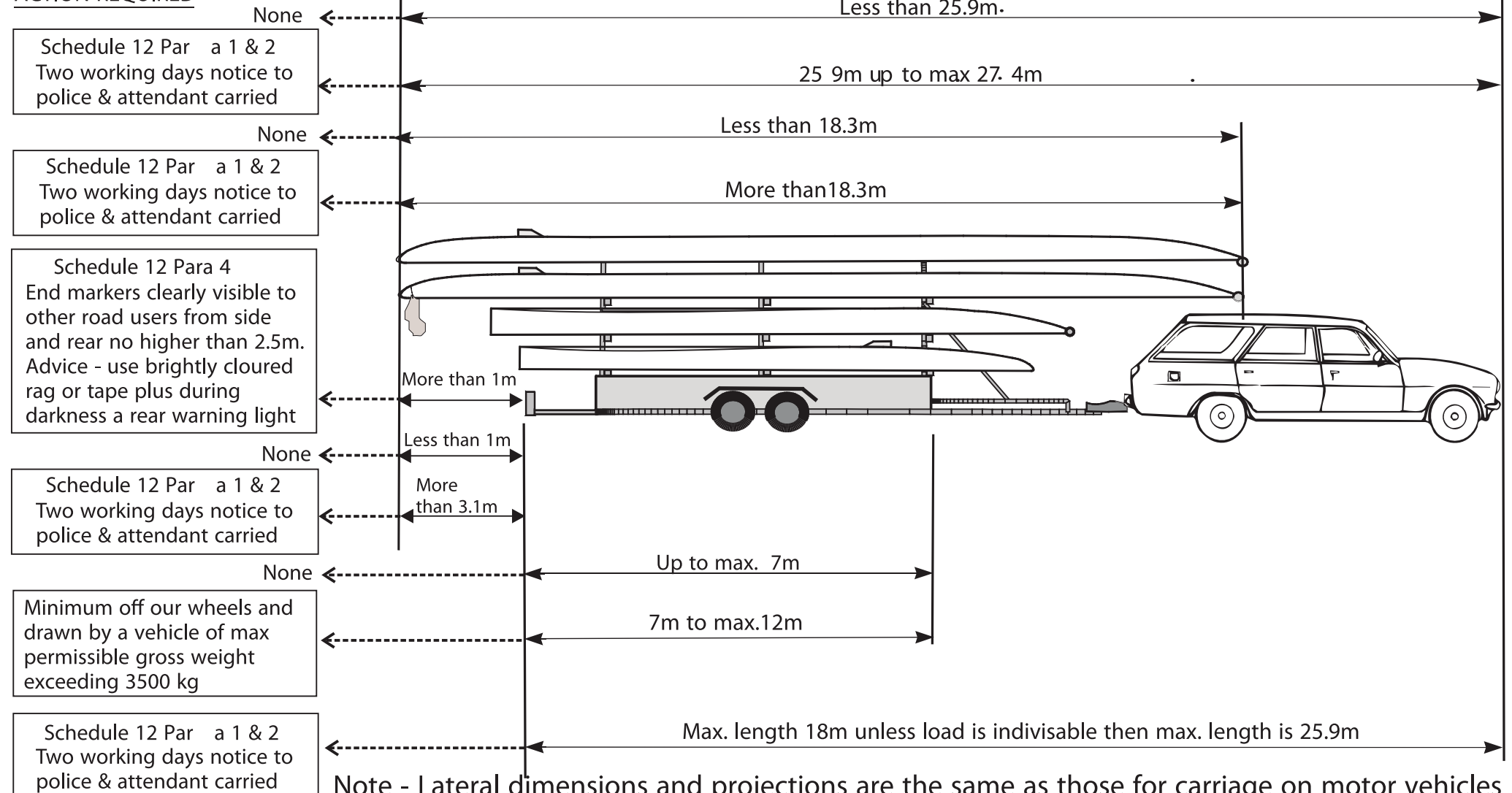


REGULATIONS RELATING TO CARRIAGE ON MOTOR VEHICLES



REGULATIONS RELATING TO CARRIAGE ON TRAILERS

ACTION REQUIRED



Note - Lateral dimensions and projections are the same as those for carriage on motor vehicles

There is a 'grey area' when considering trailer length. Shown in the sketch is the exact method 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 shape, 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.

All the sketches apply to the allowance in the regulations for "if the load consists of a racing boat propelled solely by oars". If the trailer is classed as a 'special type for the transport of indivisible loads of exceptional length' then other legislation applies.

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 quarter times the length of the carrying vehicle. This also applies if the rear projection exceeds 2.6m (8ft 6in).