

## Guidelines for Trailer use.

Also note the Trailer Towing Guidance on the British Rowing Website under Policies & Publications to be found at [www.britishrowing.org/publication/trailer-towing-guidance](http://www.britishrowing.org/publication/trailer-towing-guidance). Also please see [www.campingandcaravanningclub.co.uk/helpandadvice/technicalhelp/towing/](http://www.campingandcaravanningclub.co.uk/helpandadvice/technicalhelp/towing/) for information from the Caravan Club.

### Re Both trailers:

The weight distribution on the trailer is also very important, both on the sides and front to back to ensure a smooth journey. Heavier equipment should be as low down as possible, but that is not always possible with large boats.

Ideally you need a nose weight of about 50kgs.

In order to do a rough check on this, with the trailer on level ground, if you wind up the jockey wheel, the trailer should be slightly nose heavy and it should be possible just to lift the towing end up to level. If it is too heavy to lift, more weight is needed on the rear and if it is too light then more weight is needed at the front end. Strategic placing of riggers stands and the steps to the higher level can usually correct any imbalance. Seats should be placed in boxes and the name of the boat they belong to written on the bottom.

The weight distribution side to side should also be considered. There is little guidance on this but try and get a balanced load as you put equipment on the trailer and before setting off look to see if there is any obvious lopsidedness. If so reload.

Markings/ warning signs on the extreme end of the load must be attached.

When trailer is coupled, then all the lighting should be checked before leaving. Also consider the current light conditions and whether head and rear lights should be on for the whole of the journey if you do not have daytime running lights.

As always the driver of the towing vehicle is responsible for the safety of the load and that it is safely secured. In view of our previous experiences, it would be useful to have an independent check made of this before the trailer starts its journey and the coach going to the event should nominate someone for this role.

Tyre Pressures:

The condition and pressure of the tyres should be checked before each outing.  
Suggested tyre pressures are as follows:

Which Trailer	Lightly loaded	Fully loaded
Large	33psi	36psi
Small	30psi	33psi

The tyres should also be felt at the end of a journey to gauge the temperature:

Too hot: add 2psi to pressure

Too cold: reduce by 2psi.

Drivers must be aware that if they passed their test after 1<sup>st</sup> January 1997 then their licence may not allow them to tow the larger trailer unless they have taken at least a category 'B+E' test (car plus trailer) or a 'D1 + E' test (minibus and trailer).

Move slowly when manoeuvring and take particular care at junctions, sharp corners and bends – the BR booklet has some useful diagrams on this.

Take extreme care when reversing with a trailer attached. Your passenger should be outside and in hearing of the driver to guide you back.

Should the trailer start snaking the usual remedy is to reduce speed, preferably gradually. However if it does it repeatedly at low speeds then the weight distribution on the trailer needs to be looked at.

Jockey wheel must be tight in transit and not capable of spinning freely thus eventually reaching the road. There is a shaped part of the post to prevent this once engaged.

When not in use, the Hand brake must be left off, but the wheels chocked to prevent the trailer moving.

### **Re Large Trailer:**

The additional needs when using this trailer relate mainly to tying on large boats on the top.

Three ties are to be used, 2 at the forward end and the other at the rear. To allow for some flexing both of the trailer and the boat in transit it is not a good idea to tie a large boat down to all three racks.

Ideally doubles/singles to be strapped down but with bows also strapped to central uprights to prevent sideways movement.

For journeys in excess of **100 miles carrying large boats**, this must be the preferred choice of trailer unless it is possible to use the smaller one with a level load.

### **Re Smaller Trailer:**

This has the facility to increase the height of the front rack by 2 or 4 inches, as needed, by the use of spacers.

However, for choice we should use it without the spacers which will allow for level load towing.

Where this is not possible, then the minimum height of spacer should be used.

Again, for large boats, three ties are always to be used, 2 at the forward end and the other at the rear.

With doubles and singles on this trailer, they should always be loaded with a shoulder of the boat on the forward rack and this will then have the more secure tie at the front.

Additional cross straps should be used over the body of the well of the trailer hopefully to prevent the load being blown out in transit.

The aim of this document is to ensure that we are safe on the roads, to other road users and pedestrians and our trailer drivers and crews. We also want to reduce and eliminate damage to our equipment. Plus ensure that we comply with the laws and regulations of the road.

We may also need to prove to our insurers that we have a policy and procedures in place for safe towing.