

# Committee of the Dee



## Terms & Conditions for the use of the COD trailer (version 8/2/23)

- The hirer is responsible for the trailer insurance excess. (Currently £100)
- The hirer / trailer driver must ensure that the towing vehicle is insured to tow.
- The hirer is responsible for any repairs to tyres, jockey wheel, light bulbs etc.
- The hirer must ensure that at all times when the trailer is left unattended the hitch lock is installed.
- The trailer should be parked in ABC car park with the hand brake off.

### The following gives guidance about licence requirements for towing the trailer:

[DVLA – Towing with a car](https://www.gov.uk/towing-with-car)      <https://www.gov.uk/towing-with-car>

#### [DVLA – Requirements for towing trailers](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1077134/info-30-requirements-for-towing-trailers-in-great-britain.pdf)

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1077134/info-30-requirements-for-towing-trailers-in-great-britain.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1077134/info-30-requirements-for-towing-trailers-in-great-britain.pdf)

The rules were changed (relaxed) on 16 Dec 2021. Now anyone with a standard full UK driving licence obtained after 1/1/1997 can drive a vehicle and trailer with a combined weight up to 3,500kg MAM (see below for explanation).

Older drivers who got their UK licence prior to 1/1/1997 can drive a vehicle and trailer with a combined weight up to 8,250kg MAM.

The MAM (Maximum Authorised Mass) is equal to the **total weight of the towing vehicle & loaded trailer**.

COD trailer is rated for 1500 kg MAM, which means towing vehicle MAM must be between 1500 & 2000 kg for drivers with licences obtained after 1/1/1997.

**To tow with a minibus the driver must have D1+E** (see second DVLA document above)

### Loading the trailer:

#### British Rowing – Further Guidance on Towing

<http://www.britishrowing.org/upload/files/RowSafe/FurtherGuidance/TowingGuidance.pdf>

Ron Wallace has produced a guide for people new to towing (Appendix 1) but it does have relevance to, and information for, even experienced drivers.

**The COD trailer has an unladen Mass of about 800KG, this allows you to put 700 Kg of boats, oars, riggers etc into it.**

**For guidance the following weights are estimated for boat + oars:**

**8+ = 120kg, 4+ = 65kg, 2-/x = 40kg, 1x = 17kg**

## Appendix 1

### Trailer Towing - Ron's checklist

Safety checking and legal responsibility lies entirely with the driver.

Check tyre pressures of trailer (including spare tyre) and towing vehicle (which must be increased to maximum permissible for the vehicle).

Check lights.

### Loading trailer

**Noseweight:** CofD now has a nose-weight gauge. Use this and aim for **50-75kg** of downward weight on tow-hitch.

This figure is debatable and some authorities recommend up to 100kg. Check if the tow-bar has a weight limit and make sure never to exceed this. Move boats/riggers/ oars forwards/backwards to achieve appropriate weight. Most club members will look to the trailer driver for guidance on this!

Nose-weight should be measured when trailer hitch is at the same height as tow-ball of towing vehicle (see below).

**Height of towball on towing vehicle:** EC directive 94/20/EC (now redundant, but still useful guidance) states that with towing vehicle fully laden (passengers + luggage but no trailer) the centre of the towball should be **350-420mm from ground**. Most tow vehicles that I have encountered tend to sit with ball at, or above, the 420mm height but it is important that this is not excessive, or the trailer will not sit properly and overload the rear trailer tyres.

Try to keep mass low (heavier boats low down), but not always possible to do this.

Check all straps are secure, not frayed, not caught on rigger bolts, appropriately over-locked by knotting.

Apply high-vis marker tape to ends of boats before they are put onto top racks. If the overhang past rear of trailer is greater than one metre (usually is) then **a red light is required at night as well as high-vis tape**.

Use a stabiliser (Bulldog 200Q recommended) and bracket for this is fitted to CofD, ABC and ASRA trailers.

## Towing

Carry a toolkit. Lighting connections can commonly need work and a can of WD40 is useful. Check that you have facilities to change tyre on trailer (jack, appropriately-sized wheel wrench, key to unlock spare wheel if required).

Carry spare straps.

I would generally be unwilling to tow a loaded trailer without a passenger who can act as a banksman (spotter) when required. Situations like refuelling can be challenging without someone to watch out for limits/obstacles. It is recommended that a high-vis jacket/tabard is carried for use by the banksman.

Ask for 'quiet in cab' during difficult manoeuvres so you can concentrate on the driving and passenger may be able to assist you as an additional lookout.

Main thing to beware of is rear-swing. Corners need to be taken wide but end of trailer will swing even further into the outside (or opposite) lanes. Beware also of the front-swing of boats on top of trailer – these can end up well outside the footprint of the towing vehicle and are hard to spot from inside the car as they are almost directly overhead.

If using others to guide through narrow gaps – instruct them to shout out **loud** and **early**. Many seem remarkably unwilling to say anything or say it too late and too quiet!

Practice reversing in any safe situation that you can but beware of ever reversing without a banksman.

There is no embarrassment in unhitching and using manpower to achieve final parking.

Ron Wallace April 2022 (updated Feb 2023)