

WALLINGFORD ROWING CLUB LTD

THAMES STREET, WALLINGFORD, OXON OX10 0HD

WEB: www.wallingford.rowing.org.uk • E-MAIL: GENERALENQUIRIES@WALLINGFORDROWING.CO.UK

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Trailer loading guidelines at WRC

This document provides instructions for loading boats on WRC trailers. They are to:

1. Ensure safety of members and the general public during loading
2. Ensure safety during towing, for the driver, other road users and equipment

Here is a beautifully loaded trailer.



Checking the truck

Checklist:

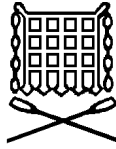
- Tyre pressure?
- Fuel level?
- Screenwash?
- In 2WD? (never use 4WD unless you really have to and you know what you are doing; disengage 4WD asap by reversing the truck until click heard. Not doing this will ruin the transmission and require expensive repairs.)

Only authorised drivers to use the truck.

Checking the trailer

Always check the trailer before towing and before loading boats. Checklist:

- Tyre pressure on all tyres?
- Number plate on back?
- Spare wheels securely attached?
- Jockey wheel secure (and up when driving)?



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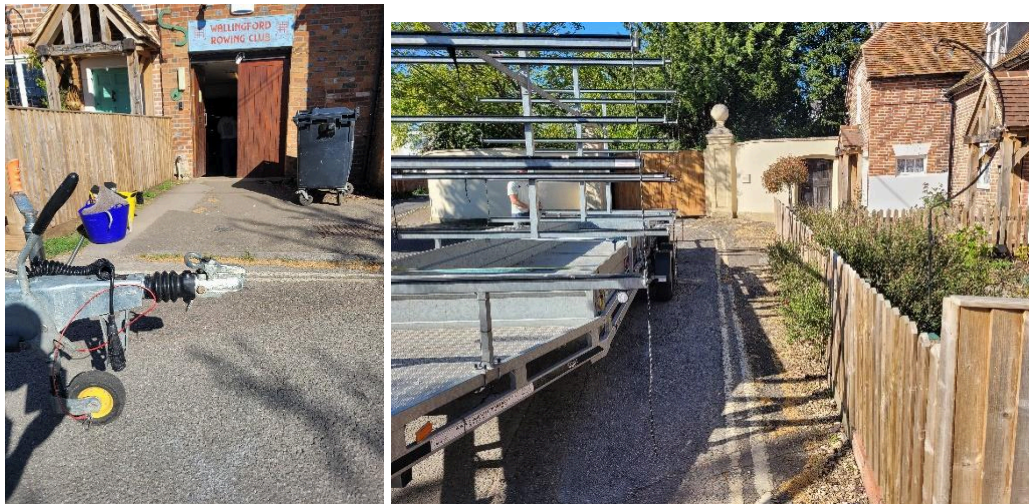
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- Electrics attached?
- Lights all working?
- Emergency brake cable attached?
- Brake cable loose? (hit the eyebolt with implement to loosen and check for sluggishness, burning smell and smoke from tires.)

Outside the club

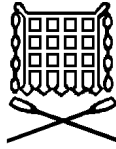
- Be considerate of neighbours and passers-by. The hitching point should be in line with the centre of our doors. Do not block our neighbour's gates and be prepared to move the trailer immediately if asked. There should be at least 1.5m between our neighbour's fence and the trailer. Do not lean or touch the fence, and do not block their gates with equipment.
- Be very careful of passing cars. Appoint someone to wear hi vis and direct traffic when needed. Do not block the public highway – this is against the law.
- We are allowed to load and unload boats on double yellow lines as long as this is continuous. Do not sit around for longer than necessary without actually loading/unloading.
- Do not load our trailer downstream of our doors unless you have only 1 or 2 boats to load. It is dangerous and more likely to block the road.



Loading/unloading boats

A nominated person will co-ordinate trailer loading and unloading to ensure safety of members and reduce risk of damage to any equipment. This includes checking the correct kit has been loaded and overseeing equipment returning to the club is put away correctly and left tidy.

Use lifters for putting boats on high racks. Members standing on racks are not supposed to take weight, they are only supposed to guide the boats. Weight should be borne by the lifters.



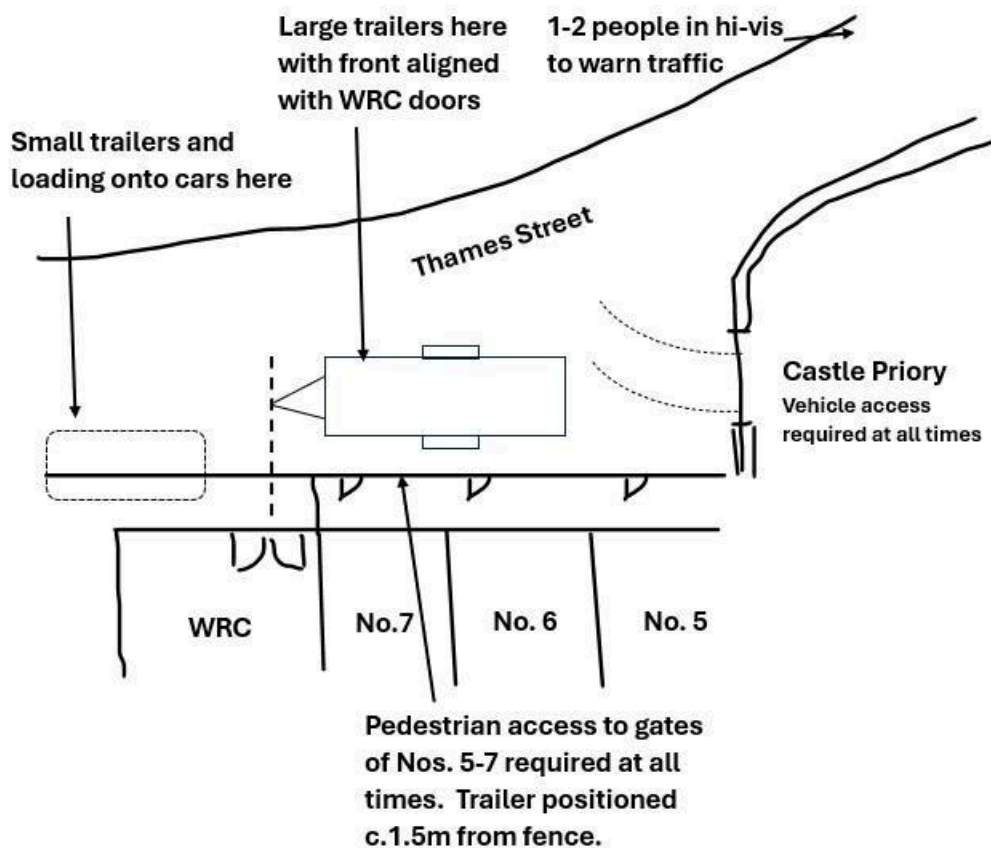
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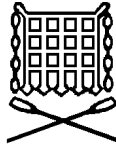
Take great care when climbing the trailer. Check footing and hand grips, especially when wet or cold. Do not climb the trailer unless you are confident about working at height. Climb down slowly ensuring no-one is underneath you and do not jump down. Always load from the top down so you can tie on boats more easily.

Map showing where to leave the trailer below.



Please be courteous to neighbours who may be inconvenienced by our activities. In particular:

- Don't place riggers or blades on the ground in front of any gates where they could be a trip hazard
- If asked by a neighbour to move trailer to allow for greater access, do so immediately by hand, after ensuring no-one is on it
- Don't lean on the neighbouring fence or gates
- If planning on loading a trailer outside neighbouring cottages let neighbours know in advance via wrctreasurer@hotmail.co.uk
- Use the car park for dropping for or picking up rather than the road outside the club.



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Weight distribution

Put as much weight over the wheels and towards the hitching point as you can. Weight towards the back increases the chance of fishtailing and losing control of the trailer. Place heavier items such as riggers towards the truck. This photo shows good weight distribution.

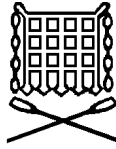


Rigger loading

Riggers should be loaded in patterns otherwise you will run out of space. Place larger wing riggers in first. Riggers should be flat and not protrude above the trailer body to avoid hitting boats or jumping out.

Very important: carbon riggers must NOT be placed under metal riggers, or other equipment. Load them last.





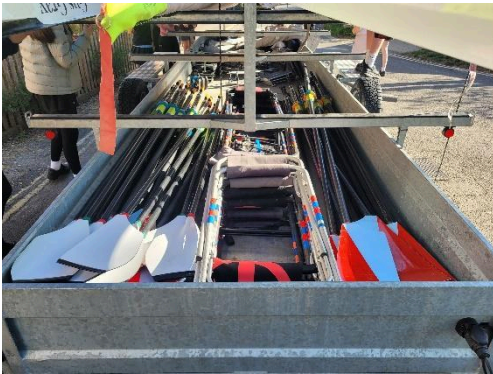
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Blade and trestle loading

Load oars with spoons towards the back and all facing the same direction eg. upwards. Put sweep blades on one side and sculls on the other to maximise space. Trestles can be lain between oars but ensure they are not on top of any oars. Trestles only 3 or 4 deep to avoid slipping onto oars.



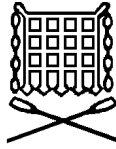
Seats

May be placed amongst riggers and trestles but beware they can jump out of the trailer if placed too close to the lip of the trailer body.

Tying on boats

Use Hudson ties wherever possible. Wide ties for 8s and 4s, narrow ties for 2s and 1s. Make sure the ties are not twisted. Pull the tie tight until the boat cannot move at all on the rack. Then thread the tie end through the vertical parts and pull them together, to gain even more grip, as per the photo below. Do not wrap any spare tie ends around the end of the rack – you need to leave this clear for the side ropes.





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Straps over the trailer body

Tie straps over the body of the trailer to prevent equipment jumping out of the trailer, especially oars and riggers. This is especially required on shallower trailer bodies. Example below.



Using side ropes

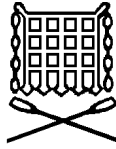
WRC trailers have side ropes. These must be used. They are a last defence against boats slipping off the side in case of tie breakage, and add structural integrity to the trailer. Below is how side ropes need to be wrapped around each rack, and secured on the bottom rack.



Checking ties

Only members with experience of tying should tie on boats, or give instruction to and supervise those without instruction.

Every tie should be checked by a second adult and the driver.



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A visual check that every boat has at least 2 ties should be completed before driving off.

Hi vis flag

Tie a hi vis vest or other material to the rearmost point of a boat that juts out beyond the tailboard.



Inside the truck

Put as little as possible inside the cab of the truck. If you have an accident, think of equipment flying around and hitting driver and passengers. No metal riggers. No seats. Carbon riggers in bags are OK if they fit into the back seats. Bolt boxes, life jackets, coxing seats, cox boxes, and stroke coaches are also OK, and safer in the truck than in the trailer.

Use the bed of the truck as you wish. Make sure you lock the gate with key or it is liable to flip open.