BRITISH ROWING

Cox Training for Gig Clubs

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About this Training

This training is made available for clubs to deliver to coxes. It should be tailored to include local information.

Throughout the presentation there are Tutor Notes. These indicate where local information should be inserted.

Learning Modules

Module 1 The rights, roles and expectations of the cox

Module 2 Safety and Risk Management

Module 3 Terminology, commands and communication

Module 4 Lifting, launching and landing

Module 5 Steering and manoeuvring

Module 6 British Rowing Technique for Coxes

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Module 1

The Rights, Roles and Expectations of the Cox

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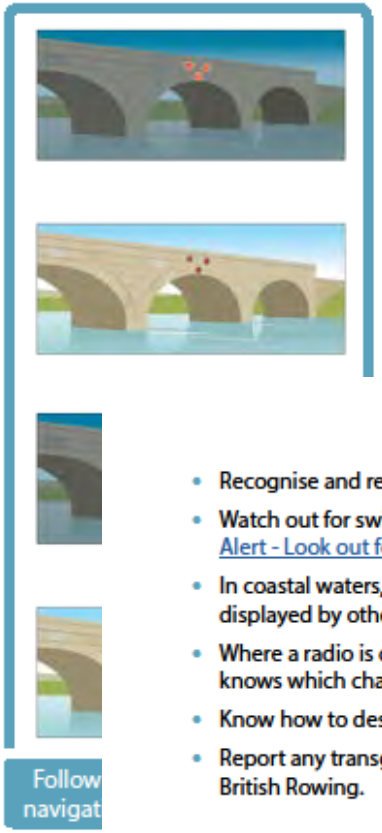
What are Coxes Expected to do

RowSafe Section 5.1 Steering and Navigation states

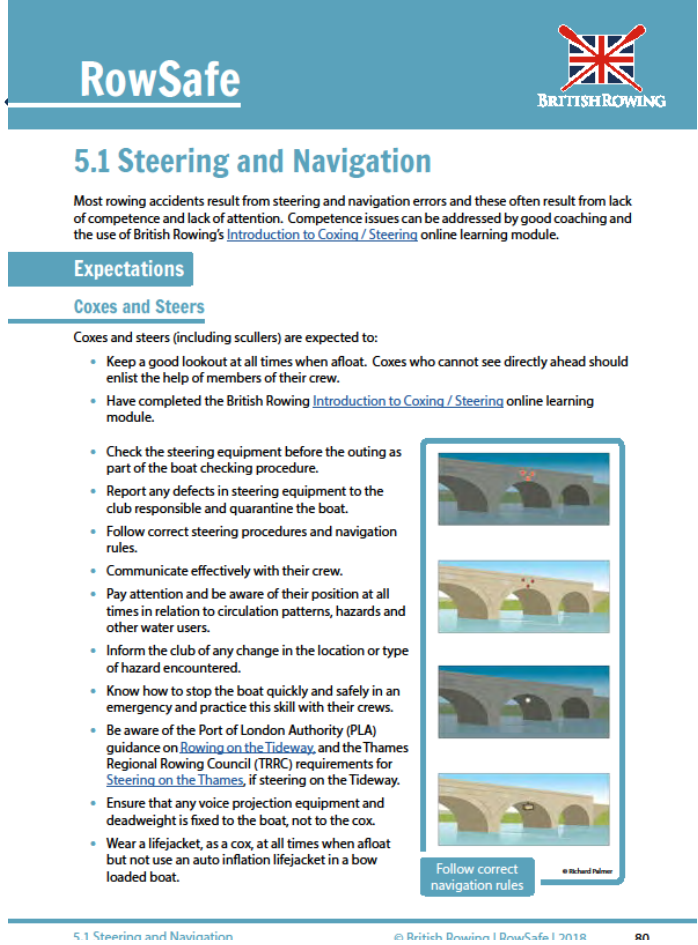
Coxes and Steers

Coxes and steers (including scullers) are expected to:

- Keep a good lookout at all times when afloat. Coxes who cannot see directly ahead should enlist the help of members of their crew.
- Have completed the British Rowing Introduction to Coxing / Steering online learning module.
- Check the steering equipment before the outing as part of the boat checking procedure.
- Report any defects in steering equipment to the club responsible and quarantine the boat.
- Follow correct steering procedures and navigation rules.
- Communicate effectively with their crew.
- Pay attention and be aware of their position at all times in relation to circulation patterns, hazards and other water users.
- Inform the club of any change in the location or type of hazard encountered.
- Know how to stop the boat quickly and safely in an emergency and practice this skill with their crews.
- Be aware of the Port of London Authority (PLA) guidance on Rowing on the Tideway, and the Thames Regional Rowing Council (TRRC) requirements for Steering on the Thames, if steering on the Tideway.
- Ensure that any voice projection equipment and deadweight is fixed to the boat, not to the cox.
- Wear a lifejacket, as a cox, at all times when afloat but not use an auto inflation lifejacket in a bow loaded boat.



- Recognise and respect the rights and needs of other water users, especially anglers.
- Watch out for swimmers at all times and be alert to unexpected floating objects. See Safety Alert - Look out for swimmers.
- In coastal waters, understand the sound signals, day shapes and, where appropriate, lights displayed by other vessels.
- Where a radio is carried, ensure that someone in the launch is competent to use it and knows which channels to use.
- Know how to describe the location of the boat to coastguard, RNLI or navigation authority.
- Report any transgression of navigation rules that they have observed to the club and to British Rowing.



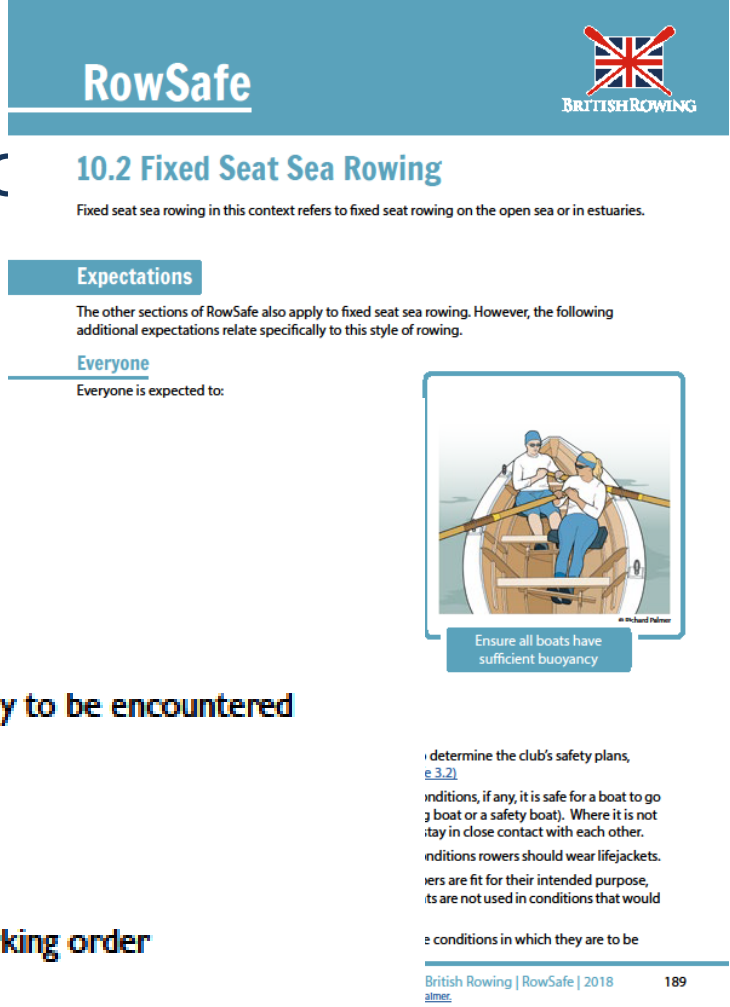
What are Coxes Expected to do

RowSafe Section 10.2 Fixed Seat Rowing states

Coxes

Coxes are expected to:

- Wear a lifejacket at all times when afloat
- Check, prior to each launch, that:
  - Their boats have sufficient buoyancy for the conditions likely to be encountered
  - That there is a method of manual bailing
  - Seals and bungs are correctly fitted
  - Seats and stretchers are secure
  - The rudder and rudder lines are in good condition and working order
  - The oars are in good condition
  - Thole pins are in good condition correctly placed (hard forward, soft astern)
  - The safety kit and other safety equipment (see RowSafe 10.2.1) are aboard the boat
- Know and understand the sound signals and lights used by other vessels.
- Learn about local hazards, local rules of navigation and navigation marks particularly when visiting unfamiliar venues.
- Read and understand the principles of coxing



RowSafe

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10.2 Fixed Seat Sea Rowing

Fixed seat sea rowing in this context refers to fixed seat rowing on the open sea or in estuaries.

Expectations

The other sections of RowSafe also apply to fixed seat sea rowing. However, the following additional expectations relate specifically to this style of rowing.

Everyone

Everyone is expected to:

Ensure all boats have sufficient buoyancy

determine the club's safety plans, e 3.2)

nditions, if any, it is safe for a boat to go g boat or a safety boat). Where it is not tay in close contact with each other.

nditions rowers should wear lifejackets.

ers are fit for their intended purpose, ts are not used in conditions that would

e conditions in which they are to be

British Rowing | RowSafe | 2018 189

The roles and responsibilities of the cox

1. Safety
2. Boat handling on land and at sea
3. Commands
4. Coaching
5. Communication
6. Positive motivation
7. Strategy & Racing

Order of learning of a cox

When no launch is available make sure an experienced coastal rower supervises the session, either as a cox or rower, or from the beach

Responsibilities of a Cox - Safety

The primary responsibility of a Cox is the safety of the crew. They are also responsible for the safety of the equipment and other water users.

The Cox is in charge of the boat and when:

- Launching
- Afloat
  - keep a good lookout,
  - select and steer a good course
  - boat handling at sea
- Landing & Recovery
- Dealing with emergencies

When no launch is available make sure an experienced coastal rower supervises the outing, either as cox or rower or from the beach.

Developing coxes

Coxes may have had little initial training or subsequent coaching

- Coxes should demand coaching
- Coaches should coach coxes too!

Does your club have enough coxes?

Are your clubs' coxes valued and appreciated?

Clubs get the coxes they deserve!

Rights; The Cox's Charter

Coxes have as many rights as rowers.

- To enjoy the sport
- To be kept safe
- Not to be perfect every time
- To improve
- To receive quality coaching
- To be treated fairly
- To be given responsibility
- To be praised

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Module 2

Safety & Risk Management

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Risk Management Prerequisites

Every coach & cox must have completed the following online learning modules on Safety:

Safety Basics
http://www.rowhow.org/free/riskassessment/basic/
Intermediate Risk Management
http://www.rowhow.org/free/riskassessment/intermediate/
Cold Water and Hypothermia
http://www.rowhow.org/free/cold_water_course/story_html5.html

before proceeding with the rest of this course.

Tutor note:
This section is to check that coxes have completed and understood the online training

Part 1 – Risk Management

Risk Management – a recap

Very quick recap…

What is a Hazard?

A Hazard is something with the potential to cause harm.

Risk Management – a recap

Very quick recap…

What is a Hazardous Event?

A Hazardous Event is an event in which harm is caused.

Risk Management – a recap

Very quick recap…

What is a Barrier?

A Barrier is something that tends to reduce the probability of a Hazard causing a Hazardous Event.

Risk Management – a recap

Very quick recap…

What is a Control?

A Control is something that comes into effect after the Hazardous Event has occurred and tends to limit the severity of Harm.

How does this help?

This structured approach helps you to come to a valid conclusion on:-

Is it safe to do what we plan to do or do we need more Barriers or Controls…..

…. or should we do something different?

Local Risk Management

Now let's look at local hazards and how we manage risk

Tutor note:

- This section looks at risk management for the club.
- The content will vary from club to club.
- Clubs should use information from their risk management plans.
- Use slides that contain local information.

Local Risk Management

Tutor note:
Update this list to refer to the club's documents.

Coxes should familiarise themselves with the club's safety documents:

- Safety Policy
- Safety Rules
- Safety Plans and Procedures
- Emergency Plans and Procedures
- Risk Management Plans

What Local Hazards are there?

Water
- Tide & Currents
- Sea state
- Other Water Users

Weather
- Cold, hot
- Wind speed and direction
- Forecast
- Rain, snow, ice, fog

Ability of Crew
- Adults/Juniors
- Novice/Experienced

Launching and Landing
- Wind speed and direction
- Tides and Sea state
- Other water users

Moving boat on land
- How strong are crew?
- Weather conditions
- Ground conditions
- Traffic

What Hazardous Events are likely to occur?

Tutor note:

Use the list of hazards to generate discussion.

Refer to Club Risk Management Plans

Part 2 – Pre-Session Checks

Weather forecast

Tutor note:
Insert local sources of weather information

Always get an up to date forecast and assess current weather conditions You may get forecasts from:

- Harbour master
- HM Coastguard broadcasts, on VHF radio, Maritime Safety Information (weather forecasts and shipping information) at regular intervals throughout the day. See the Maritime Safety Information Leaflet at: *https://www.gov.uk/government/publications/maritime-safety-information-leaflet*
- BBC Radio 4 (FM & LW) broadcasts the shipping forecast four times a day at:
- Inshore waters and coastal forecasts:
  - https://www.metoffice.gov.uk/public/weather/marine/inshore-waters-forecast
  - http://www.bbc.co.uk/weather/coast_and_sea/coastal

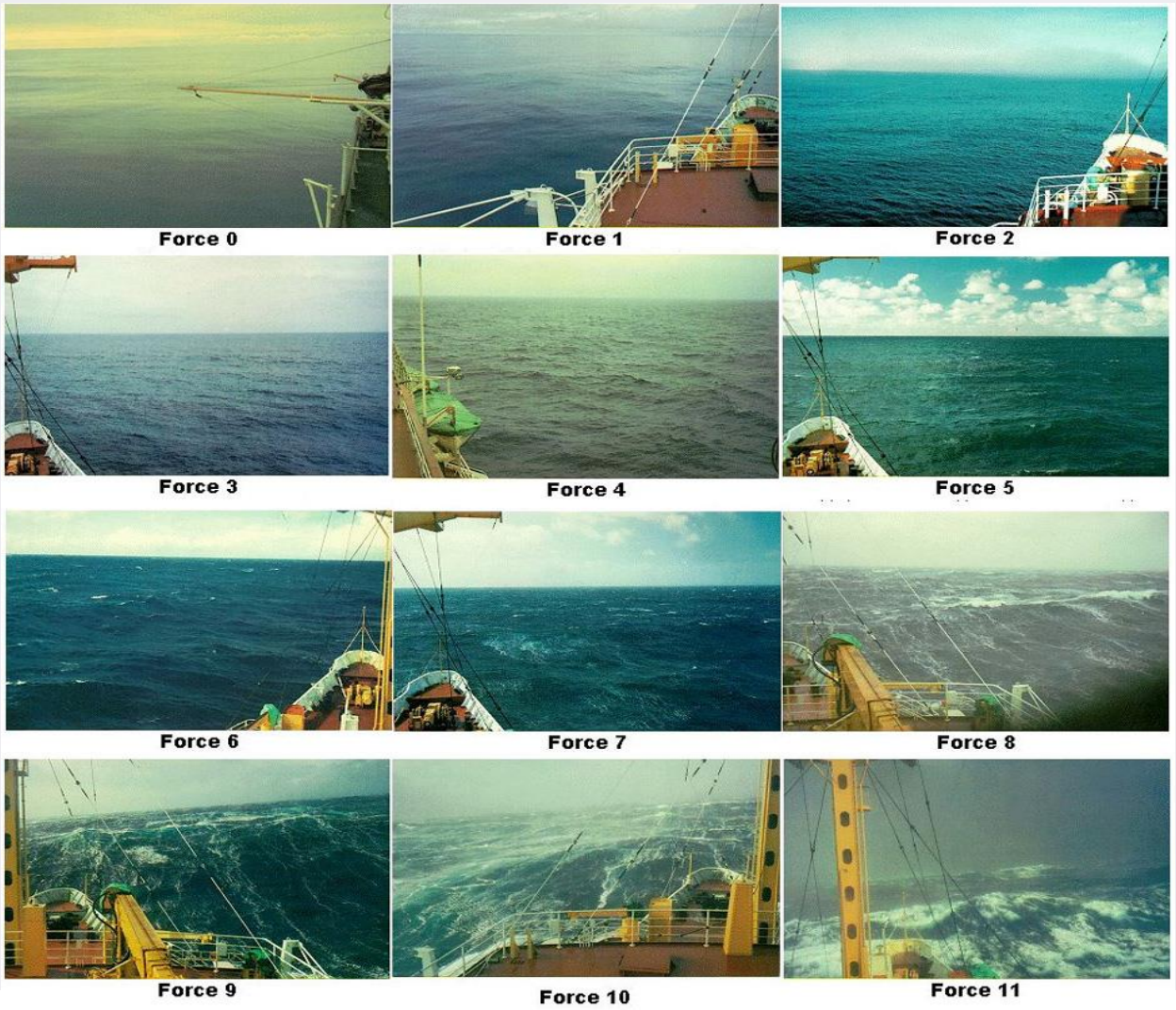
Tides

When planning the course and duration of a training session consider:

- Spring or neap tide
- State of tide –
  - high, low, ebb, flood
- Stream/current
  - strength
  - direction

Spring and Neap Tides

Water conditions – Sea state



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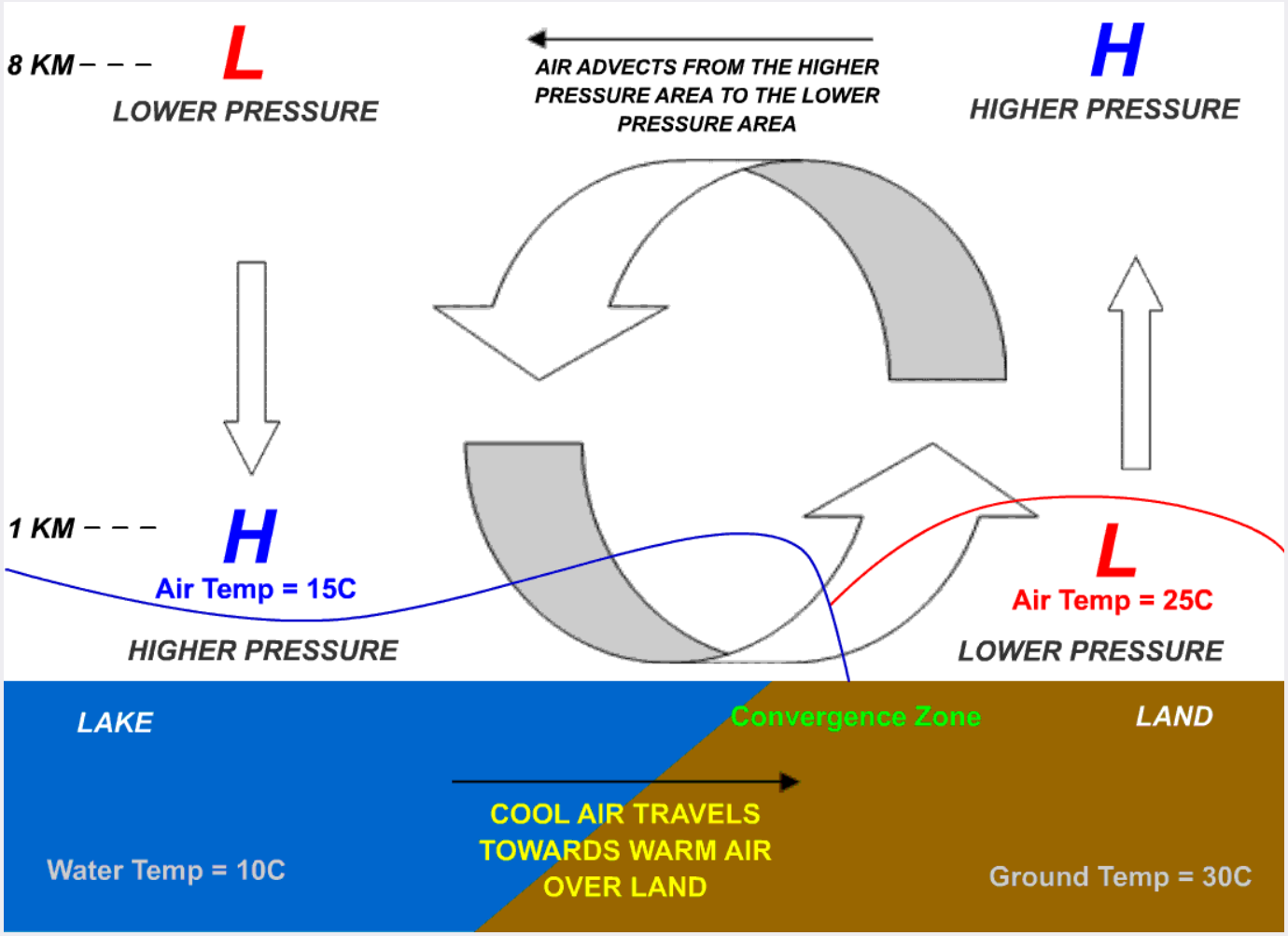
Water conditions – Wind and tide

Direction of the course for training will depend on wind and tide conditions.

- Wind and tide together give a flatter sea.
- Wind against tide creates a "short" confused sea.
- The stronger the wind and tide the rougher the sea gets

Always try to have the first leg into the wind and return with wind and tide.

Sea Breezes


8 KM
L
LOWER PRESSURE
AIR ADVECTS FROM THE HIGHER PRESSURE AREA TO THE LOWER PRESSURE AREA
H
HIGHER PRESSURE
1 KM
H
Air Temp = 15C
HIGHER PRESSURE
L
Air Temp = 25C
LOWER PRESSURE
LAKE
Convergence Zone
LAND
COOL AIR TRAVELS TOWARDS WARM AIR OVER LAND
Water Temp = 10C
Ground Temp = 30C

Assessing rowers

Always check that the rowers can cope with the conditions, think about the following:

- Ability level
- Experience
- Age
- Fitness level and strength
- Any injuries, illnesses, pre-existing medical conditions
- Work to the level of the least experienced/fit member of the crew

Planned route

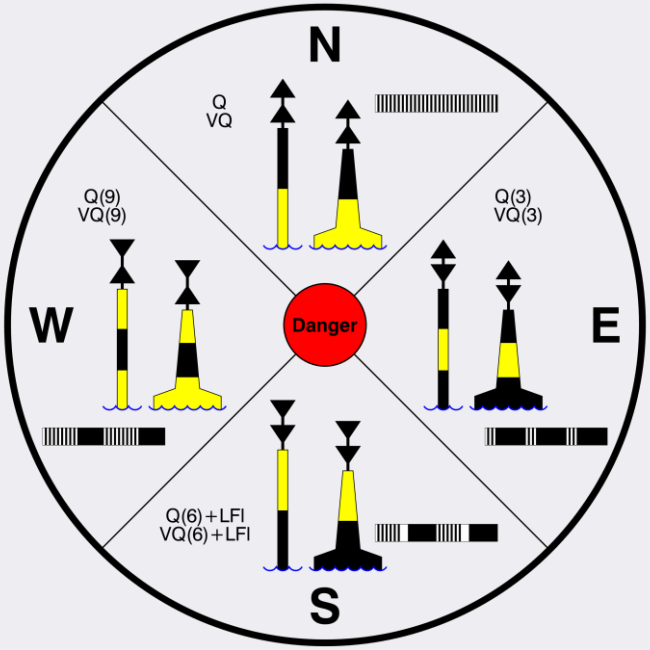
Ensure the planned session route takes into account the forecast, wind, tide, sea conditions and is appropriate for the rowers' ability levels.

Ensure the cox knows the local navigation rules, the emergency access points and areas of shelter, and is familiar with:

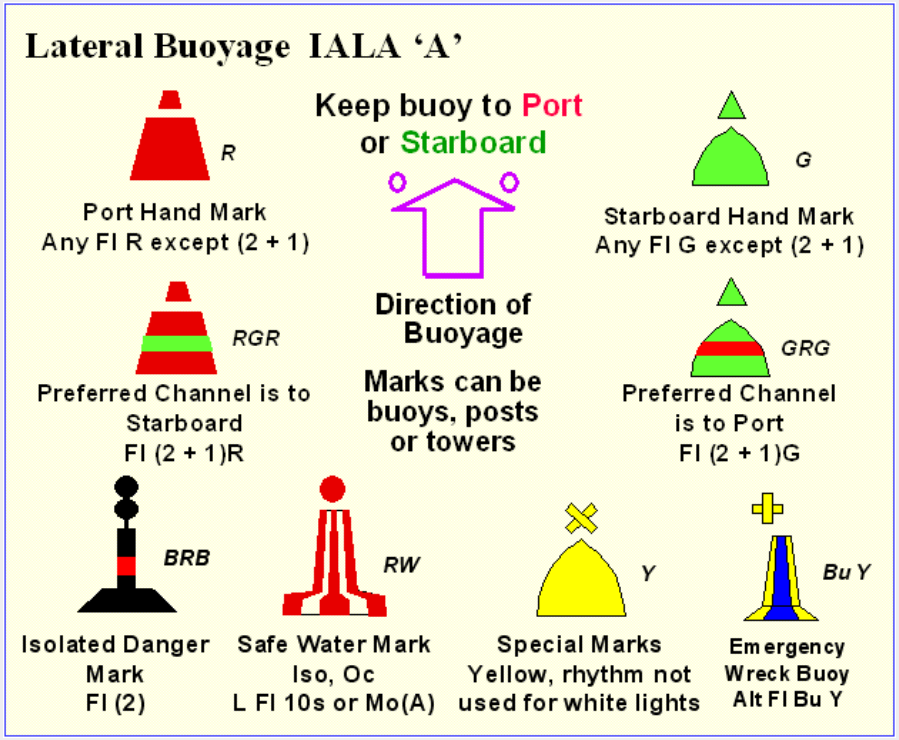
- Rules of the Road – Prevention of Collision
- Buoyage - Knowledge of the IALA Buoyage rules (Area A) and what buoys mean
- Sound Signals
- Shapes and Lights

Buoys

Cardinal Marks



Lateral Marks



Buoys

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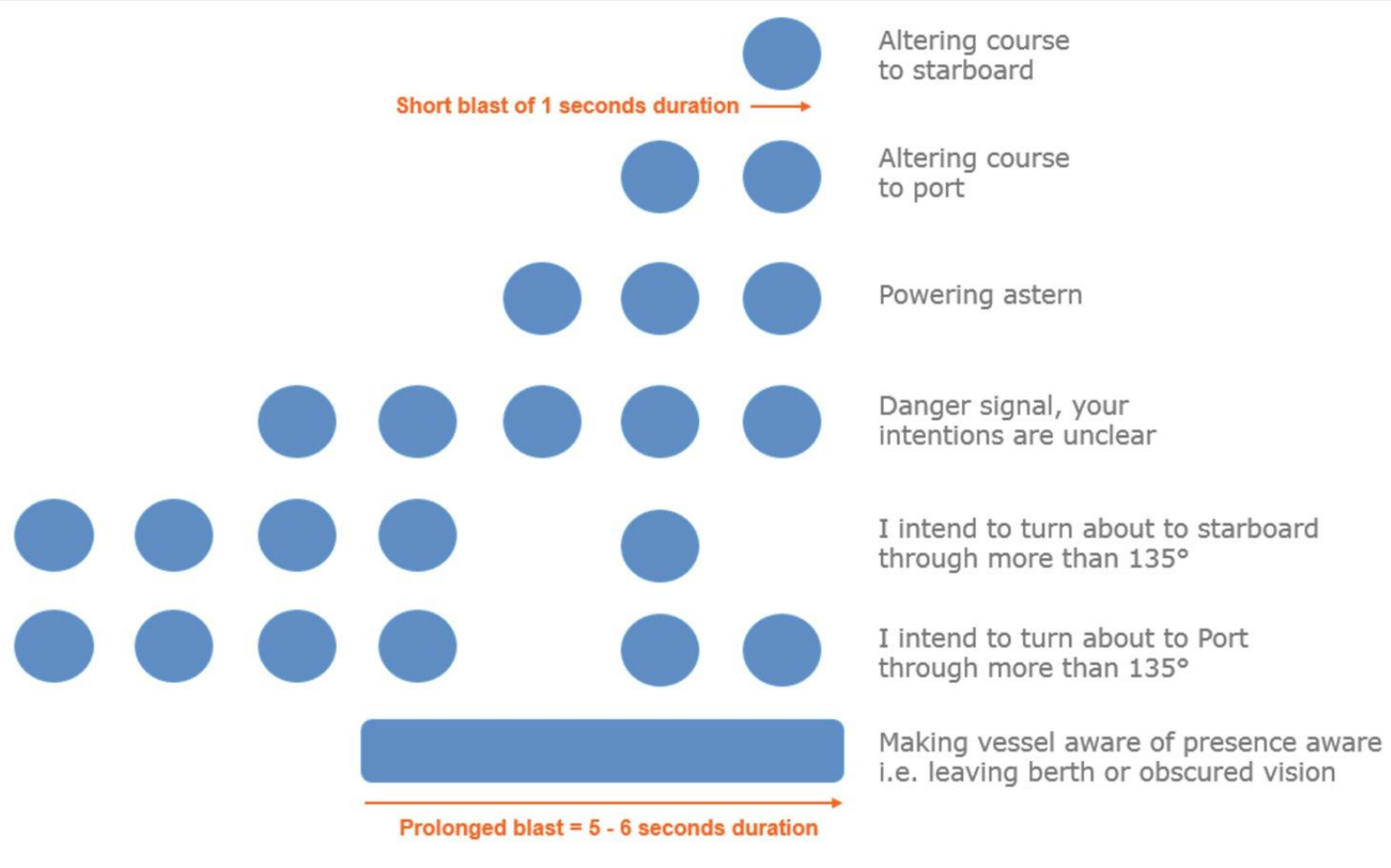
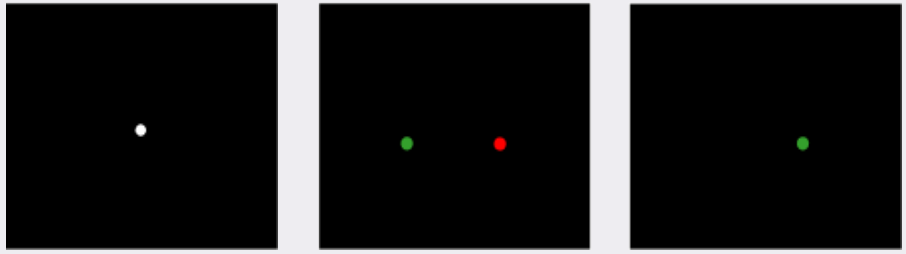
Sound Signals



Lights

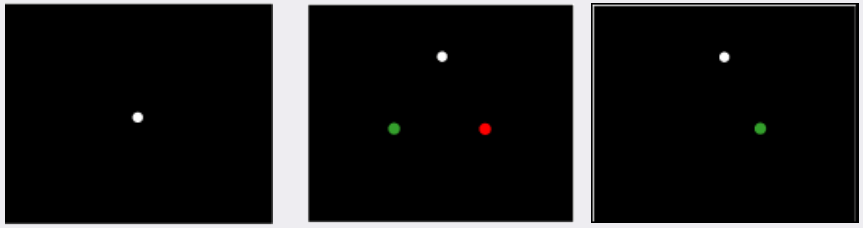
Sailing Vessel Under Way and Making Way



Aft
Starboard

Forward

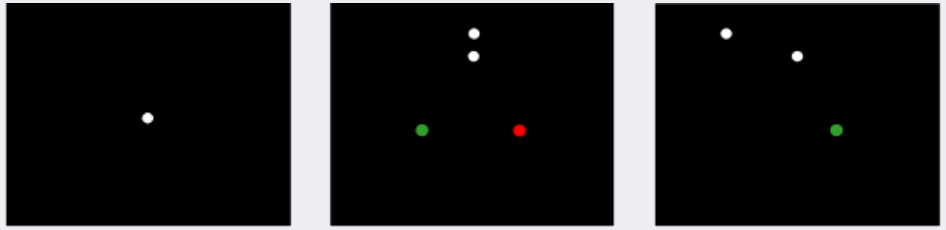
Power Vessel < 50 m Under Way and Making Way



Aft
Starboard

Forward

Power Vessel > 50 m Under Way and Making Way



Aft
Starboard

Forward

Lights should be used at night and in poor visibility

Equipment – Safety kit

Tutor Note
Insert link to relevant section of RowSafe

Check the boat has the correct safety equipment on board (See RowSafe 10.2)

- First Aid kit in a waterproof bag, checked monthly
- Throw line, throw bag or equivalent grab line (at least 15 metres long).
- Serrated safety knife with rope cutter
- Audio signalling device: air horn, whistle, loudhailer or megaphone
- Visual signaling device: flares or torch
- Enough survival equipment or 'Bivvi bags' for the maximum number of persons on board. (Note: Foil blankets tend to keep cold people cold) and are not recommended.)
- Sufficient lifejackets for the maximum number of persons on board
- A bailer
- Spare thole pins
- A communications device such as a waterproof VHF radio transceiver or mobile phone, fully charged
- A tow line secured to the bow of the boat

Equipment - Boat

Check all equipment for wear and/or damage prior to every outing

- Boat has sufficient buoyancy for the conditions likely to be encountered
- There is no damage to the hull
- There is a method of manual bailing
- Seals and bungs are in place
- Seats and stretchers are secure
- Rudder and lines are in good condition ar work
- Oars are in good condition
- Thole pins are in good condition and correctly placed (hard forward, soft astern)
- Safety kit and other safety equipment are aboard the boat

Clothing for cox and crew

- What clothing should coxes and crew wear
  - In hot weather?
  - In cold weather?
- Give an example of a common item of clothing which you shouldn’t wear.
- What equipment should coxes have?
- What equipment should crew members have?

Personal Flotation Devices (PFDs)

- What is your club's guidance on swimming ability and on wearing PFDs?
- What is the difference between a buoyancy aid and a lifejacket?
- What different types of PFDs are there in your club?
- PFDs must be regularly checked and maintained!
- They must be worn properly!
- https://www.britishrowing.org/knowledge/safety/rowsafe/
- https://www.britishrowing.org/knowledge/safety/safety-alert-archive/

PFDs

	**Buoyancy aid 50** Standard Application Swimmers only, sheltered waters Help at hand Warning: This is not a lifejacket Relevant European Standard EN393:1993
	**Lifejacket 100** Standard Application Sheltered waters Children under 40kg Relevant European Standard EN395:1993
	**Lifejacket 150** Standard Application Offshore Foul weather clothing Relevant European Standard EN396:1993
	**Lifejacket 275** Standard Application Offshore, extreme conditions Heavy protective clothing Relevant European Standard EN399:1993

Communications

ALWAYS:

- Make sure someone ashore knows your plans
- If you take a VHF with you make sure that
  - someone knows how to use it
  - it floats, is waterproof or in a waterproof case
  - is tied to the boat or a person
- Have a shore contact
- Use the RYA SafeTrx app - https://www.rya.org.uk/knowledge-advice/safe-boating/keep-in-touch/Pages/safetrx.aspx, Coastwatch or register with the port authority to record
  - Who you are
  - How many
  - Where you are going
  - When you are due back

See also http://completeguide.rnli.org/vhf-radios.html for information about radio and operator licensing

Re-cap - Pre-session checks

Before you go out always assess the following;

- Weather forecast
- Tide
- Water conditions – wind and sea state
- Rowers ability

Tutor note:

Update with club pre-session checks

Based on the above, make your final assessment. Then do the following;

- Plan route - navigation
- Check equipment and clothing
- Check communications
- Brief crew on session plan
- Where appropriate, complete booking forms for route and inform port authority

Post Session Checks

- Book back in with Port Authority or Coast watch, close your SafeTrx Sail Plan
- Clean boat and equipment
- Check boat, report any damage and quarantine or mark damaged equipment
- Inspect safety kit and report any damage
- Remove lifejackets, inspect, clean and hang-up for drying
- Chock boat safely
- Store launching trolleys safely

Tutor note:

Update with club post session checks

Part 3 – Emergencies

Know what to do in an emergency!

- What would you do if…..
  - Hypothermia!
  - Man overboard!
  - Capsize!
  - Collision!
- At different locations on your waterway?
- Devise some possible scenarios and your emergency action plan

Cold water immersion

Immersion in cold water can present a risk due to;

1. Cold water shock
2. Swim failure
3. Hypothermia from immersion
4. Circumrescue collapse

The Cold Water and Hypothermia online learning module is a prerequisite for this section.

Recognising mild hypothermia

Symptoms of Mild Hypothermia (35 C degrees and below)
Recognising mild hypothermia

- Complaints of feeling cold and tired
- Shivering
- Confusion
- Poor comprehension
- Disorientation
- Poor concentration
- Pale
- Blue lips and nails
- Rapid breathing
- Wheezing or cough
- Fast pulse
- Slurred speech
- Irrational behaviour
- Violent outbursts

Moderate to severe hypothermia

- Shivering stops; rigid, lack of voluntary motion.
- Very slow and shallow breathing.
- Pulse slow/irregular.
- Lack of responsiveness.

Hypothermia

What steps can you take to reduce the likelihood of hypothermia occurring?

- Coxes?
- Crew?

Man overboard and recovery training

What are the procedures for recovering a person who has become immersed through a man overboard?

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Module 3

Terminology, Commands & Communication

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Commands

Commands should be

- Understood!
- Clear
- Concise
- Consistent
- Firm
- Simple

What do cox and crew understand words and commands to mean?

Commands – Gig

Back up - Row backwards to reverse the gig

Catch - Setting the oar in the water/first part of the stroke

Catch a "crab" - Blade dives deep in the water

Dip - One quick stroke to keep the gig in position

Ease your kit - Stop rowing

Forward to row/set - Reach forward, blade near the water

Go!!! - Instruction to start rowing in an urgent manner!

Hogging - Gig is not properly supported under bow & stern

Hold water/dig in - Hold the blade in the water to stop the boat as quickly as possible

Kit up - Lift your oar vertically and hold

Long and hard - Maximum reach and lie back on the oar to keep the boat running

Tutor Note: Update as necessary

Mark - Buoy usually with a flag that marks the course

Ramming speed - 110% effort!

Seagull - Person sat in the foremost bow seat of the gig or large white / grey sea bird!

Skat - Cornish term for a row!

Ship your kit - Lay your oars down the side of the gig.

Switch on - Be alert, concentrate

Take it away - Start rowing at a steady pace

Tossing - Bow rower "tosses" the oar to the stroke side to achieve a quicker turn on the mark

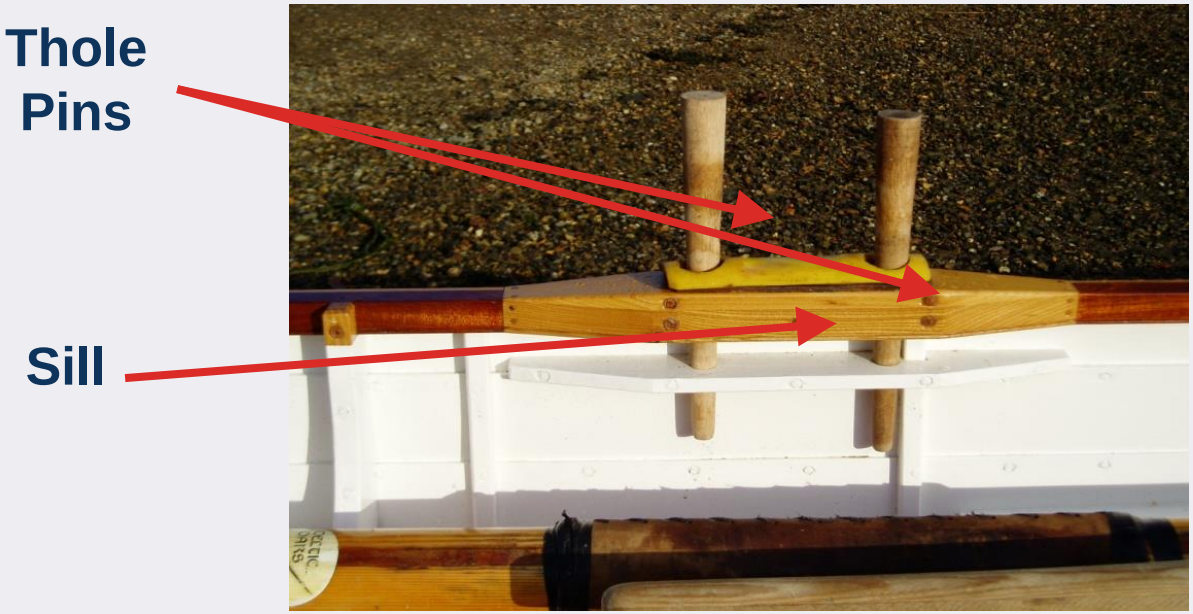
Up one - Pull one short stroke and return ready to start

Up for ten/twenty etc - Pull ten/twenty hard strokes

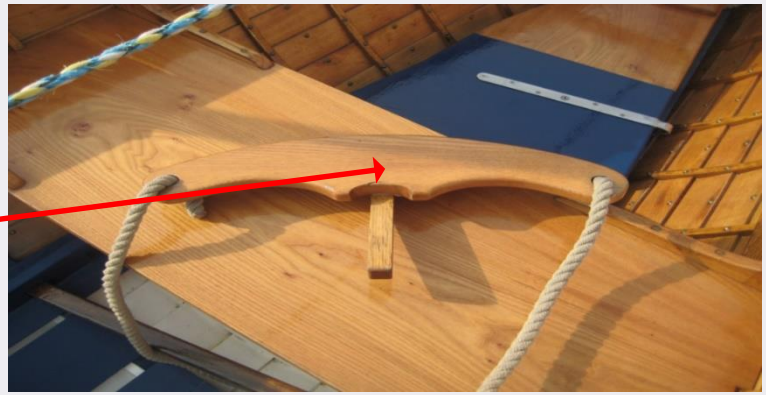
"Water" - Shouted for more sea room from other boats during a race or by dehydrated rowers at end of race!

Terminology – can you identify the following parts?

Terminology - Thole Pins & Sill



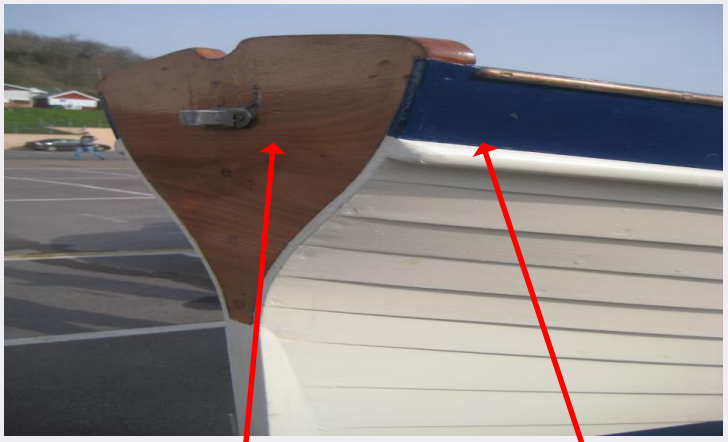
Terminology – Ribs, planks, rudder, yoke, rising knees, soleboards



Terminology - Seagull seat and anvil, bow soleboard, transom, rubbing strake, bilge

Seagull Seat & Anvil

Bow Soleboard



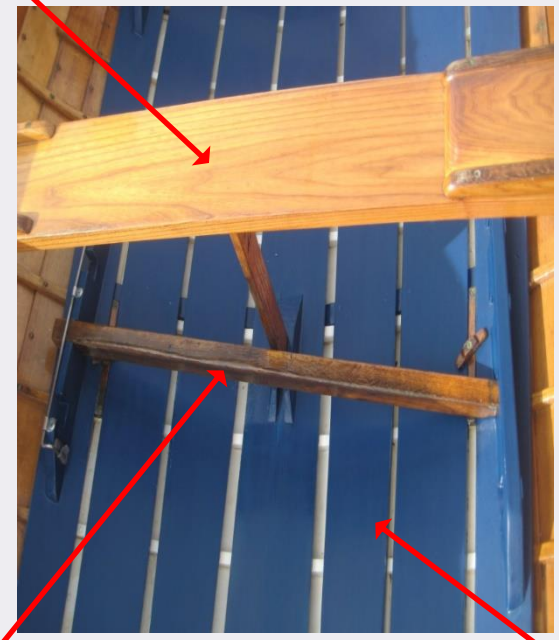
Transom

Rubbing Strake

Bilge

Terminology - Thwart and stanchion, stretcher bar & cleats, soleboard, bow, stem, gunwales

Thwart & Stanchion



Stretcher bar & cleats

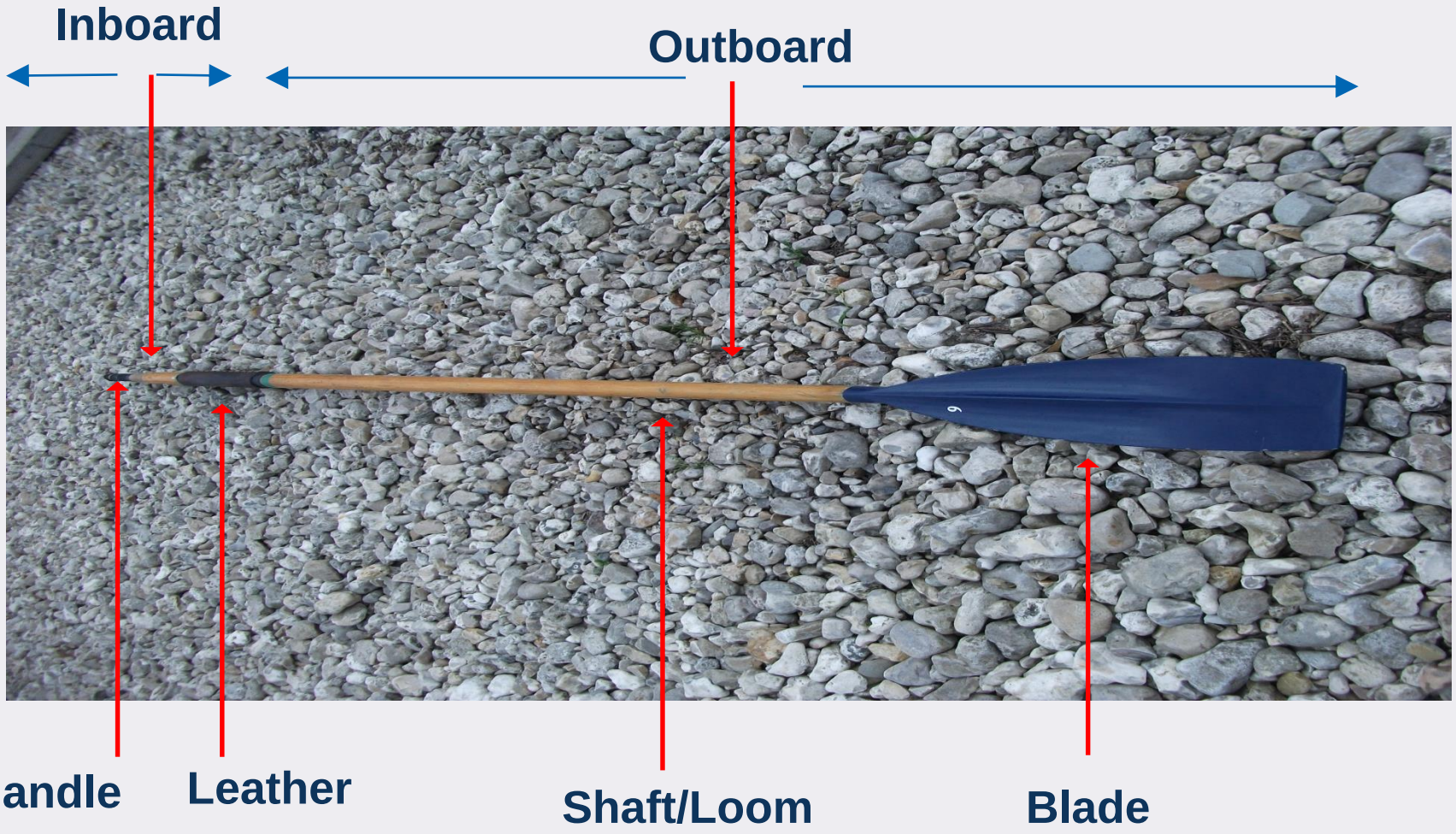
Soleboard

Gunwales

Bow

Stem

Terminology Oars



Communication

Communication is made up of

- What you say
- How you say it
- When you say it
- How much you say!

Communication: What you say & How you say it

- Be positive
  - do's rather than don'ts
- Be confident
- Sound confident
- Give clear concise command
- Project your voice
- Take command of the crew

Communication: when you say it

- Correct timings lead to better transitions and rowing
- Use “go”, “now”, “change”
- At the catch, call;
  - changes in slide length
  - changes to/from square blades
- At the finish, call;
  - changes in pressure

Communicating with a coach

If you are working with a coach (in a launch or in the pilot seat)

- Coaches and coxes should communicate!
- Before the outing
  - Communicate on the plan and goals, and the technical points to improve.
- During the outing;
  - Work with each other.
  - Allow time for the cox to cox and the coach to coach.
- After the outing
  - Cox feeds back to the coach.
  - Coach feeds back to the cox.

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Module 4

Lifting, Launching & Landing

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Lifting, launching and landing guidelines

This is a particular area where the boats are easily damaged or physical injury can occur.

You need to know

- How to safely move the boat to the water in your location?
- How to launch/land in your location?
- What hazards are there when launching/landing?
- What factors might influence the direction in which you launch/land?

Launching and landing general guidelines

Ensure that:

- enough people are available to launch the boat safely.
- the crew is correctly positioned
- the crew are well briefed on procedure before launching and landing.
- you know the correct commands to use

Encourage crew to listen, not talk, concentrate and work as a team.

Launching

- Launch bow first into conditions - rowers can row faster forwards - (normal rowing).
- Crew embark in Reverse Order: Bow>Stroke>Cox
- Do not attach rudder – until well clear of surf.
- Crew must keep paddling as directed by the cox until the cox considers it safe to stop and make final adjustments.
- One of bow pair may need to use oar to hold boat straight, in on-shore or cross winds.

Tutor note:
Amend for local procedure e.g. you may use a slipway or launch in a harbour

Landing – General Guidelines

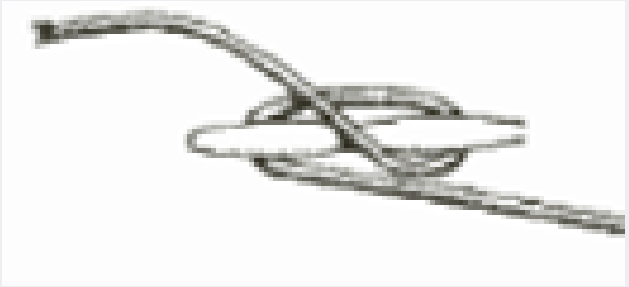
- Seek safe landing area.
- Land bow first in good conditions , take care not to ground keel.
- Land stern first in poor conditions e.g. surf/breaking waves, remove rudder first.
- Take rudder off first if landing stern first.
- Slow down by using fewer rowers or less pressure.
- Bow Rower or Pair: stow oars, get out quickly and hold boat.
- Cox or one or both of stern pair may need to use oar to hold boat straight, in on-shore or cross winds.
- Ensure rowers get out of the boat when cox commands

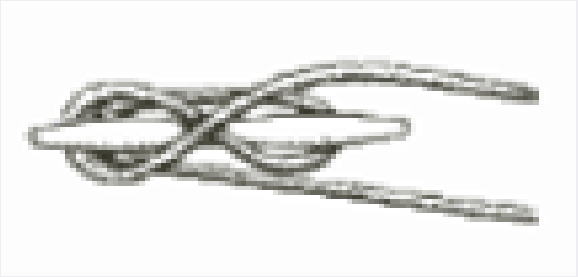
Knots

There are five basic knots that can be used for securing boats in different situations;

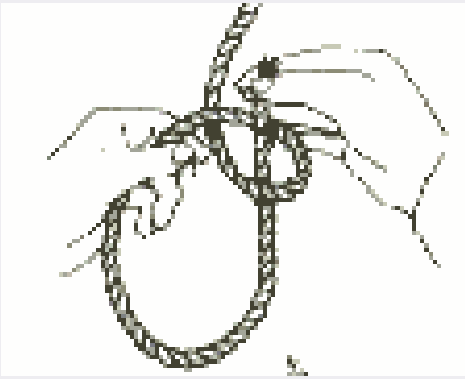
1. Cleat Hitch
2. Bowline
3. Reef Knot
4. Round Turn and Two Half Hitches
5. Clove Hitch

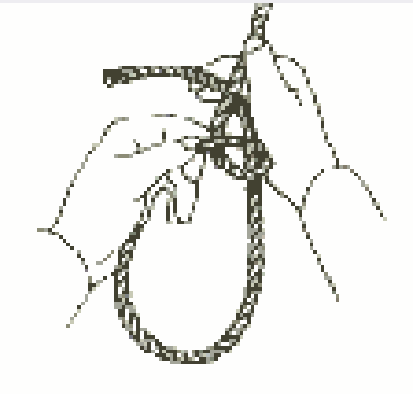
Cleat Hitch

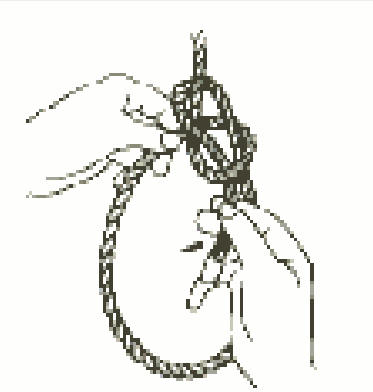




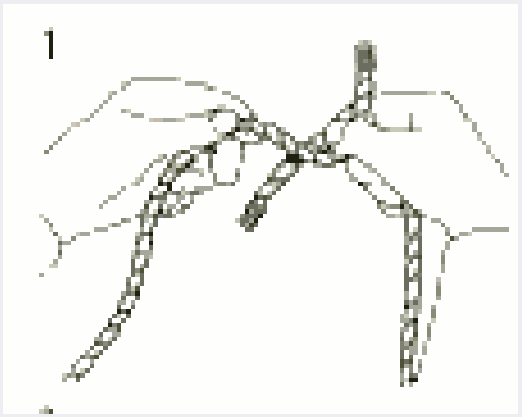
Bowline

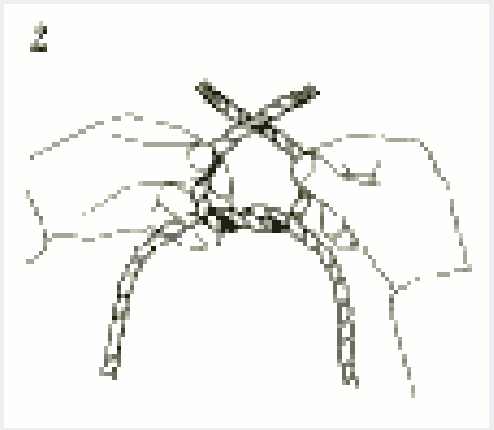


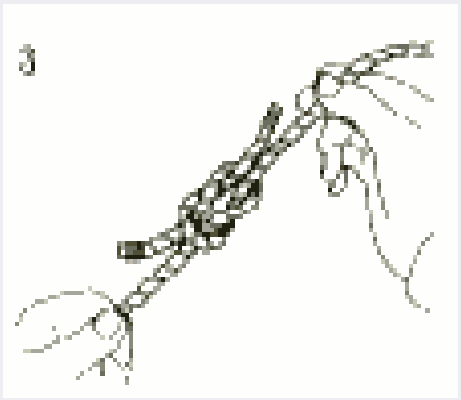




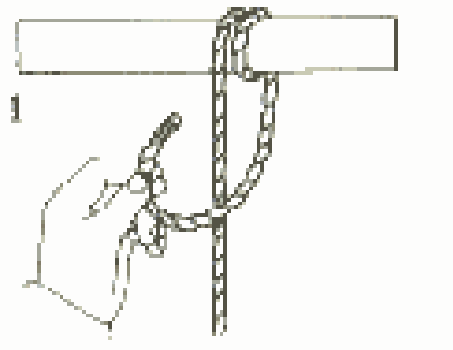
Reef Knot

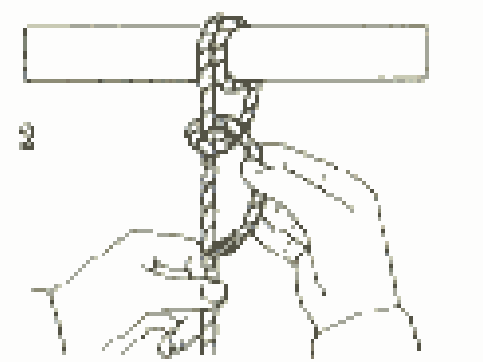


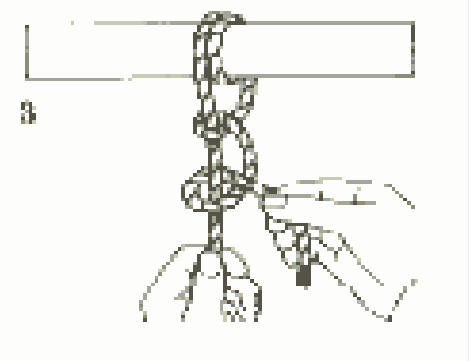




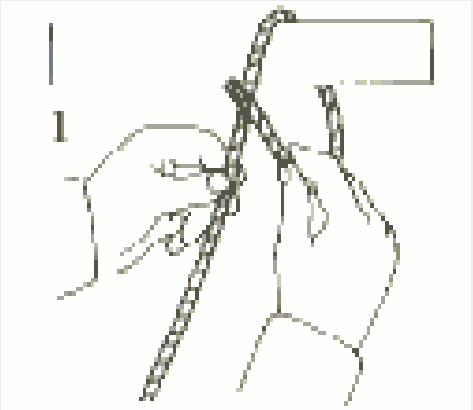
Round Turn and Two Half Hitches

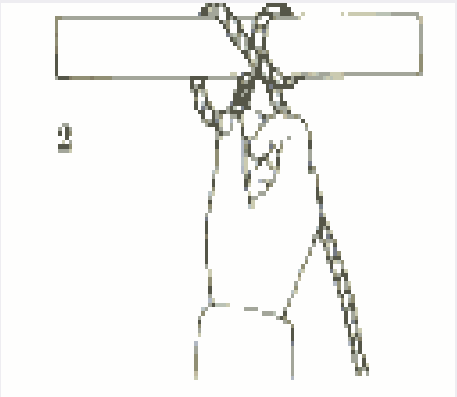


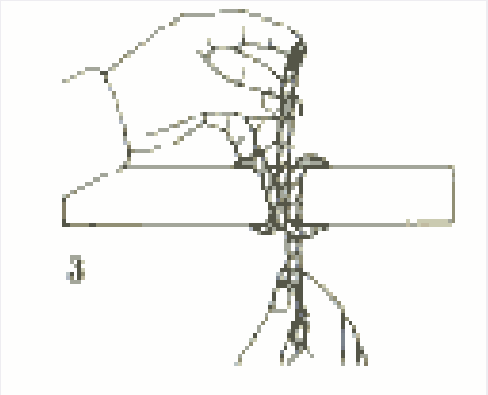




Clove Hitch







BRITISH ROWING

Module 5

Steering & Manoeuvring

TEAMWORK | OPEN TO ALL | COMMITMENT

Steering & Manoeuvring

- Keep a good lookout at all times
  - Ahead and behind
- Follow the circulation plan
- Maintain awareness of:
  - course
  - hazards
  - other water users
  - navigation rules
- Actions to avoid a collision
  - Emergency stop = Hold water!
  - Give further instruction as required
- Effect of wind and tide on course made good

Factors to consider when steering/manoeuvring

Rudder

- Only works when boat moving!

Oars

- Use less or more pressure
- Use all or some crew members
- Rowing on, or backing down (Alternate or Spin)

Boat Speed

- Faster = Rudder more effective

Water

- Stream/Tide – (especially in narrow rivers or around headlands)
- Direction of Travel: Upstream or Downstream
- Waves and Swell
- Wash from Other Boats

Wind

- Head – Tail – Cross
- Wind & Tide combination

Steering: when to steer?

- Oars – to manoeuvre the boat at low speeds e.g. “bow side stop rowing; stroke pull me round”
- Rudder – when the blades are in the water, the rudder is less effective but has less effect on the
  - Balance
  - Rhythm
  - Comfort of the crew (more pressure required to maintain speed)
  - Speed of the boat

Steering: how much to steer?

- Always plan ahead
- Consider sea state, wind speed, direction and tide.
- Steer early, little and often (not late & a lot!).
- Account for the apparent delay between applying the rudder and the boat changing course.
- Avoid repeatedly over-steering and correcting, the rudder while steering can act as a brake.
- Ensure blades are clear of hazards when manoeuvring

Steering

3 - New direction

2 - Steering moves /yaws stern of boat

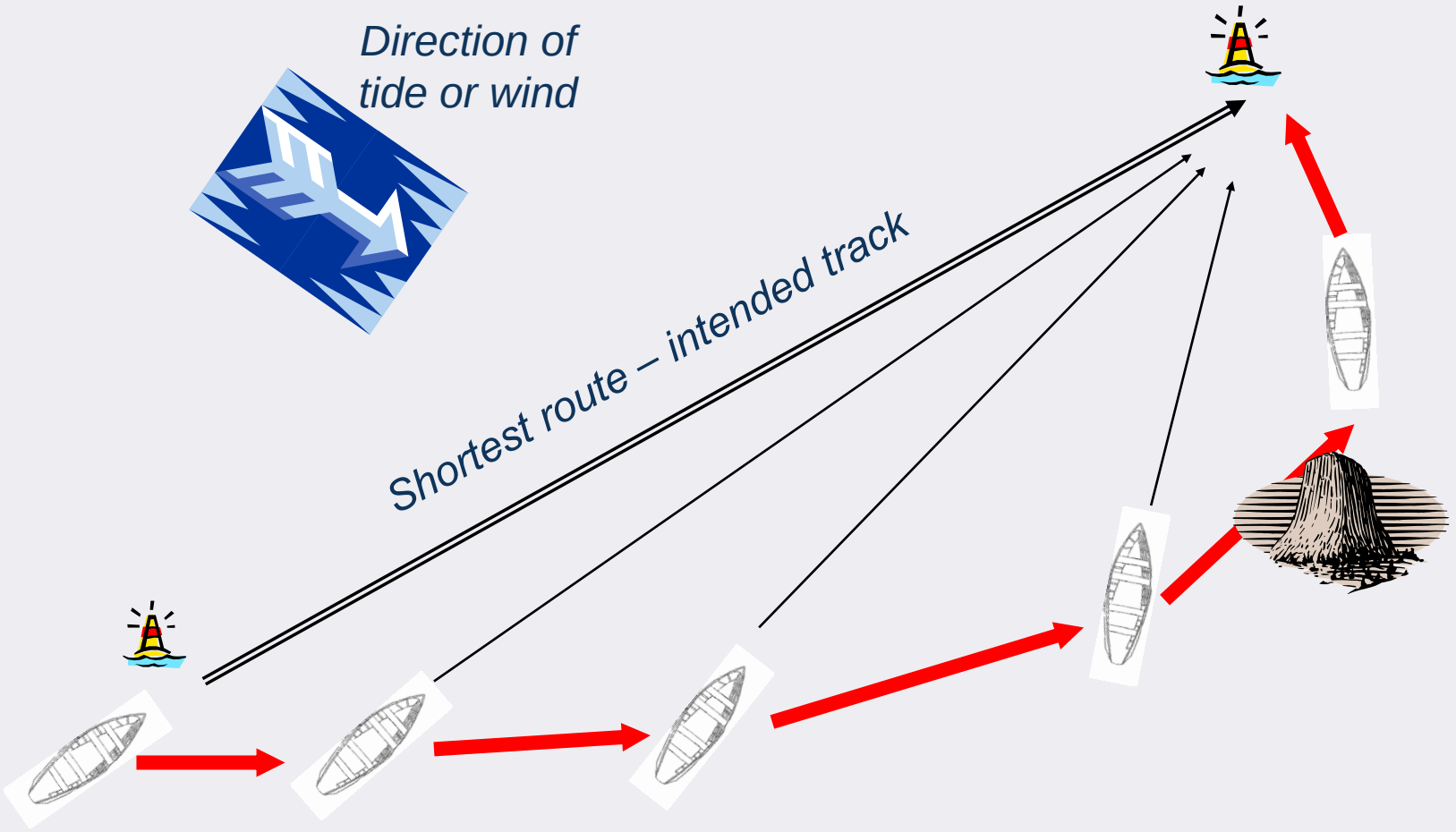
1 - Boat travelling straight forward

Effect of water & weather conditions on steering

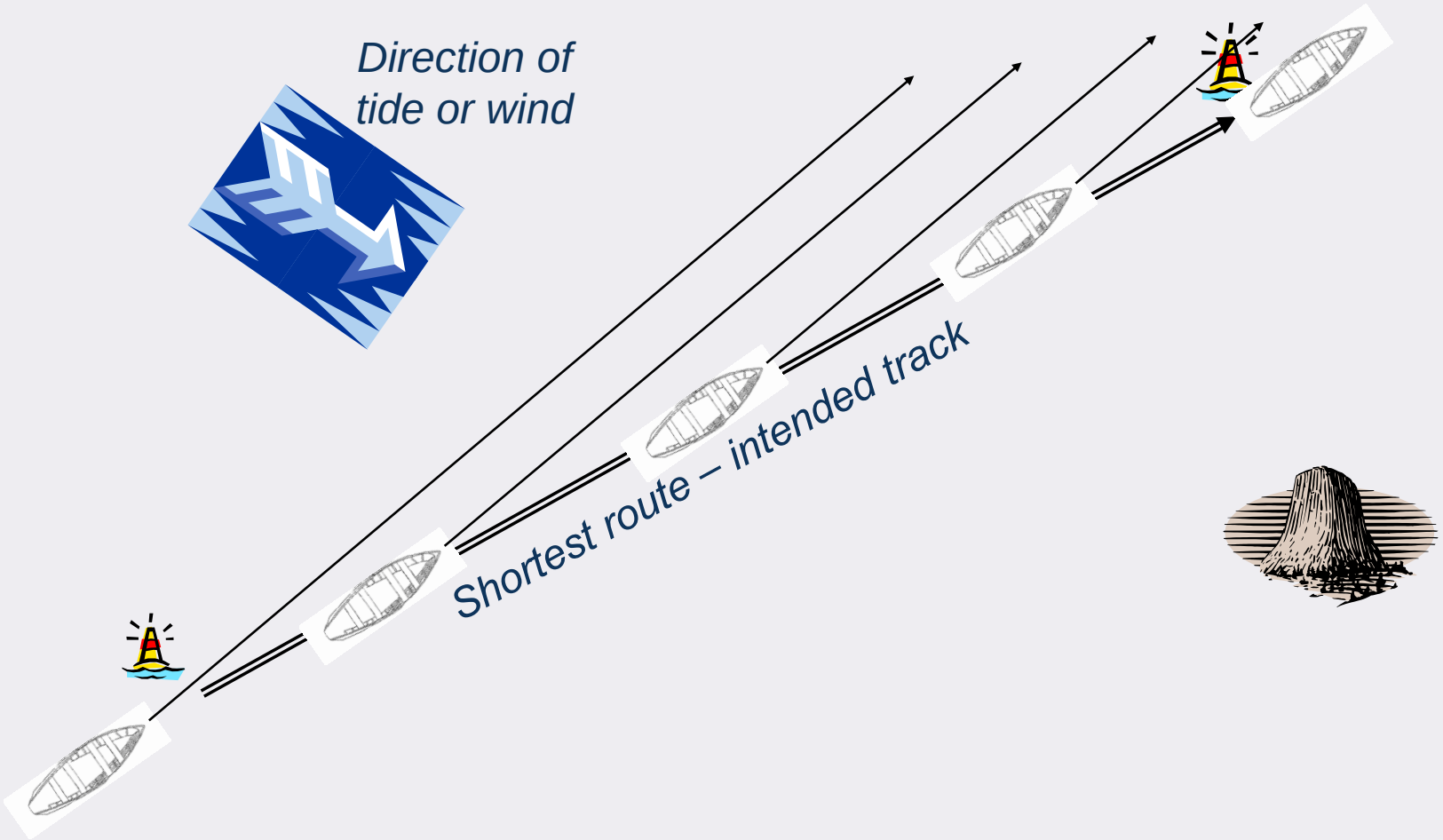
The following will affect the cox's ability to steer their boat:

- Water
  - Tide
  - Stream
  - Currents
  - Waves
  - Wash from boats
  - Direction of travel; upstream/downstream, tidal flow
- Wind
  - Head
  - Tail
  - Cross

Steering a course



Steering a course



Steering in waves and swell

- Long swells are fun and the cox can aid the speed of the boat by calling for faster shorter strokes as the boat rises on the wave.
- In this way the boat is born along on the crest of the wave and can attain high speeds.

However caution is required!

Steering in waves and swell

- If the boat is heading directly into waves it can become very hard work for the rowers.
- The waves constantly check the speed of the boat and waves often break over the bow.
- In these conditions it may be more comfortable and faster to angle the boat to the waves reducing their impact.

Steering in waves and swell

- Short breaking following seas are much more difficult to deal with.
- As the boat starts to accelerate down the face of the wave the rudder becomes progressively less effective.
- In extreme cases the boat may yaw to one side and broach into the trough, tipping the rowers and the Cox into the surf.

Steering in waves and swell

Coxes must make sure that the boat is kept at right angles to the following sea by anticipating the boat movement and making small subtle adjustments to the rudder.

Never angle a boat down the face of a breaking wave.

Steering on rivers & estuaries

Make sure you have a knowledge of the river flow and depth of water

- “Drive on the right - always keep to the right-hand side of the river
- Never cut corners
- The deeper water is on the outside of bends
- Be aware of fast flowing and shallow water
- Stay out of the main stream (closer to the bank)
- Look for eddies in the current

Using the stream to turn in rivers and estuaries

Turning from facing upstream to facing downstream

- Start away from the stream/tide.
- Turn the bows into stream/tide.
- Stream will continue taking bows around.

Turning from facing downstream to facing upstream

- Start in middle or strongest stream.
- Turn the bows into bank or slowest stream.
- Stream will turn stern around, whilst bow is still in the slack water close to the bank.

The wind may also affect turning.

BRITISH ROWING

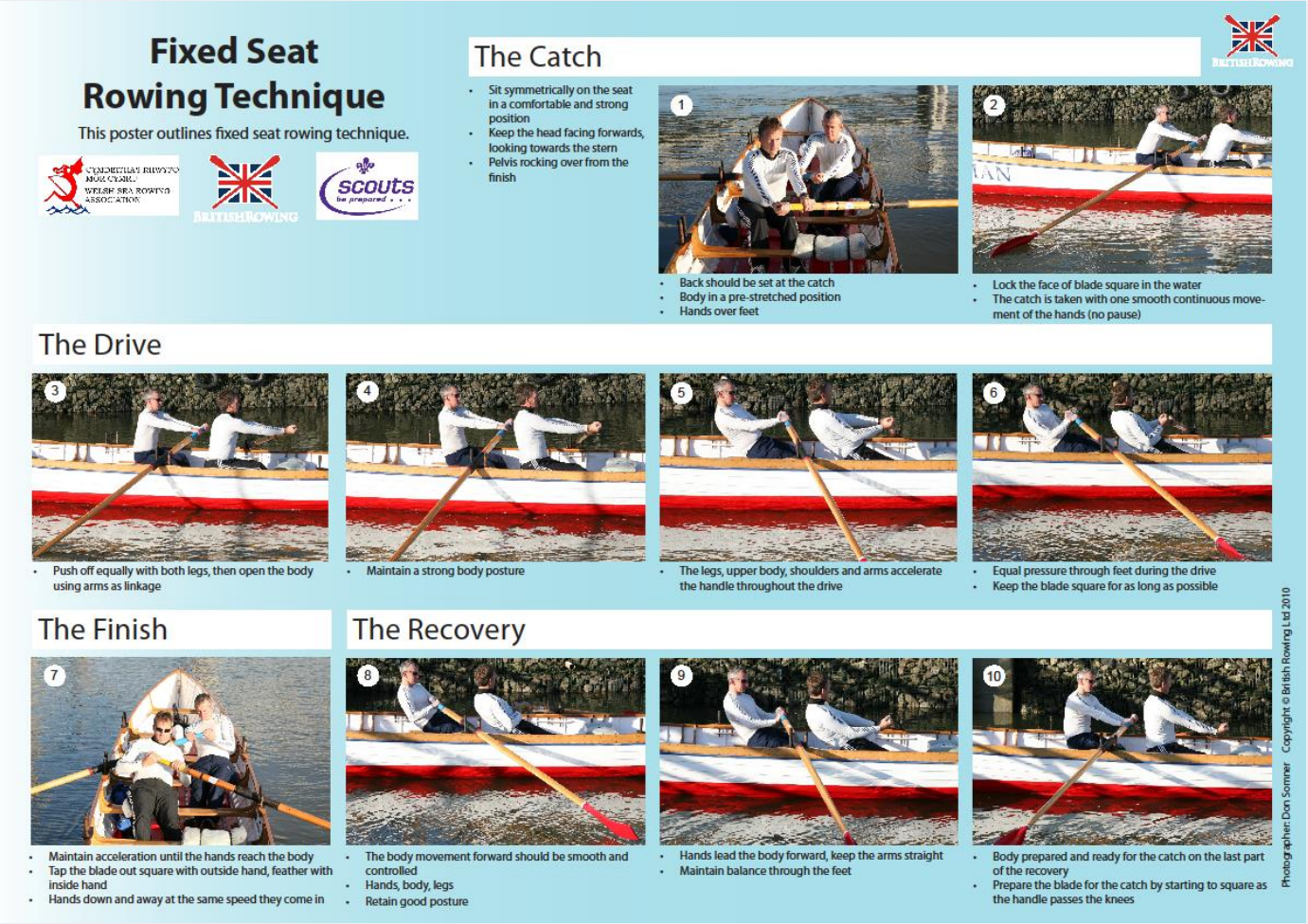
Module 6

British Rowing Technique for Coxes

TEAMWORK | OPEN TO ALL | COMMITMENT

Fixed Seat Technique

Google “Fixed Seat Rowing Technique” and click Images



BRITISH ROWING

Rowing Technique for Coxes

Use your senses

- What can you see?
- What can you hear?
- What can you feel?

What can you see?

- Is the boat balanced?
- Posture of rowers?
- Distance per stroke?
- Timing at specific points of the stroke
- Dynamic timing

What can you hear?

- Listen to the timing
  - when blades are placed and extracted
  - when feathering
- Listen to the balance
  - Blades hitting the water on the recovery

What can you feel?

- Feel the balance
  - Is your body relaxed?
  - Can you feel your weight shifting?
- Feel the acceleration in the drive and the run in the recovery
  - Can you feel the boat jerking?
  - Is the boat running smoothly?
- Feel the timing of the catch and recovery

End

Any Questions?

Water conditions – Wind

Force	Wind Description	Speed	Sea Description
0	Calm	0	Sea like a mirror
1	Light air	2	Ripples but without foam crests
2	Light breeze	5	Small wavelets. Crests do not break
3	Gentle breeze	9	Large wavelets, some crests break, some white horses
4	Moderate breeze	13	Small waves, frequent white horses
5	Fresh Breeze	19	Moderate rather long waves, many white horses, some spray
6	Strong Breeze	24	Some large waves, extensive white foam crests, some spray
7	Near Gale	30	Sea heaped up, streaks of foam blowing with the wind
8	Gale	37	Fairly high and long waves, crests breaking into spindrift, blowing foam in prominent streaks
9	Strong gale	44	High waves, dense foam streaks in wind, wave-crests topple and roll over, spray reduces visibility
10	Storm	52	Very high waves, overhanging crests, dense blowing foam, heavy tumbling sea appears white, visibility poor
11	Severe storm	60	Exceptionally high waves, hiding small ships, sea covered with foam, crests blown into froth, visibility poor
12	Hurricane		Air filled with foam and spray, sea white, visibility extremely bad

Coxing v. Coaching

Responsibilities of a Cox?

- Safety of the crew and the equipment, and other water users.
- Control of the boat and is responsible for keeping a good lookout, steering a good course and issuing commands to the crew.
- Part of the crew and should be regarded as such by the rest of the crew.

Responsibilities of a Coach?

- Training athletes, including coxes, by analysing performance, teaching skills and techniques and providing encouragement.
- Planning, organising and delivering an appropriate range of activities and training programmes.
- Also responsible for safety.

Often, especially in fixed seat rowing, one person does both at the same time but it is important understand the difference. See RowSafe Section 10