

COXING: WHAT ARE YOUR PRIORITIES?

Notes from coxes' meeting at CBRC, 26/1/11

As the cox you are responsible for the crew and the boat

Highest priorities:

- SAFETY of your crew (including yourself)
- SAFETY of other river users (other crews, kayakers, sailors)
- SAFETY of your equipment

If you are unhappy about any aspect of safety, speak up.

IF IN DOUBT, DON'T GO OUT!!

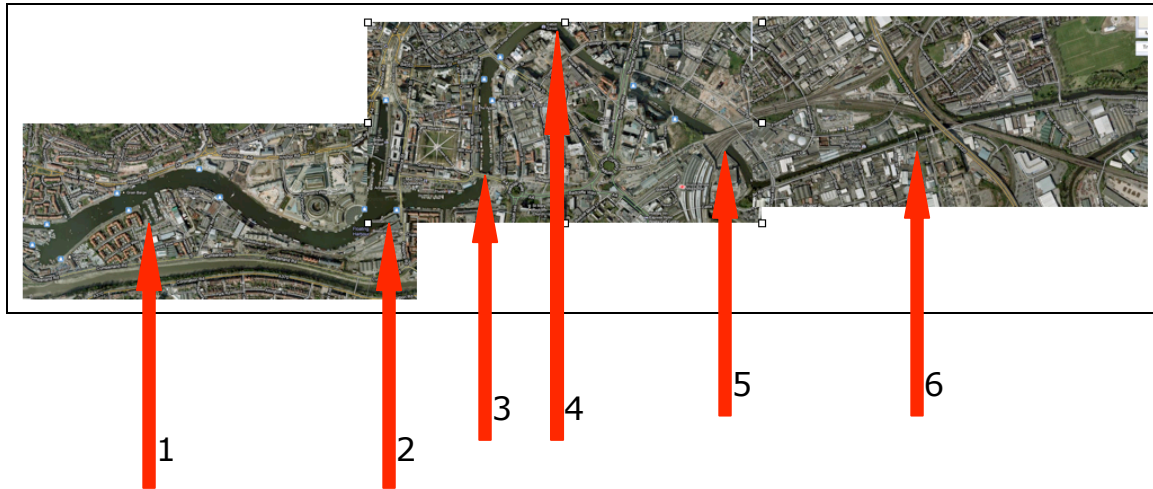
The basics

- Read the coxing guides on our website! (In documents section).
- Take lifejacket (as if you needed telling), cox box and mobile phone.
- Write yourself on the white board, take note of who else is out.
- Dress appropriately (7 layer rule in winter!)
- LIGHTS in the dark, two white on the bow, one on the stern.
- If there is ice on the main part of the docks, NO ROWING.

Safe Navigation

- Keep RIGHT.
- Keep a good look out.
- Take extra care in poor conditions.
- Give way to other river users.
- Overtake with care, and check behind you before pulling out.
- THINK about where to spin. Do not spin on or near corners, where others may not see you. **It is extremely difficult to see a boat side on at night!**
- Boats coming back from the tunnels have priority over those heading away from the club – note the signs on the bridges.
- If you suspect a boat has not seen you approaching, SHOUT.
- If in doubt, STOP.
- Be polite and courteous to other river users. If someone is confrontational, report the incident to your captain.
- It is unlikely that you will capsize, but make sure you know what to do if it does happen. In brief, stay with the boat! It will still float.

Some landmarks:



1. **The rowing club.** Take care leaving, look for boats already on the docks. Take care when returning in windy conditions, remember you will get blown sideways. DO NOT row East of the club (towards the cottage) without permission from the harbourmaster.
2. **Prince Street Bridge** (also referred to as 'The Arnolfini' which is on the north bank). Take extreme care going through, visibility is poor.
3. **Redcliffe Bridge**, start of '**Welsh Back**', which ends at Bristol Bridge (stone, 3 arches). SLOW DOWN along Welsh Back (especially launches), and please do not mow down the swans.
4. **Brewery Bend.** Extremely tight, and currently narrow due to buoys. The straight part between here and the tunnels after is hazardous with bridges, pontoons and moored boats. This means it is not very wide!
5. **The tunnels** (Temple Meads Station). Take the RIGHT HAND tunnel!
6. **The feeder.** Take care going through the gap. Watch for fishermen on the feeder itself. The whole thing is narrow, keep RIGHT. Common crash point: the slight bend under the railway bridge.

Some top tips

- **PLAN** your outing according to our water. THINK about whether or not it's safe/sensible to undertake a particular piece or exercise in a particular place.
- **DON'T** let a situation develop. Correct any mishaps immediately (eg if you're drifting off course)
- **REMEMBER** that what you say goes. If the coach tells you to do something and you're not happy, say so!
- Check the weather on the Filton Met Office website, which takes readings once per hour. Wind above 15mph is going to make life difficult, and anything above 20mph is unrowable by anyone other than very experienced crews. Think carefully if it is very cold, especially if you're in a bowloader! And remember that ice is dangerous and damages boats.
- Keep an eye out for announcements from the club, or 'notices to mariners' (available on the council website) so you're aware of waterskiing or other events / obstructions