



Kingswear Rowing Club

Guide to Rowing and Coxing

www.kingswearrc.co.uk

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About this Guide

This guide is split into various sections, detailing the club rules and knowledge you need to be familiar with in order to safely use the club boats and equipment.

Rowers will only need to be familiar with the “Guide to Rowers” but may find further sections of interest.

Further sections detail the rules for Coxswains, how to train rowers, how to become a cox and the use of our ergo machines.

Guide to Rowers

Rowing safely on the river

All club boats must have a club certified Cox on board either at the helm or present as a cox trainer.

The Cox has control of the boat and what he/she says goes. If you are not happy about any aspect of safety alert the cox immediately.

DO NOT stop rowing without asking the Cox; the boat will alter course unexpectedly which may be very inconvenient. Also, DO NOT start rowing or paddling particularly when leaving the mooring. Even though you might know the boat needs turning, there may be a very good reason why the Cox has not asked you to.

DO NOT suddenly stand up in the boat when away from the pontoon. This can lead to instability and you may fall out.

Although the cox is the eyes and ears of the boat, all rowers should also be alert to danger. The stroke can be particularly useful in alerting the cox to boats approaching off the stern.

Know your place in the boat;

- Stroke the rower nearest the Cox
- Bow the rower furthest from the Cox
- Stroke side the stroke and the other rower on that side
- Bow side the bow rower and the rower on that side
- Stroke pair the stroke and the rower immediately behind
- Bow pair the bow and rower immediately in front

The Cox will usually give commands in the form of an action to be performed and then a command to perform it. Examples are:

- Forward to row; STROKE
- Bow side hold water; GO
- Harder on stroke side; GO

It's pretty clear that you need to be aware of where you are in order to respond accordingly.

This may seem quite mundane, but manoeuvring in the river is sometimes difficult and quite tricky, particularly when leaving or entering the mooring.

There are occasions when the correct response to commands will clear the boat of danger quickly and easily whereas the incorrect response could further endanger the boat and crew.

PLEASE ASK YOUR COX TO PRACTICE COMMANDS IF YOU ARE UNSURE, PARTICULARLY STOPPING THE BOAT.

Stopping the boat

This is a manoeuvre that must be practiced and mastered by all crew.

If all else fails, the cox may ask you to perform a rapid stop of the boat by holding water on all oars.

The command is a loud and clear “STOP THE BOAT”.

This command can endanger the crew and is only used as a last resort.

If the boat has some speed it is essential to lean forward onto the oar before lowering it into the water. The forces can be quite considerable and will throw the unprepared rower backwards off the seat.

All crews must be familiar with this manoeuvre and practice it at regular intervals.

ASK YOUR COX TO PRACTICE IF YOU FEEL UNPREPARED.

In case of an incident

Nothing is more important to KRC than the safety of our members, other river users and our equipment. All coxes are trained to be aware of and avoid dangerous situations.

In the case of “man overboard” the cox is trained to retrieve the rower and seek assistance. It is not normally recommended that an attempt should be

made to pull an adult from the water into the boat as there is a good chance of capsizing.

In the event of a capsize, our boats are fitted with buoyancy aids and the drill is to stay with the boat and await assistance. Do not worry about oars and equipment floating off.

Departure and arrival

Getting in

This might seem pretty obvious, but here are some pointers to avoid accidents:

- Figure out where you are rowing before getting in the boat to avoid shuffling about.
- Say the words “coming aboard” before doing so to warn other rowers who might be standing to prepare for the boat to move.
- Step onto a seat as far to the centre as possible, which will minimise any rocking of the boat. Avoid the bow seat which is a stretch
- Ask for a helping hand, either from inside the boat on or the pontoon.
- If the moorings aren’t tight, it is quite likely that the boat will move away from the pontoon so don’t delay mid-step.
- Sit down promptly.
- Do not hold onto the sides of the boat; keep your fingers inside to avoid them being trapped.
- Say the words “getting off” before you do to warn other rowers. Ask for help if you need it.

Getting ready to go

Just a quick reminder that the oar blades are delicate and are easily damaged by collisions with other oars or bits of the boat.

- Get comfortable on your seat and fix the cushion properly if you have one.
- Set the stretcher (foot rest) to your preferred position. You should be able to rest the balls of your feet on it without stretching and your thighs should be roughly horizontal.

- The mooring line on the bow must be untied by the bow rower before picking up an oar. One of the bow pair must hold onto the pontoon rope at all times when untied.
- Each rower takes an oar in turn and lifts it to the vertical position. Watch out for the gate sliding down the oar into your hand. One of the bow pair is always holding on.
- Make sure you know which side you are meant to be rowing. Point the long pin of the gate to the cox. It will be either to the left or right of the oar shaft – this is the side the oar is setup to row on.
- Your cox will ask if you are all ready and then say something like “off we go”. Help the cox get the boat clear by pulling the boat forward on the pontoon rope. Don’t push off sideways.



Getting the oars down

Practice getting the oar from vertical to rowing position and back. A slick crew looks good and does the coxes blood pressure no end of good.

- As soon as your seat is clear of the pontoon and boats you can get ready to row.
- Bring your oar down sideways and lay it across the boat with the blade on the correct side and close to the side of the boat.
- Slide the gate towards the blade with one hand, and then lift the blade-end only with the other.
- Drop the gate pin into the hole.
- Lift out any fenders near you.
- Slide the oar out until the collar on the oar touches the gate. DO NOT drop the blade in the water.
- When everyone is ready, the cox may ask for a light stroke on the bow or stroke side to straighten the boat.
- The cox will now issue the command “Ready to Row”..... “Stroke” and off you go.
- Listen closely for commands from the cox during the first few strokes, the passage can be narrow and without much forward motion the boat doesn’t steer well.

Returning to base

- When stowing the oars in the boat it is really important to avoid hitting the blades on the boat or indeed anything else; they are easily split or chipped. The oars should be laid with the blade toward the cox, avoid scratching the seats with the gate.
- It is customary for the bow pair to stow oars prior to coming onto the pontoon. This means that the two bow rowers are ready to fend-off if necessary and there is generally less panic when getting the oars up. At this time the fenders around the boat are deployed.
- It is also customary not to laugh when the cox makes a complete mess of it and has to have another go. If you think it's easy take the course.
- The stroke pair must lift their oars to the vertical position promptly when asked to do so to avoid contact with boats or the pontoon. The command is usually "Oars up" and the action is the reverse action to putting them down.
- The cox will allow the boat to travel to the end of the pontoon so that the bow rower can loop a line onto the pontoon cleat. The boat is then backed out a little to give some clearance at the bow when tied.
- If you are unsure as to how to tie off, just hold onto the line and wait for the cox to show you.
- Don't forget to help each other out and to warn others before you do.
- Help the cox by leaving the boat clean and tidy and take your rubbish with you.

If you can't make your row

The etiquette of the club is that you cannot row then you try to find a replacement first. The lists of members are regularly circulated so try that first. Tell your cox in good time if you cannot find someone.

Rowing Technique

Your cox will give you guidance on advancing your rowing technique. However, please study the diagrams in "Appendix A; Rowing Technique Chart" for further information.

Guide for Coxes

All club Coxes have passed supervised training, a practical and a theoretical examination and are certified to be competent in handling a boat and crew on the river. If you have not been through this procedure you cannot Cox without being sponsored and supervised by a qualified club Cox.

Safety on the river

The Dart is a challenging river as tidal flow can be large and it can quite often be choppy especially when the wind direction opposes the flow - often called “wind over tide”.

These are the points you must be aware of in order to be safe.

- Check the tide time and likely river flow before setting off. There are many visual clues to an unusually high flow rate in the river, learn how to recognise them.
- Look at the wind direction; most yacht masts on the Marina have an indicator. High wind speeds are unsuitable for weaker crews. If there are “white tops” in the river, the conditions are unsuitable for all but the fittest crews.
- Until you feel confident (i.e. after a number of outings) only go out on the water with an experienced crew.
- You must have a mobile phone with emergency numbers easily accessible as follows:

Coastguard:	01803-882704 *
Darhaven Marina:	01803-752545 *
DHNA:	01803-832337 *
DHNA out of hours emergency:	01803-835220 *
Emergency Services:	999

* numbers correct at time of writing – please check

- During winter wear lots of layers; you can get very cold.
- Don't go out in fog or when it's too dark. Remember fog can descend quickly; return to the mooring if it does.
- Be aware of the limitations of your crew. Review going out if the flow is fast or the wind is strong. Do not be afraid to cancel.

- As a general rule, always row against the river flow for the first part of the session; if the crew is tiring it's an easier row home.
- All rowers under 16 must wear a buoyancy aid, preferably a self-inflating life jacket. In addition, if are any under 16's in the boat, the Cox must also wear a self-inflating life jacket. Certified life jackets are available in the boathouse.
- Don't go out if the equipment is damaged; there are spare oars in the boathouse. Always report damage to a committee member, preferably the Bosun.
- Train your crew to stop the boat comfortably. Make sure they are aware of the recoil on the oar and build up the speed and technique until they can perform the manoeuvre without endangering themselves. Practice it regularly; you might need it.

Navigating on the Dart

There are particular challenges to navigation on the Dart, particularly in the summer months. We do not recommend rowing during Dartmouth Regatta; save your energy for the races, representing KRC or your favourite pub.

Tides

It is very important that all coxes have a basic understanding of the principles of tides and tidal flow. This is because at very high or 'Spring' tides, the tidal flow in the river can be very strong – up to 3 knots in places. At these times coxes need to be aware of the direction of the wind as well as tidal flow and how they impact the control and steering of our boats. High water occurs approx. every 12 hours and it follows that each low tide is approx. 6 hours after each high tide.

Always refer to the tide times before rowing and be aware of the condition and direction of the tidal flow. The height and times of high and low water are always displayed outside the marina berthing office.

As a generalisation, any tide above 4 meters is likely to cause significant tidal streams and when the height is 4.2 meters or above a 'Spring' Tide condition exists.

Spring tide conditions occur for several days, approximately every 14 days, so these tides exist for over 10 days in any month!

Neap Tides are when the height of the tide is below 4 meters and at these times tidal streams are proportionally less.

It is not just the height of the tide that is important - but how many hours it is before or after high tide when you row. This is because maximum tidal flow occurs approx. 3-4 hours before and after each high tide.

Benign tidal flow occurs at neap tides and one hour before, to one hour after, high or low water. Don't forget that during the 6 hours after high water, the river is emptying or 'ebbing' and the flow will be out of the river (i.e. towards the sea) In the 6 hours before high water, the river is filling (or 'flooding') and the stream will be towards Totnes.

Don't forget to look out for 'wind over tide' conditions (when the wind direction is opposite to the tidal flow) as this will cause disturbed water and higher waves than usual.

The Club recommends that coxes do not take out novices, especially inexperienced under 16's, in high winds or at peak flow times as previously explained. Even experienced crew and coxes should ensure they take special care at these times, as the tidal stream will not only influence your steering, but will also impact on other, perhaps less experienced river users. It can be especially difficult getting off and onto our mooring at these times, so ensure you take the flow into account when exiting or entering our berth. If you have any questions on tides please talk to a Committee member.

Summary:

- Check the height and time of High Water and the direction of tidal flow and the state of the wind before you row.
- If the tide height is above 4 meters and you are rowing 3 to 4 hours before or after high tide the tidal stream will be strongest.
- Take special care with your steering and manoeuvring at these times and do not take out novices.
- Take special care entering or leaving our mooring at these times.

Ferries

- Consideration must be given to other river users and you must give way to commercial power driven vessels and ferries which may have limited manoeuvrability and be restricted to certain channels.
- Pay particular attention to the Kingswear-Dartmouth ferries and do not race them under any circumstances.

- As a general rule, pass by the ferries in the mid section of the river and not close to the banks.
- You will quickly come to understand the patterns of the ferry transits. For example; if the ferry is unloading cars it is unlikely to be moving for a few minutes
- If the ferries are crossing, stop rowing and stand off. Be aware of the cables on the Higher Ferry and give plenty of clearance once the ferry has passed.
- The path of the passenger ferry does change depending on the tide so watch it carefully.
- Usually, the ferry operators are well aware of the other users on the river and will look out for you. However, don't assume this. Also, they are a commercial operation and have schedules to maintain; do not get in their way. Give them a wave as they go past.

Avoidance of collision

This is naturally the greatest danger on the river. In the busy months you will need to be very aware of the positions and paths of other boats, particularly in the channel between Kingswear and Dartmouth.

- Read and learn Appendix B; Extracts from the Rules for Prevention of Collisions at Sea and act accordingly.
- If you see you are on a possible collision course, the best action is to manoeuvre early in a clear and decisive manner regardless of who in theory is responsible. A rowing boat is just about the most vulnerable craft so act accordingly.
- The generally accepted course to steer should keep you to the Coxes right hand side of the river and generally you should pass an oncoming vessel port side to port side.
- Keep a sharp lookout and overtake with care. Always look behind you before manoeuvring. Ask your crew, particularly the stroke, to keep a look out behind if the river is busy.
- If another craft is manoeuvring toward you without paying attention it is quite acceptable to shout a warning such as "WATER" or "AHEAD" as well as taking avoiding action.

Steering

Steering is the first skill a new Cox will learn, but coxes must understand the following;

- The strength of the rowers must be balanced if continuous correction is to be avoided. Weaker or new rowers should normally be in one or both of the bow pair positions so that there is plenty of power for coming in.
- You should be able to judge the river flow and then set an appropriate course to traverse it. This can often mean “crabbing” the boat at a large angle to the actual course.
- After leaving the mooring, straighten up the boat to the course you wish to take using a light stroke from one of the stroke pair.
- Coxes must be able to steer the boat by adjusting the relative strength of the stroke and bow side rowers. This is essential in the case of a lost rudder, but also very useful when manoeuvring at low speed, particularly when leaving the Marina.
- Only a very small movement of the hands on the rudder should be necessary. Think ahead as far as possible and plan your course accordingly. Good anticipation and gentle corrective action that does not interfere with the run of the boat is the essence of good steering.
- Keep your eyes to the distance ahead, picking a fixed marker (tree, building, moored craft etc.) so as to be able to pick and follow a straight course.
- If the boat is unbalanced i.e. lower on one side than the other, then tell the crew. It is usually due to an incorrect seating position. It is up to them to try to correct it, not you. Tell the crew what they need to do to balance the boat and only if that doesn't work, adjust your own position.
- If you need to look to the side or back, make it a short glance and resume your look ahead. Longer looks almost always result in an unwanted turn in that direction.
- If a turn is required, as an alternative to using the rudder, which slows the boat, you can ask stroke-side or bow-side to pull harder by saying: "Harder on stroke-side" (or bow-side); "Go". Then when you are straight say "Even pressure"; "Go".

Giving commands

Giving clear and concise commands are a key part of the role of the Cox.

The Cox will usually give commands in the form of an action to be performed and then a command to perform it. Examples are:

- Forward to row; STROKE
- Bow side hold water; GO
- Harder on stroke side; GO

It is useful to use the phrases “Are you ready” or “at the next stroke” prior to issuing a command to let the crew know it is coming. Try to give the command “Go” at the finish of the stroke so it can be implemented on the next.

It is also preferable to talk to the crew about the manoeuvres coming up and the reason for them in good time as they will be better prepared.

Use the following conventions when addressing the crew;

- Stroke the rower nearest the Cox
- Bow the rower furthest from the Cox
- Stroke side the stroke and the other rower on that side
- Bow side the bow rower and the rower on that side
- Stroke pair the stroke and the rower immediately behind
- Bow pair the bow and rower immediately in front

This is less confusing than using Port or Starboard.

To manoeuvre the boat and also as part of training the stroke pressure can be varied. The terms to use for different pressures are “light”, “half”, “three-quarters” and “full”.

Basic technique training

Here we explain some of the different exercises designed to make the crew more aware of the importance of technique, and help them understand what they are doing in the boat.

Often crew is oblivious to the mistakes they are making or do not know how to correct them and exercise can help them become more aware without continuously correcting the crew.

Be aware that some rowers might not be able to achieve good technique due to a previous medical condition such as back problems. Others will

need to work on their strength and fitness before improving. Take care to progress slowly and in small steps in these cases.

Blade position

It is a very common error for rowers to put the blade too deeply into the water during the stroke. The correct position for the blade is just below the surface with the red band above the blade level with the water. This is also where the blade naturally floats with hands off.

There are two main reasons why a blade will go too deep;

1. The blade is digging in to the water because it is tilted back. Seine boat oars have a flat on the shaft that presses against the gate during the stroke and sets the blade to the correct, vertical, position. Often the rower is gripping the oar handle so tightly that this natural alignment is disturbed.
2. The rower is nervous of the oar coming out of the water perhaps due to an earlier fall.

In the first case, explain the correct position and have the rower check themselves by looking at the blade occasionally whilst rowing. Encourage them to relax the thumb during the stroke so the oar can rotate and settle to the correct position.

In the second case, it may take time for the rower to become comfortable controlling the oar. Again oar alignment is the key to confidence. If the oar has previously tilted forward and comes out of the water then a fall may have resulted which leads to overcompensation.

Leaning back

Most of the power of the stroke comes from leaning back with the arms straight. The weight of the upper body falling backwards gives drive while minimising effort. Only towards the end of the drive are the arms used.

This leaning back motion is difficult to learn for some as, should the oar come out of the water, there could be a painful landing on the floor.

Leaning back is all about confidence; “Am I sure I can drive without losing control of the oar”? “Can I sit up without strain”?

With time and encouragement rowers will learn to lean back progressively more as their confidence grows. Keep pushing to avoid bad habits developing.

Stroke rate

Leaning back is pretty impossible if the stroke rate is high and a common mistake is to recover too quickly. It is better that your stroke is experienced with good technique, keeps the rate low and shows them how it's done.

Advanced Rowing

The notes and pictures below are taken from a poster published by British Rowing explaining fixed-seat rowing technique for advanced rowers.

The seating position is slightly different from the Seine boats due to the shorter handle length we use. However, the action is the same.

The Catch



- Back should be set at the catch
- Body in a pre-stretched position
- Hands over feet



- Lock the face of blade square in the water
- The catch is taken with one smooth continuous movement of the hands (no pause)

The Drive



- Push off equally with both legs, then open the body using arms as linkage



- Maintain a strong body posture



- The legs, upper body, shoulders and arms accelerate the handle throughout the drive



- Equal pressure through feet during the drive
- Keep the blade square for as long as possible

The Finish



- Maintain acceleration until the hands reach the body
- Tap the blade out square with outside hand, feather with inside hand
- Hands down and away at the same speed they come in

The Recovery



- The body movement forward should be smooth and controlled
- Hands, body, legs
- Retain good posture



- Hands lead the body forward, keep the arms straight
- Maintain balance through the feet



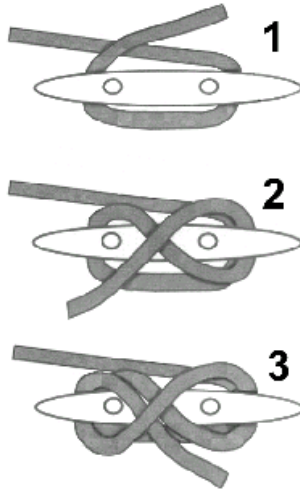
- Body prepared and ready for the catch on the last part of the recovery
- Prepare the blade for the catch by starting to square as the handle passes the knees

Mooring the boats

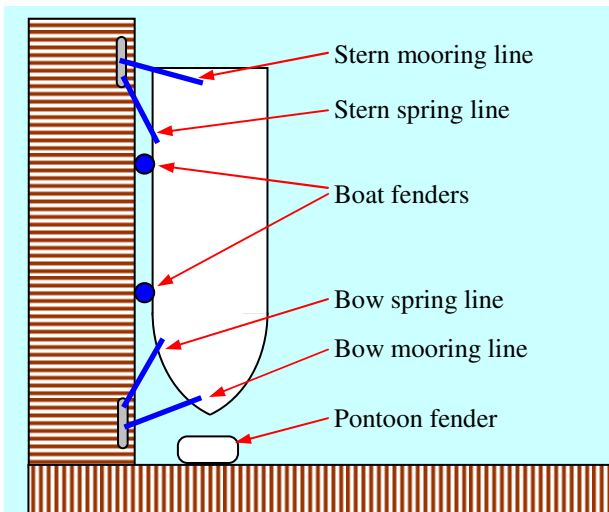
The boats must be tied up correctly in order to minimise any damage to the boats and equipment. Study and practice the guidelines below.

Darthaven pontoon

The bow and stern lines are tied off in a manner such as shown below



In addition, the stern rope must pass back to the boat to make a spring line preventing the bow of the boat moving too far forward. A spring line on the bow is optional



Creek pontoon

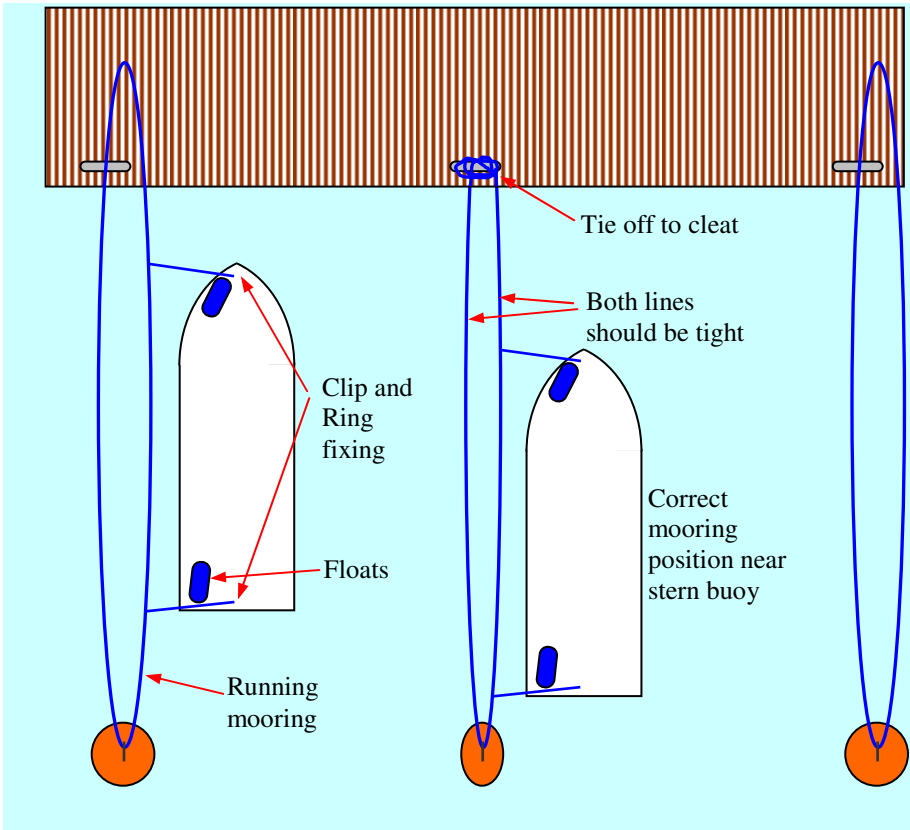
The creek pontoon has 3 running moorings.

A running mooring is a loop of rope from the pontoon to a buoy that is free to move. The boat is attached in two places to the rope; at the stern and at the bow. These places are marked by a blue float. On a line from each blue float is a ring or a clip that fits to a matching clip or ring in the boat.

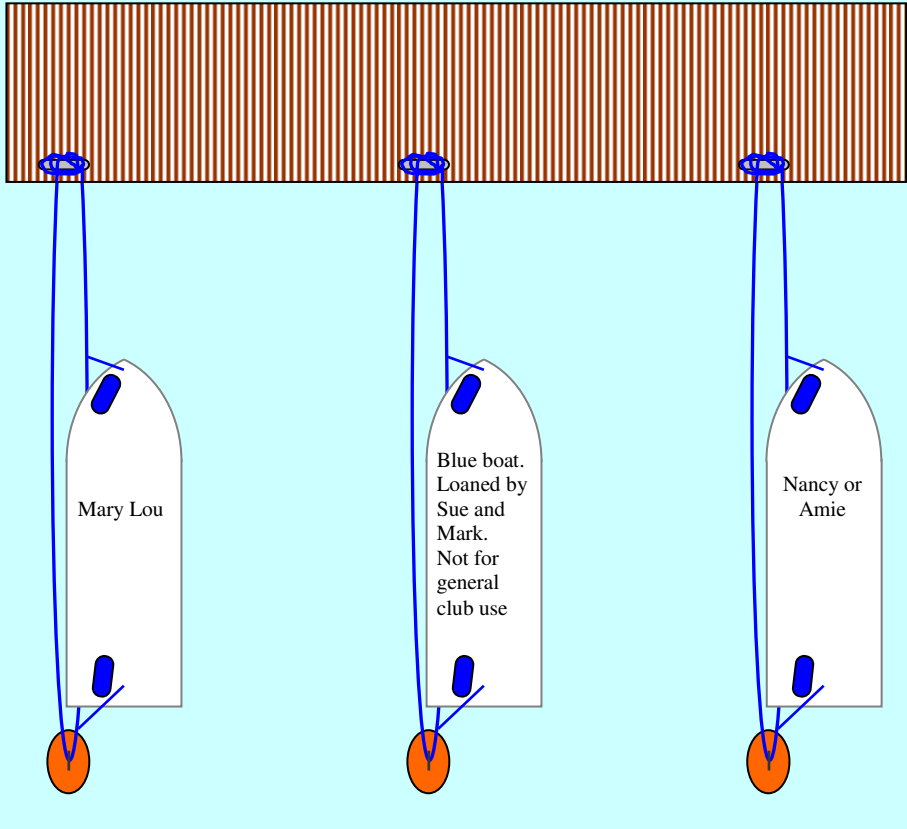
DO NOT untie any knots when mooring the boats.

DO NOT use the mooring lines on the boats except to temporarily hold the boat to the pontoon when attaching or detaching the running mooring.

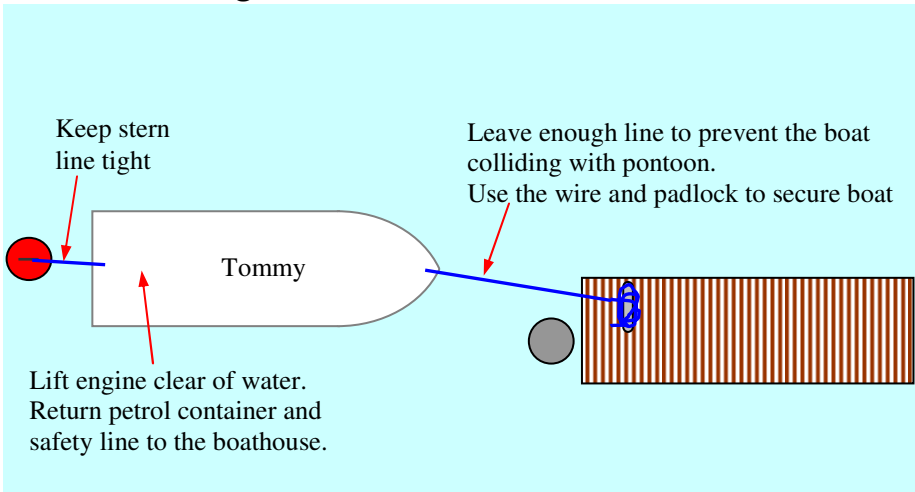
Once these lines are attached, using the running mooring loop, pull the boat out towards the buoy, keeping both lines tight, tie off the loop onto the pontoon cleat.



Each running mooring is set-up to best suit its boat. The order is:-



Parish mooring



Cox Training

To train as a cox, you must find a qualified cox to sponsor you.

The training period is typically 6 to 12 months depending on ability, assuming one outing per week.

When your sponsor feels you are ready, you will be examined by one or two of the clubs cox testers at an arranged time and place.

The examination consists of two parts; a practical examination of skills on the river and a paper examination of key knowledge.

If you pass, you will be given some guidance from the examiners regarding how to further improve and how to start coxing on your own.

It is sensible to cox an experienced crew for a while, on a regular basis before taking on any novices. We would normally expect coxes to have a year of regular experience before taking on any trainees.

If you need any further advice then please contact a committee member.

Syllabus

Details of the practical syllabus are listed below. Many of the practical tests will be conducted with and without a rudder.

- Getting off /on Darthaven mooring
- Spin the boat adjacent to mooring
- 'Emergency' stop
- Manoeuvre between buoys
- Rowing astern
- Recovering a buoy with 3 rowers
- Picking up buoy without using rudder
- Showing authority and knowledge in boat
- Using correct nautical and coxing terms
- Mooring alongside a DHNA pontoon
- Getting on/off Parish mooring
- Using/ Getting on/off Creek (Boathouse) Running moorings

Other key knowledge may also be tested such as;

- When is HW or LW today?

- What is HW level today?
- Is it Springs/Neaps?
- Is tide ebbing or flooding now?
- Got a mobile? Got the emergency numbers?
- What is Strokeside? / Bowside?
- What Safety gear do you need, if any?
- What to do in case on accident/emergency?
- Actions if boat capsizes?
- How to report accidents and near misses
- Naming parts of boat

Written examinations

Details of the written tests with and without answers are listed in Appendix C, Cox testing theoretical papers.

Use of Ergometers

The club own two Concept 2 erogmeters (rowing machines) located on the balcony of the village hall.

These are freely available for members to use and are particularly useful for winter training and fitness.

To use the ergo's you must comply with the following

1. You must be a current member of the club
2. You must have completed an ergonometer application form, available from a committee member or on the web.
3. There must be at least two people present during use.

Keys to the village hall are available from the Post Office and must be signed out. The code to the combination lock for the balcony will be given to you when completing the application.

Guides to the correct use of the ergometers is available in the village hall or from our web site.

Junior Rowing

The club is very committed to encouraging our juniors and has a very active junior section. There is no joining fee for junior rowers 16 and under and a reduced fee for 25's and under.

To start our youngsters off in a boat we have junior rowing sessions that take place on the creek in Kingswear from Jubilee Park. These are usually on Sundays when the tide is favourable. The sessions usually last one hour and times and dates are advertised in the village, on our website and our Facebook page.

A parent or guardian must be present at all times to supervise their children when not rowing.

Once experienced, we take our older juniors onto the river for further training and a more challenging experience.

Safety on the water

All rowers under 16 must wear a buoyancy aid, preferably a self-inflating life jacket. In addition, if are any under 16's in the boat, the Cox must also wear a self-inflating life jacket.

The Club has certified life jackets (kept in the boathouse) for all junior members to use. The lifejacket must be of the correct size (S or M) and worn as the top layer and not worn under any clothing.

During junior rowing sessions in the creek, we have a powered marshal boat on hand to watch over the rowing and alert any other boats entering the creek.

Appendix A; Rowing Technique Chart

The following page can be printed up to A3 size.

Fixed Seat Rowing Technique

This poster outlines fixed seat rowing technique.



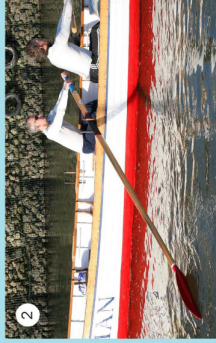
BRITISHROWING

The Catch

- Sit symmetrically on the seat in a comfortable and strong position
- Keep the head facing forwards, looking towards the stern
- Pelvis rocking over from the finish

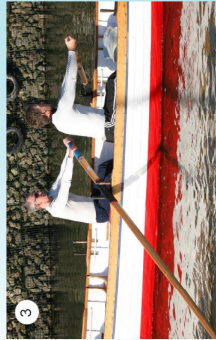


- Back should be set at the catch
- Body in a pre-stretched position
- Hands over feet

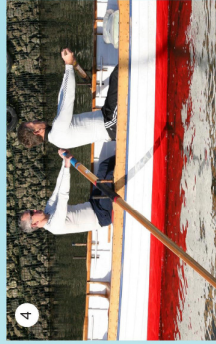


- Lock the face of blade square in the water
- The catch is taken with one smooth continuous movement of the hands (no pause)

The Drive



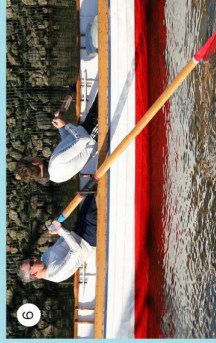
- Push off equally with both legs, then open the body using arms as linkage



- Maintain a strong body posture



- The legs, upper body, shoulders and arms accelerate the handle throughout the drive



- Equal pressure through feet during the drive
- Keep the blade square for as long as possible

The Finish



- Maintain acceleration until the hands reach the body
- Tap the blade out square with outside hand, feather with inside hand
- Hands down and away at the same speed they come in

The Recovery



- The body movement forward should be smooth and controlled
- Hands, body, legs
- Retain good posture








- Hands lead the body forward, keep the arms straight
- Maintain balance through the feet











- Body prepared and ready for the catch on the last part of the recovery
- Prepare the blade for the catch by starting to square as the handle passes the knees

Appendix B; Extracts from the Rules for Prevention of Collisions at Sea

WARNING SIGNALS – VESSELS IN NARROW CHANNELS

I intend to overtake on your STBD	
I intend to overtake on your PORT	
Agreement by overtaken vessel	
Vessel nearing blind bend in Channel	
Vessel other side of bend repeats	

SOUND SIGNALS IN POOR VISIBILITY (DAY & NIGHT)

Description of Vessels	Max. Period	Signal
Power Underway/Making way	ev. 2 min.	
Power Underway/Not making way	ev. 2 min.	
Not Under Command Restricted Manoeuvring Constrained by Her Draught Sailing Ship – NOT on Power Vessel Fishing	ev. 2 min.	
Vessel Towing or Pushing Vessel Towed – if manned Pilot Vessel on Duty – gives normal signals as above and may sound H. i.e. 4 shorts.	ev. 2 min.	
Vessel at Anchor (under 100m length)		
BELL rung for 5 seconds every minute		
Vessel at Anchor (100m or more length)		
BELL rung 5 seconds every minute Forward GONG rung 5 seconds every minute Aft, immediately following bell signal		
Vessel at Anchor – May give WARNING of possibility of Collision to Approaching Vessel		
Vessel Aground – As at Anchor. But preceded and followed by 3 separate and distinct BELL Strokes		

Vessels under 12m length

May make the appropriate signals given above, but if not, MUST MAKE SOME OTHER EFFICIENT SOUND SIGNAL at intervals of not more than 2 MINUTES.

SOUND AND LIGHT SIGNALS

Conduct of Vessels in Restricted Visibility

1. Adapt ship's SPEED to prevailing conditions and be prepared for instant COURSE/SPEED alterations.
2. Every vessel, hearing another ship's fog-signal apparently FORWARD OF THE BEAM, should REDUCE SPEED to a minimum or STOP. She should then use extreme caution until danger of collision is over.

SOUND SIGNALS – Definitions and Classification

"Whistle" – a means of making SHORT or LONG blasts.

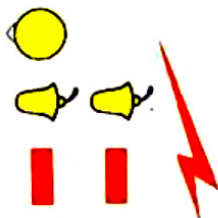
"Short Blast" – About 1 second duration.

"Prolonged Blast" – 4-6 seconds duration.

Vessel of 100m length or more
Use Whistle, Bell and Gong

Vessel of 12m length or more
Use Whistle and Bell

Vessel of less than 12m length
Use Any Efficient Sound Signal



MANOEUVRING AND WARNING SIGNALS

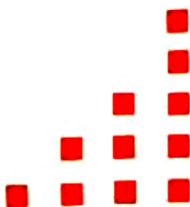
Whistle signals used below may be supplemented by light signals using the same code.

"I am altering my Course to Stbd"

"I am altering my Course to Port"

"I am operating Astern propulsion"

Signal to alert another Ship



STEERING AND SAILING RULES

Risk of Collision Exists if the bearing of an approaching vessel remains nearly constant. It may also exist even with an appreciable bearing change, when approaching a large vessel or a tow, or when at close range.

- **SAFETY**
 - Know who has right of way – who gives way –
 - Adjust your speed to existing conditions –
 - Keep a good look-out – always.
- **Giving-Way Vessel**
 - Take *Early* and *Positive* avoiding action –
 - Make Course/Speed alterations obvious to other vessel –
 - Your action should allow the other vessel to pass safely –
 - Avoid crossing ahead –
 - If necessary, STOP or REVERSE.
- **Vessel with Right of Way**
 - Hold a *steady course* and *speed* –
 - Take avoiding action if that taken by *giving-way* vessel is insufficient – STOP, REVERSE or TURN AWAY.

Power-Driven Vessels
(Includes sailing vessels using power)

Crossing

Ship with other on own STBD side gives way



But see special safety rules for narrow channels on page 3

Meeting Head-On



Both ships turn to STBD

STEERING AND SAILING RULES

NARROW CHANNELS – Special Safety Rules

- Keep well in to STARBOARD side of channel or fairway –
- Small ships, sail or power must NOT impede passage of larger vessels restricted for safe movement by size and draught. Give way to them –
- Vessels fishing must not impede others –
- Use caution at blind bends in the channel –
- Do not anchor in the channel –
- Sound Signals – see pages 16 and 17.

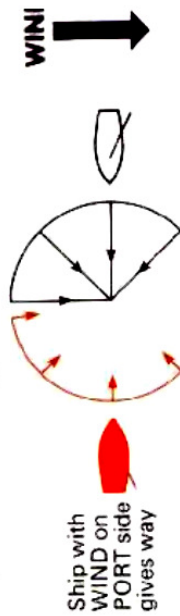
TRAFFIC SEPARATION SCHEMES – If using them,

Note:

- Vessels under 20m length or sailing ships must keep safely clear of other shipping following the traffic flow –
- Vessels fishing must not impede vessels using a lane –
- Avoid anchoring –
- Avoid crossing. If it is necessary, CROSS AT RIGHT ANGLES to traffic flow –
- Obey traffic flow – keep clear of separation line –
- Increase look-out efficiency
- Join at terminations or at fine angle –
- If not using, keep well clear.

Sailing Vessels Meeting

Ships with WIND on opposite sides



(Windward side is opposite side to mainsail. For square-riggers, it is side opposite to that on which largest fore-and-aft sail is carried)

Appendix C, Cox testing theoretical papers

The following pages are the current written examinations for cox testing.

The print is rather small in this A5 document however, they can be downloaded and printed A4 size from this document on our web page.

Kingswear Rowing Club

Written Test for Club Approved Coxswains – Pass mark is 28/30

As well as taking the written test, there will be a practical/oral test in the boat. Coxswains will be expected to demonstrate their ability to safely manoeuvre the boats in all conditions and to steer the boats on and off the Darthaven/RDYC mooring. They must understand the rules for accessing and mooring the boats on the RDYC trots, identify local danger spots, be able to give clear instructions and understand their responsibilities including housekeeping and booking of the boats.

Tides

1. How often does high water occur? - **Every 24 hours/every 12 hours/every 6 hours?**
2. Where will you find the times of high water – **By the marina office/ from tide tables/ or both of these?**
3. When is the tidal flow generally strongest and most dangerous - **Spring tides/ Neap tides?**
4. As a generalisation is a spring tide when high tide height is - **above 3.5M/or above 4.2M?**
5. When is the tidal flow strongest - **at high tide/or 3-4 hours before and after high tide?**
6. For 6 hours after high tide is the river - **ebbing/ or flooding?**
7. Wind against (or 'over') tide causes – **higher waves in the river / or stronger tides?**

Rules for Avoiding Collisions at Sea

1. Generally, on which side of the river should you steer* - **the coxes left/or the coxes right?**
2. When approaching another boat should you pass* - **port to port/or starboard to starboard?**
3. Are our rowing boats classed as - **powered vessels/or non powered vessels?**
4. Which has automatic right of way over our boats - **powered vessels/ non powered vessels/or all vessels?**
5. How many sound signals will a boat (e.g. ferry) give when turning to port - **1 /or 2?**
6. How many sound signals will a boat (e.g. ferry) give when turning to starboard - **1 / or 2?**
7. How many sound signals will a boat (e.g. ferry) give when going astern - **3 / or 4?**

* Always use your common sense with this rule and do not steer the boat into danger

General

1. Who is allowed to cox our boats – **any competent and experienced rower/ or club approved coxes only?**
2. What is the maximum number of novices allowed in our Seine boats at any one time- **1 2 3 or 4?**
3. What must a cox carry in our boats – **mobile phone/ lifejacket/compass/or all of these?**
4. What phone numbers must the cox have at hand – **DHNA/Coastguard/Darthaven Marina/ or all of these?**
5. What is the Club's minimum age requirement to row– **9 years/11 years/ or 15 years?**
6. What is the furthest limit novice coxes should take the boats – **Homestone Buoy/ or the two Castles?**
7. When must lifejackets be worn – **non swimmers of any age/ under 16's / or both of these?**
8. When should a cox wear a lifejacket – **When he has under 16's in the boat/ when there are non swimmers in the boat/or both of these?**
9. As a general rule, when should you give way to ferries or larger vessels – **when they are to starboard/or to port/or at all times?**
10. Who is ultimately responsible for the safety of the boat – **everyone in the boat/ or the coxswain?**
11. Who is generally responsible for ensuring all safety rules are adhered to – **the coxswain/ or the whole crew including the coxswain?**
12. In failing light or dangerous conditions the coxswain should – **head for the nearest land/or return to the mooring?**
13. When should a cox consider not going out for a row – **in high winds/ at peak tidal flow during 'springs'/ in poor visibility/ or at all of these times?**
14. What is the coxes most important responsibility – **Steering the boat safely / the safety of the crew and equipment / giving clear instructions/ or keeping a good lookout**
15. When should oars be feathered? – **Always /when it's windy /never**
16. Which crew should be rowing when approaching pontoon? **All/Bow pair/Stern pair**

The choice of answers is shown in **bold**. Circle the correct answers

Kingswear Rowing Club

Written Test for Club Approved Coxswains – with answers

As well as taking the written test, there will be a practical/oral test in the boat. Coxswains will be expected to demonstrate their ability to safely manoeuvre the boats in all conditions and to steer the boats on and off the Darthaven/RDYC mooring. They must understand the rules for accessing and mooring the boats on the RDYC trots, identify local danger spots, be able to give clear instructions and understand their responsibilities including housekeeping and booking of the boats.

Tides

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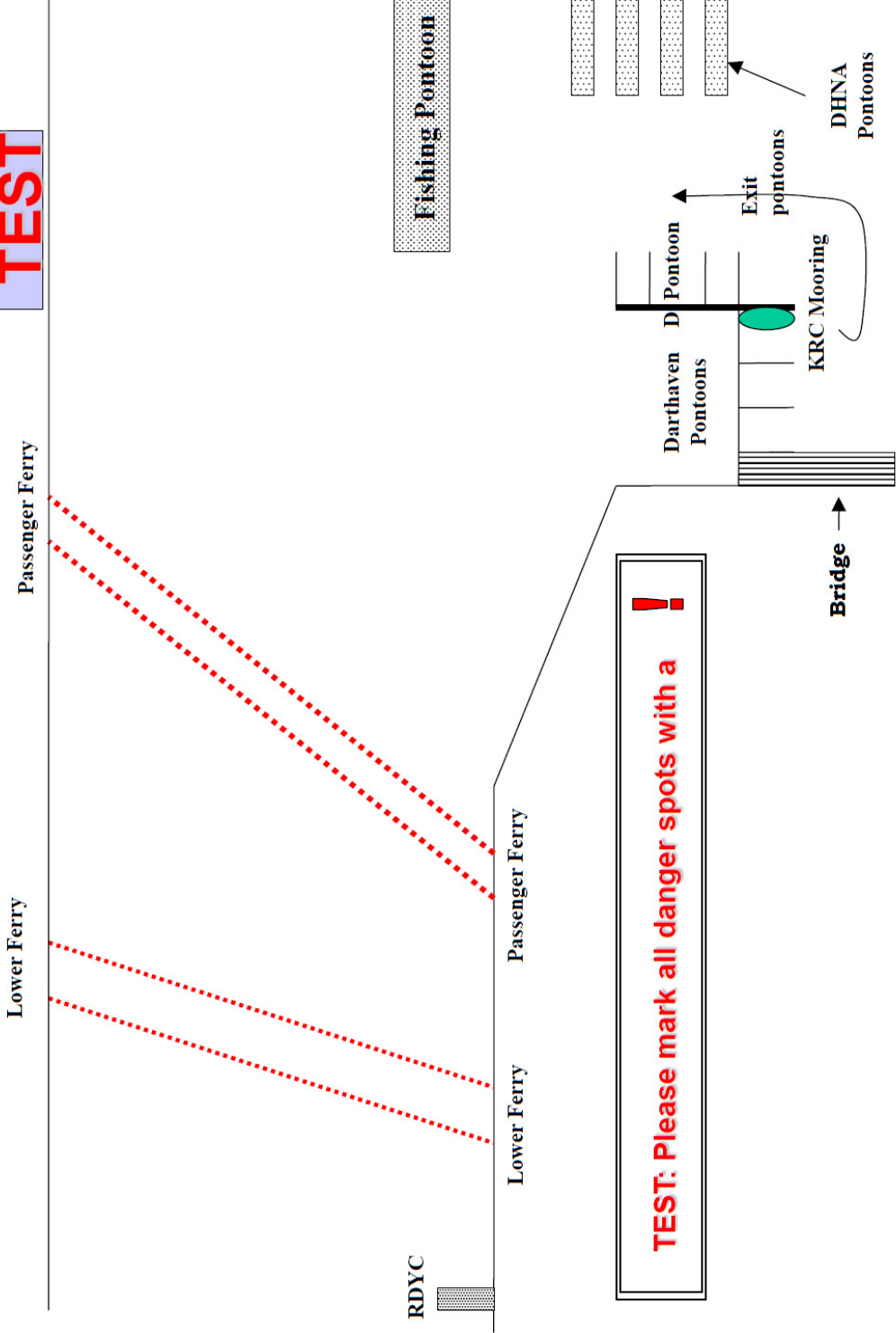
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31. When should oars be feathered? – **Always /when it's windy /never**
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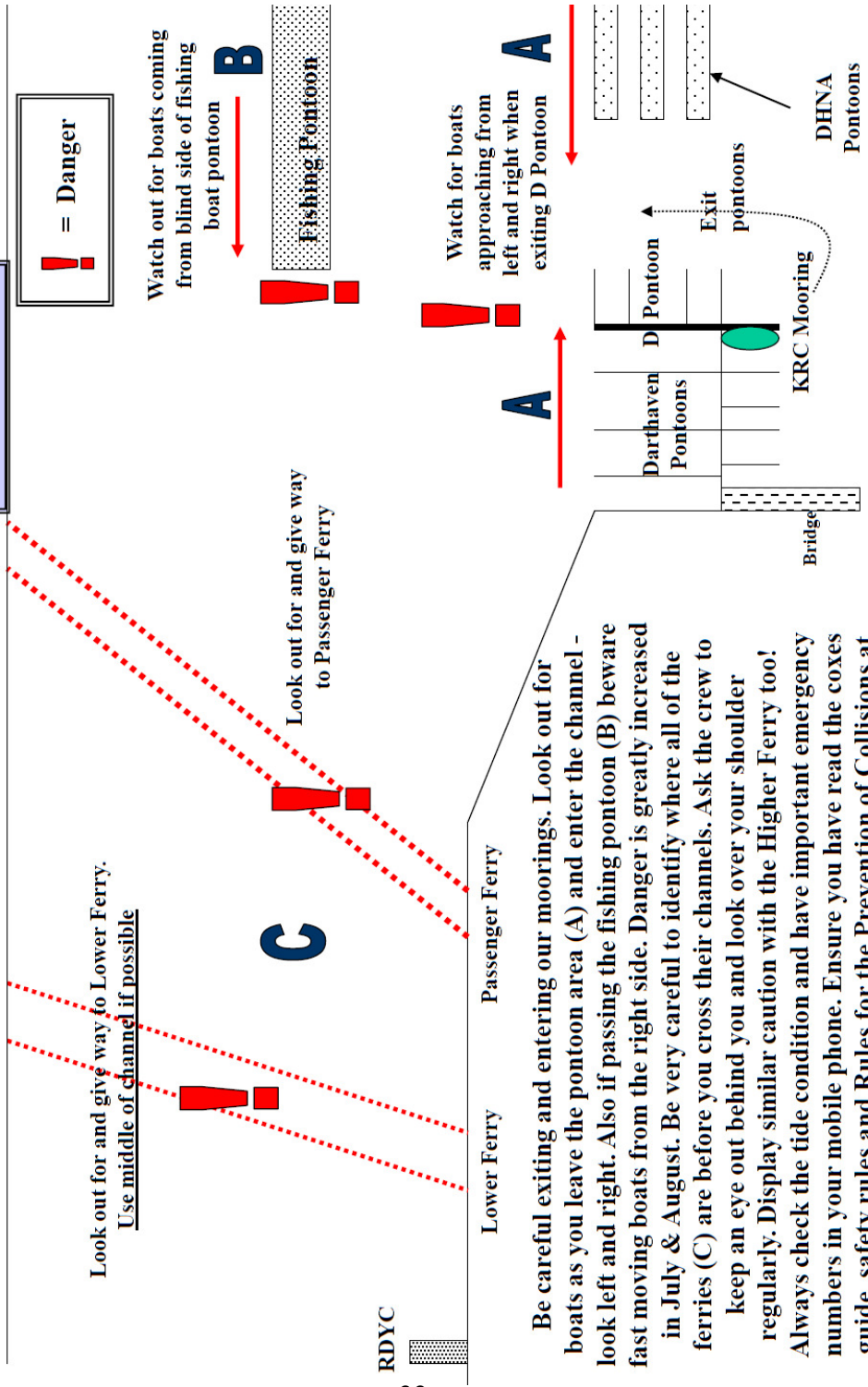
Kingswear Rowing Club - Give 5 examples of some hazards. Sketch not to scale and not to be used for navigation.

TEST



Kingswear Rowing Club - Examples of some hazards. Sketch not to scale and not to be used for navigation.

ANSWERS



Be careful exiting and entering our moorings. Look out for boats as you leave the pontoon area (A) and enter the channel - look left and right. Also if passing the fishing pontoon (B) beware fast moving boats from the right side. Danger is greatly increased in July & August. Be very careful to identify where all of the ferries (C) are before you cross their channels. Ask the crew to keep an eye out behind you and look over your shoulder regularly. Display similar caution with the Higher Ferry too! Always check the tide condition and have important emergency numbers in your mobile phone. Ensure you have read the coxes guide, safety rules and Rules for the Prevention of Collisions at Sea - all available from the Club.