

# *the good* **COXSWAIN**

RESPONSIBILITIES  
ON THE WATER

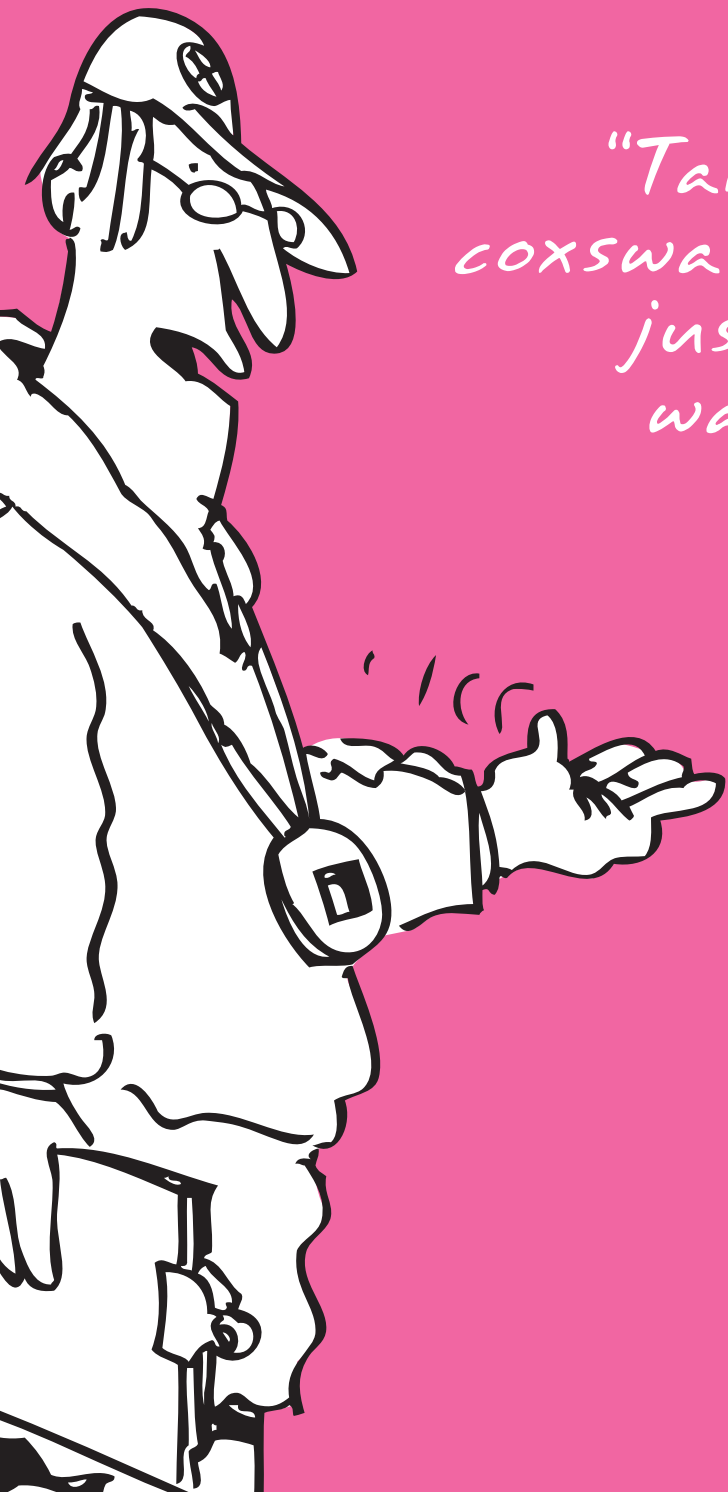


# *the good* **COXSWAIN** 6

RESPONSIBILITIES  
ON THE WATER



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*"Take one  
coxswain and  
just add  
water..."*

# the good COXSWAIN

# 6

## 6.1 INTRODUCTION

There is no more forlorn a figure than a small inexperienced coxswain being set adrift on a waterway for the very first time. It's as if the umbilical cord between coach and cox has been severed and the great tide of human events is quickly sweeping the novice coxswain down river without a paddle!

It is a familiar scene and an experience all potential and novice coxswains will wish to avoid.

Thankfully, coaches are rarely so cruel. They prepare their coxswain with helpful advice, practical observations and hours of patient instruction. They point them toward helpful resources and introduce them to fellow coxswains for ongoing support. By the time the coxswain has been pushed away from the bank he knows:



**Why he is there**



**What is expected of him**



**How he can control the boat's direction**



**What he can say and needs to say to the crew**



**Where he can go, must go and how he is to get back**

## 6.2 TO START A CREW ROWING

It is appropriate to refer to a coxswain as the **'driver'** of the boat. And like a driver of a motor vehicle, a coxswain is unable to do very much 'driving' unless he first knows how to 'start' the boat.

The coxswain has a voice for this purpose and each time the boat is to move from a stationary position the cox must start the crew with the following command sequence:



COMMAND



RESPONSE



CAUTION



*"Sit-up" or "Sit forward"*



Crew moves to the front of the slide, arms outstretched, and oar square in the water. This is called **the catch position**.



The crew is assumed to be ready to row once they have moved to this position. A word of warning to make ready. Some or all of the crew may be directed here. The cox must be sure the boat is straight before proceeding to the next call in heavy traffic areas.



*"Are you ready?" or "Attention"*



Crew anticipates the taking of a stroke as they sit in the necessary position, boat balanced.



This is the final warning. It is a rhetorical question and no response is expected from the crew. The coach will often prefer the cox to use "attention" as it is the same command used by a starter in regattas.



*"Row!" or "Go!"*



The crew members initiate movement on the slide to lever the oar through the water and move the boat forward.



In regattas the command will be "go". The coxswain should speak the word with control and with appropriate volume. The cox must be sure that each oar is buried in the water before making the call.

One of my pet hates as a coach is the delay between me asking for the crew to begin and the cox telling them to begin. There so often seems to be a disconnection. If I ask for the crew to start, "NOW" - I mean now. I don't mean when the conversation is over or clothes have been adjusted or their sweat has dried.

A starter will never be so kind and wait for a crew at the regatta start line.

Kevin O'Brien, Coach

One thing I've noticed is how beginner coxes rush through the "sit up, are you ready, row." Although you don't expect a crew to say "No, I'm not ready," the cox should give the crew time to settle between each command. My advice to a cox is to not give the next command until sure that the earlier command has been acted upon. Everyone should be sitting still with oars buried and the boat balanced - don't start until this happens. But don't wait too long - the crew should do it quickly!

George Ballinger, Coach

## 6.3 HOW TO ALIGN A BOAT BEFORE ROWING

**The shortest distance between two points is a straight line.**

The good coxswain will be sure to have the boat fully aligned before the crew commences rowing. It is best to take a few extra seconds to be assured of a straight, uninterrupted course than to be asking the crew to stop or adjust their stroke immediately after starting.

However, it is often necessary to make adjustments after the crew has stopped rowing or before the session has fully commenced - the rudder cannot achieve this as the boat is not moving.

Under normal circumstances, the rule of thumb should be to ask the crew to **'sit up'** (refer to pg 6 - *Command Chart*) and then ascertain, with a quick observation, if the bow of the boat is aligned with a distant point of reference.

If the coxswain, for example, should see the top of distant building (or tree) in the direction he wishes to travel then it can be used as a navigation point.

**The bow ball can be 'aimed'** at the building and remain 'aimed' at the building for the duration of the row in that direction. If there is a bend or turn, then the navigational point will cease to be relevant once at the bend. The good coxswain will choose another navigational point once around the bend.

While the boat is stationary in normal conditions and the crew is preparing to begin rowing, the appropriate alignment is best done before the words "attention, row", while the rowers are sitting alert and ready for the coxswain's next command. The rudder does not work with a stationary boat; therefore, the rudder will not influence alignment.

**The oars of the rowers must be used to adjust the direction**

(refer to Booklet 2 - *Steering the Boat*). The cox can call this small adjustment while keeping the crew ready to row - **it must be done in the shortest possible time.**

There are two main reasons why a coxswain must give his commands for direction change without delay. Firstly, tide, wash or wind can move a crew from course very quickly; the longer a coxswain leaves the command to adjust course after the boat has strayed from alignment, the more adjustment will be needed. Secondly, a regatta day starter will not wait for all boats to be straight before calling "attention, go!"

**The good coxswain will apply in training what will be necessary in racing - i.e. alert, precise and quick calls!**

(refer to the Booklet 9 - *Race Day - Starting and Racing*).

Prior to the crew rowing, the coxswain (whose job it is to align a boat that has strayed from a straight course) has a sequence of commands that may be followed (refer to Booklet 2 - *Steering the Boat - Using the Oar*).

**The choice of command available to a cox to straighten a boat will be dictated by these common variables:**



### Type of boat

How much manoeuvrability the boat has, how many rowers?



### Boat orientation

Where does the boat face relative to the required course?



### Conditions

What influence is wind, tide, traffic and wash playing in the boats movement / orientation?



### Available space

What is the available space in which to manoeuvre i.e. how does the venue's geography dictate the alignment of a boat?



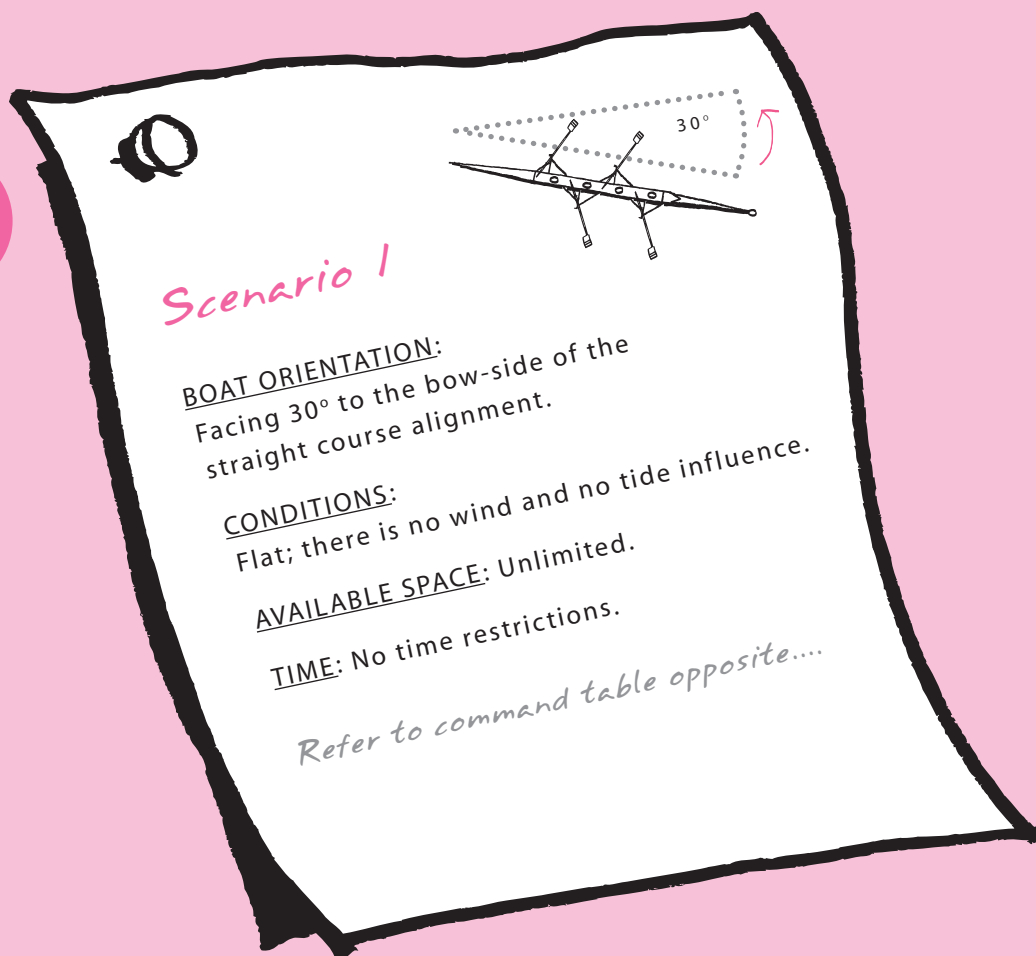
### Time

Should the course adjustment be done more quickly or less slowly?



## POSSIBLE SCENARIOS FOR ALIGNING A BOAT

The following scenario is just one of a number designed to illustrate the degrees of complexity that may be possible for the coxswain when aligning a boat. The reader should refer to *Booklet 11 - Selected Command Charts* for a complete and detailed description of commands and their responses. The scenarios here and the ones included in *Booklet 11* use the variables on the previous page. **The novice or beginner coxswain should not feel daunted by them.** Each are applied, in this instance, to an eight oared boat, as the eight will be the most difficult to manoeuvre. All other boats will be able to follow the same commands but without the same degree of difficulty.



### SCENARIO 1 - COMMANDS



COMMAND



RESPONSE



CAUTION



*"Bow... ready to pull it around"*



The bow seat rower moves to the front of the slide, arms outstretched, and oar square in the water.



All crew members are alert to what is to follow, especially the bow seat rower, who knows exactly what he is about to do.



*"Pull it around, bow"*



The bow seat rower draws the oar through the water with the force of his legs. He will continue to row until told to stop.



The bow seat will always be more influential on the boat's direction. It is a key leverage point and will change the course more quickly. As the bow is rowing it is necessary for all other rowers to sit ready or resting on back of slide; depends whether the adjustment is a lengthy procedure. "Full strokes" can be an alternative call to "pull it around."



*"Easy, bow"*



The bow seat rower stops rowing.



This call is made by the coxswain prior to full alignment, allowing for a continued movement of the boat after the call.

If it was then necessary for the entire crew to begin rowing immediately, without any time delay, the crew may have been asked to **"sit-up"** prior to the bow seat rower making the alignment adjustment. The crew is then able to respond instantly to the call, **"row"**. This facilitates speedy responses. If the alignment is going to be drawn out or there is no urgency, then the coxswain may allow the crew to sit relaxed, oars flat on the water and sitting at the back of the slide, while commands are given.

The following Scenarios are detailed with 'Response' and 'Caution' (as for Scenario 1 on the previous page) in *Booklet 11 - Selected Command Charts*. The reader is advised to reference these for explanation of the following commands.

## Scenario 2

### BOAT ORIENTATION:

Facing 15° to the bow-side of the straight course alignment.

### CONDITIONS:

Flat; there is no wind and no tide influence.

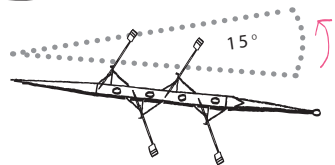
AVAILABLE SPACE: Unlimited.

TIME: Limited time available.



"Sit-up"  
"Bow tap it around"\*  
"Easy"

\* "Touch it around" can serve as an alternative command to "tap it around"



"Touching it" is a command that allows small, quick adjustments to be made with little energy and in an alert and ready position i.e. at the front of the slide. It is ideally used when in the starter's hands at a regatta. When an alignment distance is small and made at the last minute, it is ideal.

Hopefully, it will be the "touching it" command sequence that will be the "bread and butter" of the beginner coxswain when straightening a stationary boat.

One of my most embarrassing moments as a cox was when I was first told that you should line the boat up with something, to steer straight.

It was an open lake and everything was such a long way away. Everything I looked at was off in the distance and too small. So thinking it through I chose the biggest thing I could find on the horizon. That was OK, until 10 minutes into the row the coach wanted to know where I was going and told me to steer straighter (remember, I was only about twelve years old at the time). So I focused even harder on my reference point. And again, only five minutes later, she stopped the boat all together. "Where are you going? I thought I told you to line up with something." I told her that I had. "What have you lined yourself up with?" I had no doubt that my answer would wipe away any doubts that she had about me. In my mind it was all so logical. I had chosen something in the direction we were heading, something big, something obvious, something I could see without having to lean to either side of the boat and that was above the headline of the crew.

Sitting their in the bright sunshine with just a hint of wind on the water and with my coach fully expectant of my answer, I pointed toward the far end of the lake, "Do you see that big cloud?"

My coach never let me forget that answer.

Nicholas Jason, Coxswain

For obvious reasons, it is never advisable to point the bow of the boat at clouds, boats or cars for orientation! They have the unfailing ability to move.

### Scenario 3

**BOAT ORIENTATION:**  
Facing 80° to the stroke-side of the straight course alignment.

**CONDITIONS:**  
Light; there is slight side wind and no tide influence.

**AVAILABLE SPACE:** Unlimited

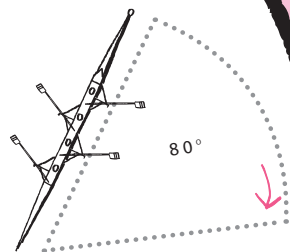
**TIME:** No time restrictions



"Stroke-side...  
ready to pull it around"

"Ready, row"

"Easy all"



As the degree of course correction in *Scenario 3* is larger than *Scenario 1* or *2*, and the boat must move through a greater distance into a wind, than these two scenarios, it is necessary to use more rowers to complete the task.

### Scenario 4

**BOAT ORIENTATION:**  
Facing 80° to the stroke-side of the straight course alignment.

**CONDITIONS:**  
Heavy; there is strong side wind and following tide.

**AVAILABLE SPACE:**  
Limited – narrow river course

**TIME:** Limited amount of time – dictated by conditions

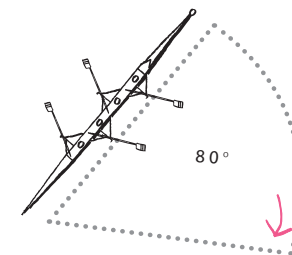


"Full slide..."

Stroke-side pulling it around...

Bow-side backing it down...

Sit ready"



This manoeuvre is best done by a coxswain with some experience. If it is left as the only option for a novice coxswain then it begs the question – why was the coxswain permitted to be out on the water under such circumstances? The coach, not the coxswain, should best answer this question.

The coxswain should not feel daunted by the amount of detail offered for these scenarios in expanded form (*in Booklet 11- Selected Command Charts*). It is not expected that all coxing knowledge will be at the new coxswain's beck and call. The coach will only give the cox greater responsibilities if he is ready.

## 6.4 COMMANDS AND CONFIDENCE

**The coxswain must be decisive.** The commands should be given without hesitation in a firm, confident voice, (*refer to Booklet 3 - Using the Voice*) encouraging and reinforcing the trust each crew member should have in their coxswain. In the most extreme of circumstances, **the safety of the crew and the boat can often depend upon valuable seconds.** But even within the everyday, commonplace giving of commands, there can be no room for dithering hesitation - it can only erode crew confidence.

If a crew is forced to place a giant question mark over the head of their coxswain, they begin to second guess the coxswain's every command. Instead of following the command they seek confirmation. Instead of concentrating upon their rowing they are minding, not their own business but that of their coxswain's.

*Be warned* - the cox that has crewmembers constantly looking out of the boat and swivel-necking toward the bow has lost the confidence of that crew!



This lack of confidence in the coxswain, when taken to its logical extreme, is not just a matter of rowers looking out of the boat but rowers taking matters into their own hands.

The untrusting rower may manoeuvre the boat uninvited, assuming the coxswain has not seen the course variation or is unable to make the necessary adjustment. The bow seat rower or stroke seat rower may become the de-facto coxswain, issuing commands of their own that may run counter to that of the coxswain. These circumstances not only undermine the coxswain but place the crew at risk.

**Make it very clear by word and action that there is only one voice that should be heard and listened to by a crew - the coxswain's.** The most confident are those that are best prepared and have a clear understanding of what is expected.



## 6.5 CHECKLIST BEFORE SAYING 'GO'

Below is a basic checklist for novice and experienced coxswains alike.



I know my course and destination.



I understand the traffic rules.



I have established navigational reference points to steer straight.



I have allowed for the influence of wind, tide and other craft in setting my course.



I know what the coach wants me and the crew to do.



My crew is quiet and listening to me.



My crew is sitting up, ready to row.



My crew's blades are buried in the water.



Each crewmember is looking straight ahead.

...and so the boat has been straightened, a distant point of navigation has been identified, each rower has their eyes in the boat, oars are buried in the water and each rower looks attentively forward... **"Attention... go!"**

It may feel like a weighty responsibility, and it probably is, but each of the previous check-listed points is within the good coxswain's control. The cox may also wish to add some physical checks that relate only to the coxswain (*refer to Booklet 4 – Preparation for the Water*):



**Am I sitting straight in the boat?**



**Am I sitting comfortably?**



**Do I have a relaxed grip of the rudder toggles?**



**Is my back pressed lightly into the seat?**



**Can I be easily heard?**

If neglected prior to commencement, each of these will need to be addressed soon after. This will result in unnecessary movement and the boat's balance and run will be upset.

Also, a coxswain that cannot be easily heard cannot perform the job effectively. Audibility levels must be ascertained before commencing. It is as simple as asking the crew before starting, **"Can you all hear me?"**

The coxswain accommodates the crew by issuing the command **"Number off from bow when ready."** Crewmembers must then shout, in order of bow to stroke, their seating position when ready. When bow is ready he will call "Bow!" If two seat is not ready and three seat is, then three must wait until he hears "Two!" being called out and only then may three seat proceed with his call of "Three!", and so on down the boat to stroke seat.

If the crew is a new one or seating is changed on a regular basis then this process can benefit crew and cox. It reminds each crew member what seat they are in and assures the coxswain that there can be no confusion as to who the coxswain is addressing when nominating a seat to row or make adjustments.

"From little things, big things grow." I don't know who said it, but I can tell you, it is so true when coxing. Things that seem so little and minor in training all of the sudden become major dramas when you race. I never worried about three seat not burying her blade when I asked the crew to sit up. That was until she did the same in a race and missed the first stroke sending us into the next lane, colliding with another crew. I didn't worry that two rowers always took longer to get ready than the others until the starter said go and we were left at the start. Those little preparation things don't seem much but they can make one big difference.

Melissa McPhail, Coxswain

## 6.6 WARM UP ROUTINE COMMANDS

Traditionally, once crewmembers are ready and the boat is straight, rowing sessions commence slowly with a set of **warm up routines** and drills. The good coxswain will know his coach's wishes; if the session is to begin with warm up requirements then a clearly enunciated routine or written program may be provided by the coach.

If not, then the coxswain may ask the coach whether the following rudimentary sequence can be applied. It is a routine that it is common to many rowing programs and the coxswain will not be far wrong in assuming its acceptability to the coach, unless alternatives or additions have already been outlined.

Once again this command sequence is detailed in *Booklet 11 - Selected Command Charts* if the reader requires further explanation of each command.

There will be a **pre-determined number of strokes to be done for each exercise** (note bracketed strokes in the chart to the right). The good coxswain should silently count strokes and give the next command once the required number of strokes is completed.

The good coxswain will seek to refine the warm-up sequence in consultation with the coach. There are specific drills that the coach may wish to see incorporated into this routine or in place of it.

**Coxswain, crew and coach should consult each other closely to help in the warm-up's evolution.**

Coxswain and crew should be mindful of the need to do all that is required quickly and efficiently. If only a select number of crewmembers are active at any one time then it is detrimental to the idea of "warm-up" if they have to wait too long "cooling their heels", while others are rowing.

Also; the good coxswain will keep a very close eye on the watch to see how long each half of the crew has for warm-up but also **how long the set routine of drills takes to complete**. The crew that is rowing to the start of a race will take great comfort from a coxswain that knows exactly how long before their race they must launch in order to complete the mandatory warm-ups. If the coxswain is able to strictly regulate the warm-up routine under varying circumstances the crew will feel both prepared and confident. (*Refer to Booklet 8 - Race Day*)



### COMMANDS TO GIVE FOR CREW WARM UP



**"ARMS ONLY**, bow pair... stern pair balancing..."



"Sit ready bow pair... arms only... attention... go"  
(15 strokes)



"On three, with **ARMS AND BODY**... one... two... three"



"Arms and body" (15 strokes)



"On three, **QUARTER SLIDE**... one... two... three"



"Quarter slide" "On three, **HALF-SLIDE**... one... two... three"



"Half-slide" (15 strokes)



"On three, **THREE-QUARTER** slide... one... two... three"



"Three-quarter slide" (10 strokes)



"On three, **FULL SLIDE**... one... two... three... Square Blade"



"Full-slide. (10 strokes)



**"FEATHERING**, on the next stroke..."



"Feather, now" (10 strokes)



**"CHANGING PAIRS**, in three... bow pair out...  
stern pair arms only, in... one... two... three"

## 6.7 BASIC COXSWAIN COMMANDS WHILE TRAINING

Now that the coxswain knows how to start the boat, straighten the boat and go through a basic warm-up the real business of training on a waterway begins. Inevitably, there are hundreds of commands a coxswain may give during a training session. The good coxswain may never have an exhaustive list or set script by which to cox, but there will always be common expectations of all coxswains when operating on the waterway during the course of a training session.

### WHEN AND HOW COMMANDS SHOULD BE GIVEN



When a crew is rowing, the most ideal time for a coxswain to issue a command is **just when the oars enter the water** (the catch). Having been committed to a stroke the rower can only continue through that stroke before responding. This allows time for the crew to think about the command and to make ready the necessary adjustment before acting on the coxswain's instruction.



The good coxswain will not only issue the command as to what is to be done, but will **make clear who is to do it and when they are to do it - in that order**. For example, "More weight (what), bow-side (who), in three strokes (when)... one... two... three... more weight." The command and count will, of course be given on the catch.

## GIVING THE COMMAND TO STOP ROWING

It would be a reckless individual that begins any activity that involves movement and speed without knowing how to stop. Much like the driver that does not know where to find the brake-peddle on a motor vehicle – **there are safer ways of stopping than running into other objects!** The coxswain as "driver" must know where to find the brakes.

The command "**Easy, all!**" is the rowing equivalent of "Stop!" The word stop does not exist in the language of rowing. The command "easy, all" is given as the oar enters the water and is completed as the oar exits the water i.e. "E-e-e-eeeeasy - as oar moves through water, "all" - as it exits.

The crewmembers at this point can rest the feathered blade on the water, waiting for the boat to come to a complete stop.

However, many coaches and crews (perhaps not beginners or novice) expect a more polished completion to the rowing stroke. This is possible when the rower exits the water and doesn't allow the blade to rest immediately atop the water. Instead, all crewmembers allow their hands, with the oar handle, to move away from the body while holding the oar's blade above the water's surface. They hold this position until the coxswain gives the command "**Rest.**" At which point all blades are lowered to rest upon the surface of the water.

This "**run**" of the boat, immediately after the "easy all" command does not happen automatically. The coxswain may need to issue the command "**Let it run**" immediately after "Easy, all" to be assured of a polished stroke completion.

Slapping the blades on the water upon the command "rest" will add a further dimension. One command, one slap, one crew!

This is an ideal situation for a good coxswain to stamp not only his authority on the crew but to create a professional, self-motivated, working environment. The crew will appreciate a coxswain that exacts the very best from them and provides them with opportunities to prove their skills and allow them to gain a higher degree of enjoyment from their rowing.

Of course the coxswain that calls "Let it run" after the command to easy oar has both the room and the time to allow the boat to keep moving. Circumstances might however, dictate that the boat needs to stop more quickly. It is then that the command "**Check, it**" comes into play.



## GIVING THE COMMAND TO STOP THE BOAT

Strictly speaking, **“Check, it” is really the rowing equivalent of the brake peddle, where as “easy all” is, more or less, like engaging a neutral gear** and rolling to a stop. Emergencies and restricted areas of movement require the “check, it” command. Collisions are best avoided with this command as the oar is squared, the oar handle lifted and the oars are held firm in the water. The boat then comes to a halt due to the resistance of the blades in the water. **How much blade resistance there is will dictate how quickly the boat will stop.**

The coxswain must quickly assess the urgency of any situation. If the boat is required to stop but time and distance allows this to happen slowly then the command may be “Easy all, check it lightly, all crew”. The rowers will partially square their blades and allow them to run atop the water with partial drag.

When the need for stopping is sudden, unexpected and urgent the coxswain will reflect such urgency in his voice and call **“Easy all, check it hard!”** (It must be loud enough for any other crew to hear as well.)

The crews response must be immediate and dynamic – blades fully squared, handle lifted quickly and held against the body, blades are fully and deeply buried. The boat will come to a stop immediately.

The good coxswain’s voice will have both volume and intensity proportionate to the urgency of the situation. A mono-tonal drawl of “Check it hard” calmly and slowly said to the crew will not achieve the desired effect. Alternatively, a hysterical yell of “Check it, lightly” said with stressful urgency will exact a disproportionate response from the crew. The voice should reflect the circumstances.

The “check it” command can also be used when turning a boat eg. “easy all, check it stroke-side”. As the boat continues to move, any command from the coxswain that asks for only one side of the boat to “check it” will gain a sudden and immediate course alteration to that side. This is most commonly utilised when to stop and turn may take too much time and result in water traffic being blocked, valuable time being lost. Or, logically it will be used when any further forward movement will result in the boat’s bow making contact with an object (refer to *Booklet 2 - Steering the Boat – Using the Oar*).

## GIVING THE COMMAND TO TURN THE BOAT

Most coxswains (unless navigating a circular course) will be required to **“spin the boat”** during a training session. Moving a boat through 180° requires consideration of time, space and regulation by every good coxswain. The boat cannot be spun with the rudder and therefore must be done with the full cooperation of the crew.

Via the coach the coxswain should know the point at which a boat will be ‘spun’. The coxswain should be very clear on this before setting out.

Traffic on the waterway is often regulated or restricted. It is necessary to take full consideration of any regulation or guideline. The coxswain that turns a boat must know where turning is not only desirable but acceptable. Commonly, all boats must share a common turning point to avoid the random nature of boat turning and the danger this entails – ask the question “Where am I allowed to turn the boat?” before heading out.



## WHERE TO TURN THE BOAT

If the information is not available then a common-sense appraisal will be necessary and the coxswain should check the following before deciding that "here" is the place to turn:



**Can I see up and down the waterway in both directions for at least 100 metres?**



**Can I stop without blocking the water traffic behind me?  
Can traffic go around me safely?**



**Will the boat be adversely affected by wind, tide or wash at this point? Can I be swept toward the bank, rocks or structures?**



**Is the waterway wide enough to complete a quick turn?**

Bottlenecks, bridges, bends and blind corners would obviously be inappropriate places to turn a boat. Also, a strong tide or wind will catch a turning boat and move it at speed if it is caught side on to either of these.

Most waterways work within the stated law that all boats are to pass portside to portside. In rowing this translates to **passing stroke-side to stroke-side**. Therefore, it is important to stay as far to the right of a set course for the longest possible time before the turn and during the turn. **Before turning, the coxswain will usually bring the boat to a stop.** It is often a time used by coaches to speak with the crew to review what has happened on the outward leg and to advise what is to be done on the return leg. The boat must therefore be either off the course or as far to the right of the course as possible to avoid impeding the progress of others travelling in the same direction.

When turning a boat from a stationary position the coxswain must begin on the right hand side of the course (unless there are specific waterway rules to the contrary) - looking in both directions to see if there is any approaching traffic, then use the rowers to effect the quickest possible turn from one side of the course to the other.

Earlier in this booklet and in *Booklet 2 - Steering the Boat*, the various means at the coxswain's disposal to affect a turn, have been outlined.

But in summation; **the method to be used to turn is dictated by the amount of time and space available**. A coxswain with unlimited space and time will simply have one side of the boat pulling the boat around e.g. "pull it around stroke-side". This will produce a large turning circle. Alternatively, if there is limited space and time then the coxswain will have one side of the boat pulling it around and the other side backing it down e.g. "pull it around stroke-side, back it down bow-side". In theory this should halve the amount of space and time taken to turn.

Of course the quickest way to turn a boat is to have one side of the boat 'check' their oars while the boat is still moving and then invite the opposite side to recommence their stroke e.g. "check it bow-side... pull it around stroke-side".

The coxswain should make any command to turn clear and be sure to enforce an expectation of clean, well-timed bladework.

Oars not being used to affect a turn should be placed flat on the water and the handle controlled to contribute balance to the boat as it spins. Further to this, rowers not rowing should remain attentive and silent.



## HOW TO STOP A BOAT FROM DRIFTING?

At least once during every rowing session, the coach will stop the crew and give coaching feedback. Ideally, the place chosen to do this will be sheltered from the elements, not impede traffic nor exact too much of an effort from the coxswain. Nevertheless, sometimes the coxswain's most difficult task is to keep a moving boat within earshot of a stationary coach.

**Wind, tide and simple drift will make it hard for a coxswain to hold a boat's position** while the coach speaks. It is often the same skills used to do this that keep a coxswain from drifting over or away from the starting line at a regatta - skills that must be part of the coxswain's repertoire.

If an anchor point is available then the coxswain may wish to use this to maintain the distance between crew and coach (or crew and starting line) constant e.g. buoy, marker post or bank. The coach can serve as the 'anchor' from bank or boat if he takes hold of an oar or the side of the rowing boat. Alternatively, the crew may take hold of the coaching boat, if there is one.

The coxswain should be mindful when choosing the '**anchoring**' option that it should be achieved without sacrificing the comfort of the crew or coach. The boat should be able to sit on an even keel and not be buffeted against the anchor point e.g. pushed into rocks, pylon, bank or structures by strong wind, waves or tied.

If the boat cannot be comfortably anchored and is subject to drift then it must rely upon the constant maintenance of boat position by the oars of the rowers. In the first instance, however, the coxswain may assist this "holding pattern" by placing the boat where it is least likely to be effected by drift/movement.

## WHERE A BOAT IS LESS LIKELY TO DRIFT



A bank / shore can be a protective shelter against strong wind if it is to the windward side of the boat. Choosing to stop in a cove, bay or protected bend will help in difficult conditions.



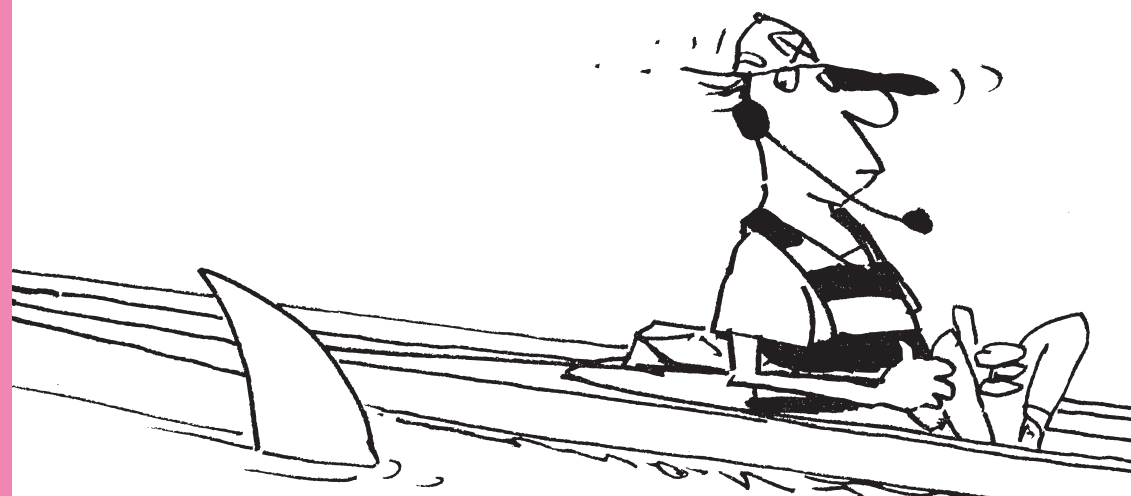
A boat facing the bow into the wind, tide or waves with checked blades can maintain a position more easily and for much longer than a boat that catches the wind along its full length. The more surface area the coxswain offers the wind or tide the faster the boat will move from course or position. Face into the wind if it is an option.



A wind that blows across the bow of a boat will be best combated by a coxswain if he is able to face that boat as close to the wind's direction as possible when coming to a stop. If the wind blows from stroke-side to bow-side then the boat will eventually be pushed to the bow-side. The coxswain should compensate in advance by holding a position further to stroke-side. This of course will only be a short term solution.

(It is also worthy of note that a tail wind will effect the stern in the same way a head wind will affect the bow. In which case the good coxswain (at a starting line in particular) will face directly down wind, and use the stern end rowers to manoeuvre backwards as necessary).

These last points are an effective and often necessary course of action at the start of a race during high winds.



## COMMANDS TO AVOID DRIFT

Ultimately, the coxswain's commands to his crew will be the best means for avoiding a boat being swept away beyond a set course, a starting line or a coach.



### THE MOST USEFUL COMMANDS FOR AVOIDING DRIFTING ARE:



*"Check blades, all crew."*



Checked blades, held firm will retard drift as it adds further resistance to the boat's movement. However, it is unlikely to stop drift entirely.



*"Check blades, all crew. Keep touching it, bow."*



While the boat's run is retarded by the squared blades in the water, the small strokes of bow seat will maintain the position of the boat into a slight stroke-side wind. If the coxswain has also faced the bow of the boat slightly to the stroke-side of a straight course then the boat will be further assisted.

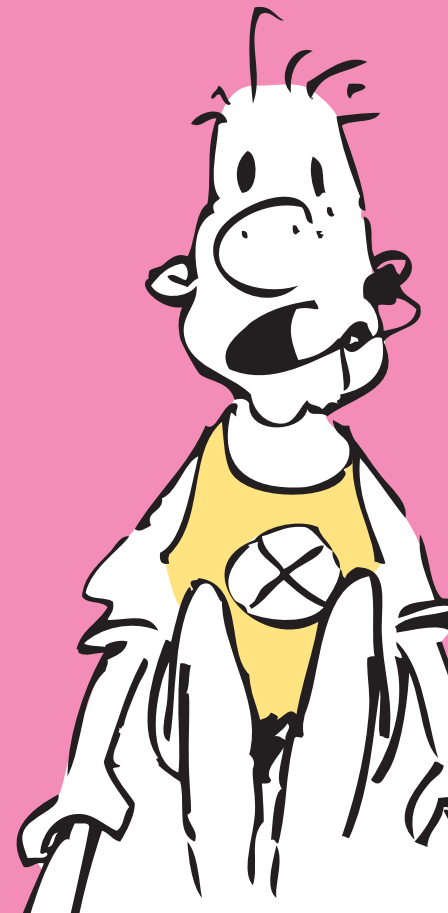


*"Check blades, all crew. Keep backing two."*



This alternate "holding pattern" enables the same degree of course compensation but avoids the boat moving forward from its position. Any crewmember backing the oar through the water will draw the boat to their side and toward the stern. The closer the blade is to the side of the boat, when backing, the greater the sideways movement. (Alternatively, stern end rowers may be used for backing rather than using two-seat as suggested above – this may prove more effective in an eight).

*"A boat drifting usually corresponds with a coxswain whose attentions have also drifted – good coxswains stay anchored to the here and now."*



## 6.8 COMMUNICATING WITH THE COACH

The coach will often speak to the crew during the course of a rowing session. The coxswain should be attentive to what the coach is telling the crew – after all, it will be the coxswain's role to remind the crew, from within the boat, what it is that the coach is asking of the crew.

*(Refer to Booklet 7 – Coxswain as Coach)*

The good coxswain will ask the coach to repeat an instruction or direction if it is not heard or fully understood. This will demonstrate the coxswain's initiative and obvious desire to help the crew. However, repeated calls from the coxswain for clarification will demonstrate one of two things: poor hearing or inattentiveness; neither of which is desirable for a coxswain. The good coxswain will make this process all the easier by staying silent when the coach is speaking with the crew.

Please note - Some coaches do not make themselves very clear. They speak through dysfunctional megaphones or speak far too quietly for the circumstances – this must be brought to their attention at the earliest possible opportunity by the coxswain.

When on the water, it should also be noted that any conversation with the coach should be brief and very one-sided in favour of the coach. It should only take place when the boat is stopped and never be a factor that contributes to crew distraction while they are rowing. A crew should not have to hear any conversation over the in-boat amplification system.





### SIGNALS FOR COX AND COACH

Sometimes it is necessary for the coxswain and coach to communicate without the need for words. Hand signals are very useful under a variety of circumstances, especially when distance prevents hearing or external factors drown out the coach's voice.



The good coxswain should look toward the coach regularly in order to ascertain the coach's wishes.

It is very important that a coach should not find out after a session that his words could not be heard. If he sees and understands the 'can't hear' signal then he may reply with a quick wave of acknowledgement. If he does not acknowledge, then the coxswain should seek eye-contact (may gain his attention with raised arm in the air) before signalling.

### SIGNALS FROM THE COACH

	<b>STOP</b>	Raised arm with open hand, palm out.
	<b>SPIN OR TURN THE BOAT AROUND</b>	Raised arm with index finger pointed upward and moving in wide circles (lasso-like) above the coach's head.
	<b>LIFT THE RATING</b>	Index finger pointing upward with the forearm moving up and down.
	<b>RATING TO COME DOWN</b>	Index finger pointing downward with the forearm moving up and down.

### SIGNALS FROM THE COX

	<b>QUICK WAVE OR EXAGGERATED HEAD NOD</b>	Acknowledges the coaches signal or direction. He must know that you have seen and understood.
	<b>AN EXAGGERATED HAND CUPPED BEHIND THE EAR OR A RAISED HEAD</b>	Informs the coach that the coxswain is unable to hear the coach (it is likely that will be having the same difficulty and the coach should be told).

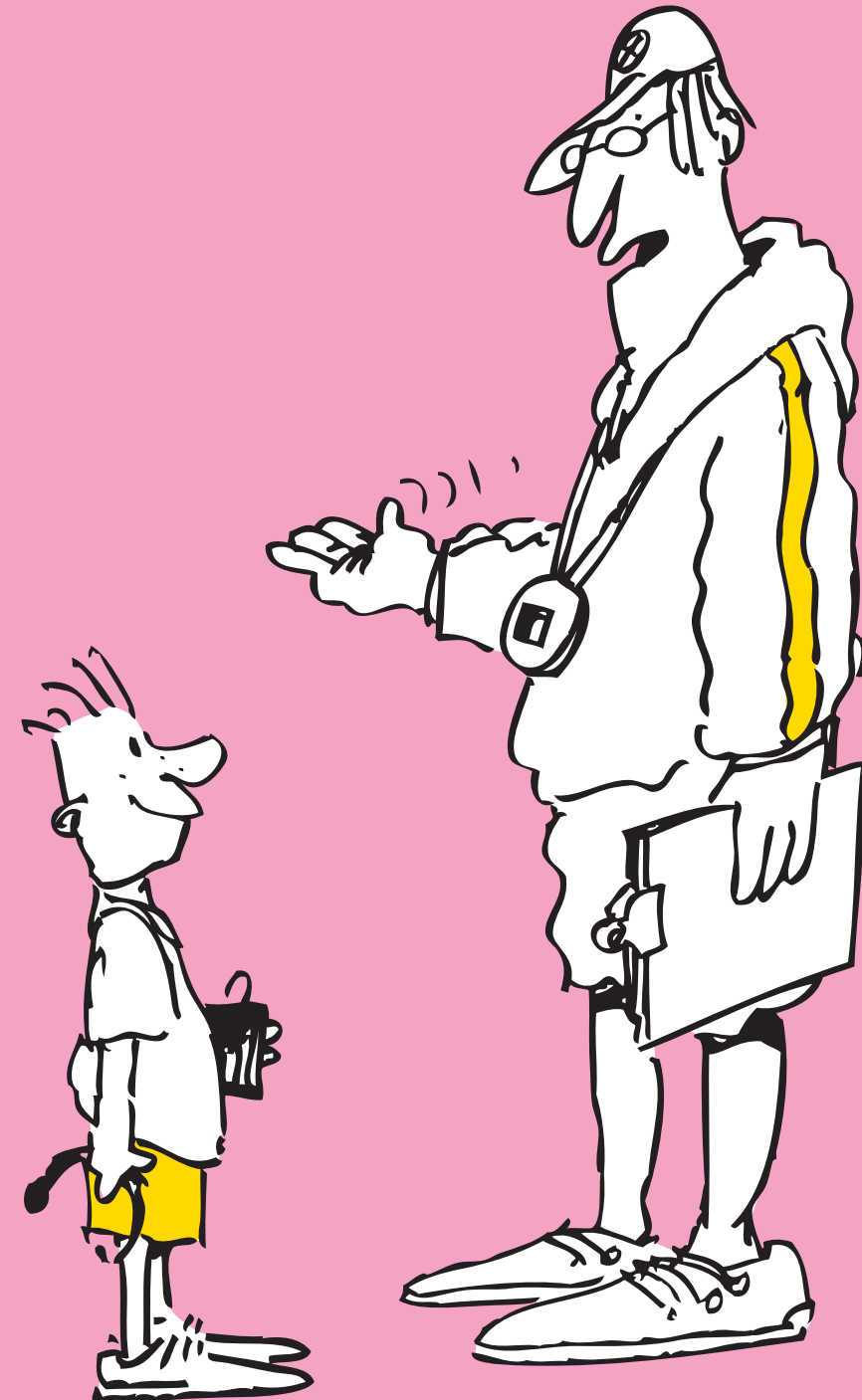
## HELPING THE COACH

If the coach asks the coxswain to do something, by either signalling or verbally, the coxswain must make it very clear that he has heard by vigorous nodding of the head or a brief wave. No doubt the coach will wait for this acknowledgement before continuing – the coxswain should not keep him waiting. If the coxswain has heard and does not acknowledge then it may be assumed that the coxswain is “asleep” or “somewhere else” – two descriptions often used for bad coxswains.

**The coxswain is often referred to as the “in boat coach”** but this should never be license for the coxswain to exceed his authority. The coxswain’s instructions and calls may be entirely appropriate but they must never be to the detriment of the coach’s effectiveness. Most coaches do not take kindly to their words being drowned out by an excessively “talkative” coxswain. The coxswain’s calls should be brief and to the point. There will be brief periods of overlap but they should be kept to a minimum.

Of course, at any time during a training session, the crew is threatened by impending danger, the coxswain can interrupt the coach and issue commands for evasive action.

A final valuable note for coxswain and coach communication: If the coach is coaching two crews (or more) at the same time, the coxswains of each boat should assist the coach by keeping crews close together. The coxswain should ask crew members to up their effort to catch up or to pause on the slide during a stroke to draw back. Either way, it should be a coxswain’s initiative to facilitate the coach’s efforts to see all crews and to be heard by all crews. It will be most appreciated by the coach.

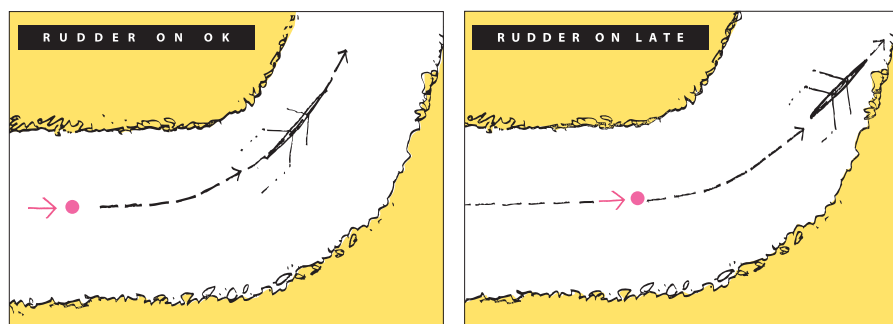


## 6.9 STEERING THE BOAT

Much has already been said about steering in this booklet and in *Booklet 2 - Steering the Boat, Booklet 5 Launching and Landing*. For commands and rudder use these other booklets should be used for reference.

However, there are a few vital words of advice that the good coxswain should keep in mind during the course of a training session.

### ANTICIPATING A TURN



**Most coxswains use their rudder far too often.** This is due to poor anticipation or overcorrection. These are best overcome by understanding that the boat will not respond immediately to the rudder and its response will be proportionate to the speed and size of the boat. A smaller boat will be easier to manoeuvre than a larger boat and a fast moving boat will change course more quickly than a slower moving boat.

Therefore, when approaching a bend or a necessary variance in course, the coxswain will begin steering before the bend or obstacle. How far ahead the rudder is used will depend on size and speed. The slower the boat is moving the sooner it will be required. The bigger the boat, the sooner it will be required.

So it is best to start steering into a bend prior to arriving at the bend. This should be done with **small rudder adjustments regularly**, not large rudder adjustments all at once. If it is left too late then the boat will, in the case of a bend, end up on the other side of the course or be forced to take the longest route. The coxswain should always be looking for the shortest route. It is too late to avoid a long route if the rudder is not used in anticipation of a turn.

### OVERSTEERING

The crew will benefit most from less rudder use because the **rudder creates resistance in the water** necessitating a crew using more energy to sustain the same speed. It will also force the boat to move off an even keel i.e. oars on one side of the boat being closer to the water, oars on the other side being further off the water. This does not assist with rowing technique. It is therefore recommended that the rudder be used in small amounts, regularly while the oar is in the water - for stability. (A boat will always lean away from a bend.)

Of course overcorrection is a symptom of using too much rudder, too late and not appreciating the degree of responsiveness.

The bad coxswain will push the rudder hard and late into a turn and fully forget that because the boat does not move immediately, it need not be "punished" by even more aggression. Too late they realise that the boat has responded and keeps on responding beyond the point of where they intended the boat to be. The bad coxswain will then have to steer back to the point where he intended to be.

If he applies the same method again then he will oversteer again and have the boat "snaking" down the course. **Effectively, the coxswain continues to unsettle the balance of the boat, covers the greatest possible distance, slows the boat down and attracts the least possible appreciation from the coach and crew.**

*Your body can help you to avoid oversteering:*



**Relax** your grip on the rudder strings.



Use only your **thumb** and **forefinger on the strings** and the other three fingers over the edge (gunwales) of the boat.



**Breathe, relax and feel the boat.** It is the same advice that can be given to rowers that are struggling - relax.

## NAVIGATING TURNS & STRAIGHTS

Once again, the shortest distance between two points is a straight line. Where the bow is pointed is where the boat is going to go. The good coxswain will pick out a distant point in the direction he wishes to travel and use the rudder, sparingly, to aim then maintain this straight line course.

If the boat varies from the point use the rudder, but remember **it will take approximately three strokes before the boat will respond to the rudder** – the coxswain will be where he wants to be in three strokes time.

A winding river course will have its own unique variables of which a coxswain should be aware. A navigational point in the distance might be as close as the next bend; this is fine but do not leave it too late to make a course adjustment prior to the bend. It is too late to use the rudder once the point has been reached.



The same can also be said coming out of the bend – ease off the rudder before being fully out of the bend knowing that the boat will continue to move around after the bend, after the rudder has stopped being used. Once around a bend a new distant navigational point may be used.

Note that it can be sometimes more beneficial to keep the boat equidistant from the bank or between two points on each side of the boat for some consistency of course if a distant navigational point is not available. This will be especially telling when rowing in a regatta along a buoyed course. The coxswain should avoid hitting the buoys that run either side of the course by making adjustments to stay equidistant between the two rows of buoys.

## USING THE OARS TO STEER A COURSE

In the most desperate of circumstances, whether that is in racing or training, the coxswain can look beyond the rudder for steering. Having exhausted the possibilities of the rudder, in making a sharp turn, the coxswain can ask for his crewmembers to use their oars as a contributing force in the turn. Of course this is while the boat is still moving.

The coxswain wants to move the boat to stroke-side and already knows that his rudder will not achieve this quickly enough to avoid unfavourable consequences. Therefore, he has a number of options depending how quickly this needs to be done.



If there is still time and space he may ask some of the rowers on the opposite side (bow-side) of the boat to apply more pressure to the oar – **“full weight bow”**.



If the above response proves ineffective because there is too little time or space then the coxswain may ask for all the members on the other side of the boat to apply more pressure to the water – **“full weight bow-side”**.



If all the efforts of one side of the boat will not avoid unfavourable consequences then stroke-side can be asked to lessen their effort to magnify the effect of the side pulling more weight – **“lighten off – stroke-side, full weight bow-side”**.



Finally, if all else cannot guarantee the boat's safe negotiation of the sharp left hand turn then the rowers on the left hand side can stop rowing all together – **“easy oar stroke-side”** or place the oars in the water and hold them there – **“check it stroke-side”** while the right hand side of the boat keeps rowing – **“pull it around bow-side”**.

**None of these should ever be used as a replacement for effective rudder use.**

As always, in emergency situations, the coxswain's tone of voice should reflect the degree of urgency. Having one side of the boat ease off and the other to row harder, would suggest abnormal circumstances for steering but it can be done calmly and methodically if the crew is responsive. When a crew is slow to respond, or not aware of the urgency, then this should be communicated to the crew with increased volume and a serious tone, delivered quickly.

## 6.10 TRAFFIC GUIDELINES

Each venue has its own rules and regulations for the management of traffic and the good coxswain will have a very keen awareness of these before getting onto the water (*Booklet 4 – Preparation for the Water*).

Nevertheless, as the care and safety of the crew is the number one priority of the coxswain, the following should be applied with due diligence:



**Boats should not stop in areas that impede traffic**



**Boats passing in opposite directions should pass stroke-side to stroke-side (keep to the right)**



**Boats overtaking will have right of way and the boat being overtaken should move to the right and allow the overtaking boat to move to the middle of the course**



**Coxed boats should give way to boats without cox**



**Boats are to turn counter clockwise and give way to all oncoming and following traffic**



**Power boats give way to rowing boats who give way to sailing boats**



**Boats should not move at great speed within the launching and landing areas**

There are untold possibilities for the exercising of these general rules of the water. However, **they are not rules for the sake of rules** they are a demonstration of the respect and consideration given to other water users. A thoughtful and courteous coxswain will have no difficulty in applying them. Each rule should be applied with the coxswain's maxim in mind: **I will do what is best for the safety and well-being of my crew.**

My best coxing advice came from a bike rider. I had for so long had trouble knowing when to start turning into a bend. Time and time again I kept hitting the far bank or having to get the crew to stop rowing and take dramatic action. His advice was simple: approach the bend wide and before you get to it line up with the part of the bend the greatest distance from you. When you are entering the bend keep adjusting your course to line up with that most distant point. Look as far ahead as you can see and aim for it. I practiced it on my bike before I used my crew as guinea-pigs and it worked.

Mark Kensington, Coxswain

## A PRACTICAL SCENARIO FOR APPLYING WATER TRAFFIC GUIDELINES

The following scenario is common to shared waterways and is illustrative of a number of decisions that need to be taken by coxswains in the exercising of their duties. The coxswain in this scenario must not only demonstrate an adherence to the general rules of water but also a prioritising of their application through a healthy dose of common sense.

### Water Traffic Scenario

A coxswain steers his boat upon a river. His crew is made up of four novice rowers, with very little experience – much like himself. They move slowly. Up ahead of this crew, on the same side of the river, there is a stationary men's eight pulled into the bank being addressed by their coach. Further ahead, to the opposite side of the river, a women's double scull approaches. Having just rounded a bend a little too wide, they are close to crossing the centre of the river. Behind and drawing ever closer to the novice four is a men's single scull doing a race piece.

What are the options open to the coxswain?



**Option 1:** The coxswain sees the eight ahead. He knows the eight is in the wrong and that it should not be stopped in this area. He also would be wrong if he was to stop behind them. Having the balance of the rules on his side he overtakes the offending eight in a no stopping area.



**Option 2:** The coxswain knows the eight is ahead of him and that the faster moving boat has right of way. For once, his boat is moving faster than another, even if that boat is stationary. Exercising his right of way he overtakes the eight.



**Option 3:** The coxswain spies the women's double scull on the other side of the river moving toward him. Being out to his left and knowing that boats should pass stroke-side to stroke-side he feels confident that he should maintain his current course. If the women's double were to continue upon their current path and make contact with his boat, he would be in the right.



**Option 4:** The coxswain has been told by his stroke seat rower that a scull is approaching from behind. Knowing that the coxless boat has right of way he continues forward, moving a little further to the right, so the sculler can pass to the centre of the course.



**Option 5:** The coxswain knows that a sculler is approaching from behind and that there is an eight up ahead. He knows that if he is quick and gets his novice crew to row more quickly he can be around the eight before the sculler is upon them.



**Option 6:** The coxswain knows that the eight is going to impede his progress if he is to keep to the right. His coach has told him not to stop unnecessarily and to use some initiative. However, his stroke seat rower has told him that a sculler is approaching from behind. He knows that his crew should not impede the sculler's progress. The coxswain surmises that he can both pass the eight and avoid impeding the progress of the sculler. He moves as far to the left as possible and gives the scull ample room to move between his boat and the eight.



**Option 7:** The coxswain knows the eight is up ahead, the sculler is approaching from behind and that the women's double scull is verging toward the wrong side of the river. He knows that the sculler is moving at speed and that his crew cannot overtake the eight without impeding the sculler's progress. The coxswain stops and gets his stroke-side rowers to pull the boat into the bank behind the eight.



**Option 8:** The coxswain knows the eight is up ahead, the sculler is approaching from behind and that the women's scull is verging toward the wrong side of the river. He knows that the eight is stopped in the wrong place but with a sculler coming up quickly behind and a women's double venturing too close to the wrong side of the river he has no choice but to bring his boat into the bank behind the eight and stop. He warns the sculler that he is stopped ahead by yelling "Sculler!" loudly. The sculler acknowledges the call by changing course and heads left toward the centre of the river around the novice four and the eight.

## TRAFFIC SCENARIO - MAKING THE RIGHT DECISION

Each of these options fails to successfully address all of the prevailing circumstances. It is apparent that the strict adherence to the rules alone is not enough; there must be a holistic consideration of the circumstances - heavily influenced by common-sense and by close and careful observation.

**Option 8** (on the previous page) comes closest to the most appropriate response for the coxswain. **This coxswain is fully aware of his environment.** He knows that as he sits in the stern of the boat, his view is partially obscured by the rowers that sit immediately in front of him. He knows that if trouble is directly ahead, he is unlikely to see it. But it could come from any quarter.

Therefore, he not only looks but he listens for what is going on around him. **He does not shift his weight in the boat** to peer from side to side because he knows that this would unsettle the balance of the boat. He does, however, look far enough ahead to be aware of those that may be in his path. He knows that it will be too late to react and too difficult to see if he is only occasionally attentive. The closer he gets to the unseen boat ahead the more difficult it is going to be to see it. Nevertheless, an ear peeled for a fellow coxswain's voice, another crew's coach or the sound of another boat's oars makes for added care and caution. Hopefully, his fellow coxswain, in the boat ahead, will be just as attentive and warn him of the danger ahead.

All good coxswains will have an understanding with their crewmembers that, if danger advances from behind, they will give warning to their coxswain of its approach. **Just like rowers, coxswains are not blessed with eyes in the back of their head.** A coxswain is well served by a stroke seat rower that is attentive to all craft approaching from the stern and who then gives appropriate warning to his cox (*same for a bow seat rower in a bow steered boat*).

In the *Option 8* response to the Scenario, the coxswain was obviously warned of the approaching sculler by his stroke seat rower and was then able to raise the voice of alarm to forewarn the sculler.

He also recognises that despite the rule of no stopping, circumstances will sometimes dictate that stopping is the best option.

Additionally, **the coxswain should also know his crew's limitations.**

A novice crew will not be able to make an immediate variance in speed to allow their boat to overtake and outrun the faster moving boat behind.

The coxswain would also appreciate that a last minute "checking" of blades as his crew advances on the eight would not only be disturbing to the crew but also rely too heavily upon an immediate response from a very inexperienced crew. They may not be able to stop quickly. Advanced warning and anticipation will avoid any need for dramatic action.

Of course, the coxswain has also acknowledged that if he is to stop, it is best done after he has steered the boat close to the bank and made way for any crew that approaches from behind.

When overtaking, the good coxswain will stay to the right of centre as much as possible. If the course is narrow then it is to be done with the greatest of care and with the boat remaining as far to bow-side (right) as space allows. If there is traffic coming in the opposite direction and overtaking will lead the coxswain to the opposite side of the course, then it is not to be attempted.

It may simply be a matter of allowing the crew to continue rowing but ask them to row with

less effort (*weight*) to forestall the need to pass until the boat on the other side has progressed beyond the point of most likely danger. An occasional pause in rowing (*slide check*) might also allow the crew to slow before passing and allow them to continue without a jolting stop and a complete breakdown of rhythm in the crew.

Coxswains  
are not blessed  
with eyes in the  
back of their  
head

As a good citizen of the waterway all coxswains (as well as rowers) should not only avoid causing difficulty for others but should speak out if danger threatens others. Although the coxswain's crew, in this instance, may not be directly involved and play no part in creating

difficult circumstances, it would be entirely inappropriate (*as in Option 8*) for the aware coxswain not to warn the sculler of the approaching double scull. It is not enough to help the sculler avoid crashing into the coxswain's own four but it is appropriate that the coxswain yell, **"Look ahead, sculler. Double approaching."** Or the coxswain may also warn the double, **"Double, watch your course - sculler ahead."** This would avoid a collision and foster goodwill among other rowers and their clubs.

# 6.11 HOW TO HANDLE MOTORBOAT WASH

**Large waves (wash/wake)** that are formed behind motor driven water craft can sometimes be higher than the gunwales of the rowing boat. The displaced water can be so great that it threatens to swamp or sink the boat. The coxswain must make a quick assessment as the motorised craft passes as to whether **swamping** is a real possibility.

The speed and size of the craft will be determining factors as to the size of the wash the coxswain can expect. It will be observable for some distance. If the wake is small then the cox should warn the crew of its approach "Wash on bow-side." The crew will then know that they can expect some disturbance to their rowing. If the wash is large enough to swamp the boat then the coxswain will turn the boat side on to the wash and command the crew to stop rowing and brace themselves with oars flat on the water for stability as the boat rolls safely over the wave.

A bow first assault on the large wave will increase swamping chances and place an extraordinary amount of stress on the hull if it is lifted at either end between two waves. The middle of the boat will be left unsupported and the downward weight on the hull could snap it in two. This is especially true for eights.



## the good COXSWAIN



### Test yourself

Match the responses in the right hand column with the correct commands in the left hand column.

 COMMAND	 RESPONSE
1 "Easy, all"	A Crew sits ready to row
2 "Check it hard!"	B All rowers with oars to their left push the oar faster through the water
3 "Are you ready, row"	C The rowers stop rowing and keep their oars from touching the water
4 "Pull it around, bowside"	D The rower three seats from the bow of the boat places the oar in the water after other crewmembers
5 "Pull it around, strokeside"	E Rowers begin rowing
6 "Pull it around, two seat"	F The rower second from the bow seat of the boat takes full strokes
7 "Pull it around, seven seat"	G Rowers stop rowing
8 "Tap it around, two"	H The rower second from the bow seat of the boat takes a partial stroke
9 "Sit up"	I All rowers with oars to their left take full strokes
10 "More weight bow side"	J Boat is stopped with buried oars
11 "Let it run"	K The rower second from the stroke seat of the boat takes full strokes
12 "Late, three"	L All rowers with oars to their right take full strokes

# quick glossary

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<b>ALIGN</b>	To manoeuvre the boat to a straight course.	<b>NUMBERING OFF</b>	The process by which each crew member calls out their seat position to advise the coxswain that they are ready to begin rowing.
<b>ARMS ONLY</b>	An exercise for rowers where they do not use their bodies or legs to contribute to the movement of the oar through the water – arms only.	<b>'PULL IT AROUND'</b>	A command given by the coxswain to the rowers to make large adjustments to the alignment of the boat by moving through a complete stroke in the water (legs, body and arms contributing).
<b>BACKING</b>	Moving the blade through the water in a backwards motion (pushing the handle away from the rower) thus reversing the direction of the boat.	<b>RUN</b>	Often a term used to describe the smooth continued momentum of the boat through the water after the completion of a stroke.
<b>BACKSPLASH</b>	The placement of the blade in the water as it is moving forward thus creating a splash behind the blade (splashing toward the bow).	<b>SQUARE BLADE</b>	The positioning of the oar's blade so that it is perpendicular to the water (unfeathered).
<b>CATCH</b>	That part of the rowing stroke where the oar is placed into the water before pushing it through the water.	<b>'TOUCH IT' 'TAP IT'</b>	A command given by the coxswain to the rowers to make small adjustments to the boat's alignment by moving the blade through the water with the use of short arms only strokes (no legs or body).
<b>'CHECK IT'</b>	A command given by the coxswain to the rowers to bring the boat to a stop by burying their blades in the water as a resistance against the boat's movement.		
<b>DRAG</b>	The force exerted upon a boat when resistance is placed in the water that slows the boat's speed.		
<b>'EASY ALL'</b>	The command given by the coxswain to stop the rowers from continuing to row – the rowing equivalent of stop.		
<b>EVEN KEEL</b>	A term used to describe a well-balanced boat as a result of good rowing – a boat that is not falling side to side when rowed.		
<b>FEATHERED BLADE</b>	The positioning of the oar's blade so that it is parallel to the surface of the water (feathered).		
<b>KEEL</b>	The centre 'spine' that runs the length of a boat from which all other structural framework of the boat is built.		



# the good- COXSWAIN

## THE GOOD COXSWAIN KNOWS:

- ✓ The commands to start a crew rowing.
- ✓ How to align a boat before a crew starts rowing.
- ✓ The varying commands for aligning a boat.
- ✓ What needs to be checked before saying 'go'.
- ✓ How to apply a warm-up routine.
- ✓ When a command should be given.
- ✓ How to stop the boat.
- ✓ How, when and where to turn the boat.



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