

the good **COXSWAIN**

RACE DAY - PREPARATION



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"If you fail to plan,
you plan to fail"

ANONYMOUS



the good COXSWAIN 8

8.1 INTRODUCTION

Good planning, not good luck, is the secret of a successful regatta day.

The race is the culmination of weeks and months, and sometimes years, of planning. Done well, the entire crew will be "lucky"; done poorly...?

"The harder I work, the luckier I get," is no less true for coxswains than for any other individual with a cause. The coxswain's hard work will not be measured in the sweat and calluses of his crewmembers, or in the volume of his own voice, but in the response he is able to elicit from those crewmembers.

Saying the right thing, at the right time, to the right person is the greater part of a coxswain's "luck" on race day. It is not the roll of a dice that makes a crew confident of success; confidence can only be proportionate to the amount of planning. The crew that has a coxswain that knows what to do and when to do it is stronger than the crew that waits to "see what happens".

There are three areas in which a good crew is well prepared prior to race day and these depend to a significant degree upon the coxswain:

- 1 *Crew Routine*
- 2 *Race Day Schedule*
- 3 *Race Plan*

Routines, schedules and plans offer predictability. With them there are very few surprises; without them there can only be chance, confusion and uncertainty. This booklet is an appropriate drawing together of all the skills outlined in the preceding booklets into a plan for a good coxswain's race day success.

8.2 CREW ROUTINE

In rowing training, there is, by necessity, much repetition. The coach knows that **practice makes perfect** and therefore he provides the crew with as many opportunities as possible to practice. **The more times a rowing skill is practised the easier and better it is done.** Ultimately, it becomes second nature and is done automatically without the need for much thought. In effect it becomes a habit.

Rowing crews and coaches need good habits in place before race day. Good habits will allow the crew to operate on 'automatic pilot' in some areas while focusing on the more primary race-winning matters in others. The crew does not wish to be distracted by the trivial or to use their limited energies on the unnecessary. Anything that allows a crew to think less, do relatively less and focus more on the race should be encouraged.

The good coxswain will work toward this goal in training. He will encourage **good training habits - establishing consistent, predictable patterns of crew response to his commands.** Each rower will know, expect and understand the coxswain's commands because they have heard them many, many times before. Just as "Pull it around three, check it STROKE-SIDE," would not provoke questions nor confusion, the coxswain should be able to expect an immediate and desired response. **The crew will respond without the need for thought.**

COMMON ROUTINES

The good coxswain will be instrumental in establishing and maintaining the following routines. They will be done at the coxswain's instigation on race day without the crew's need to devote time and thought to their implementation because they have been done the same way many times before.



Launching and landing



Stopping and starting



Turning and adjusting



Briefing and debriefing



Warm up and warm down

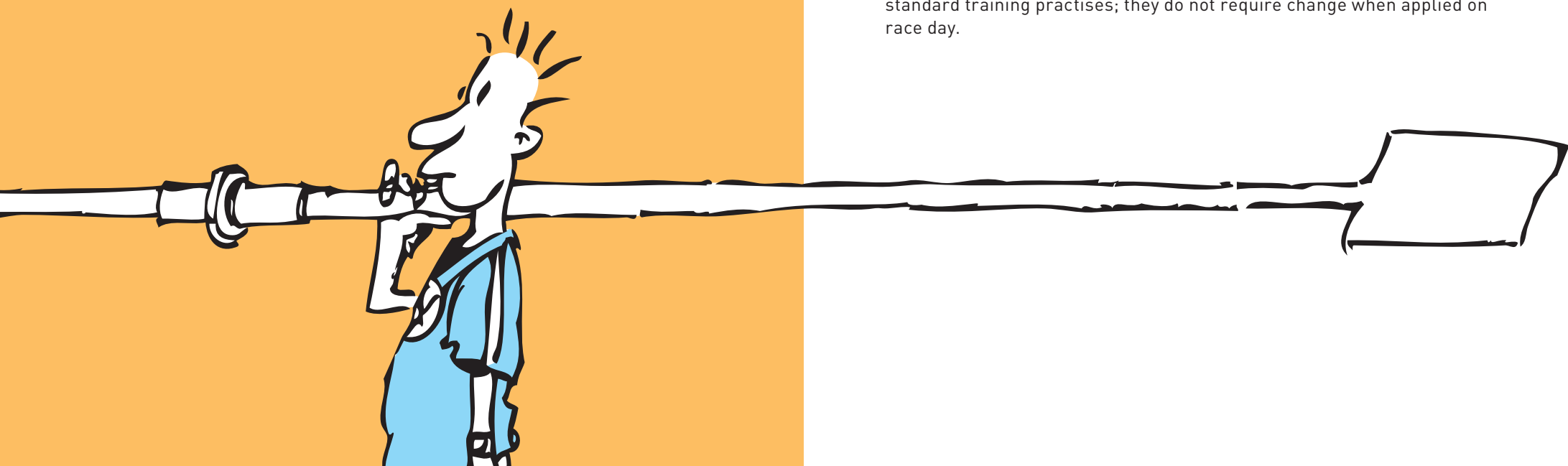


Command and response



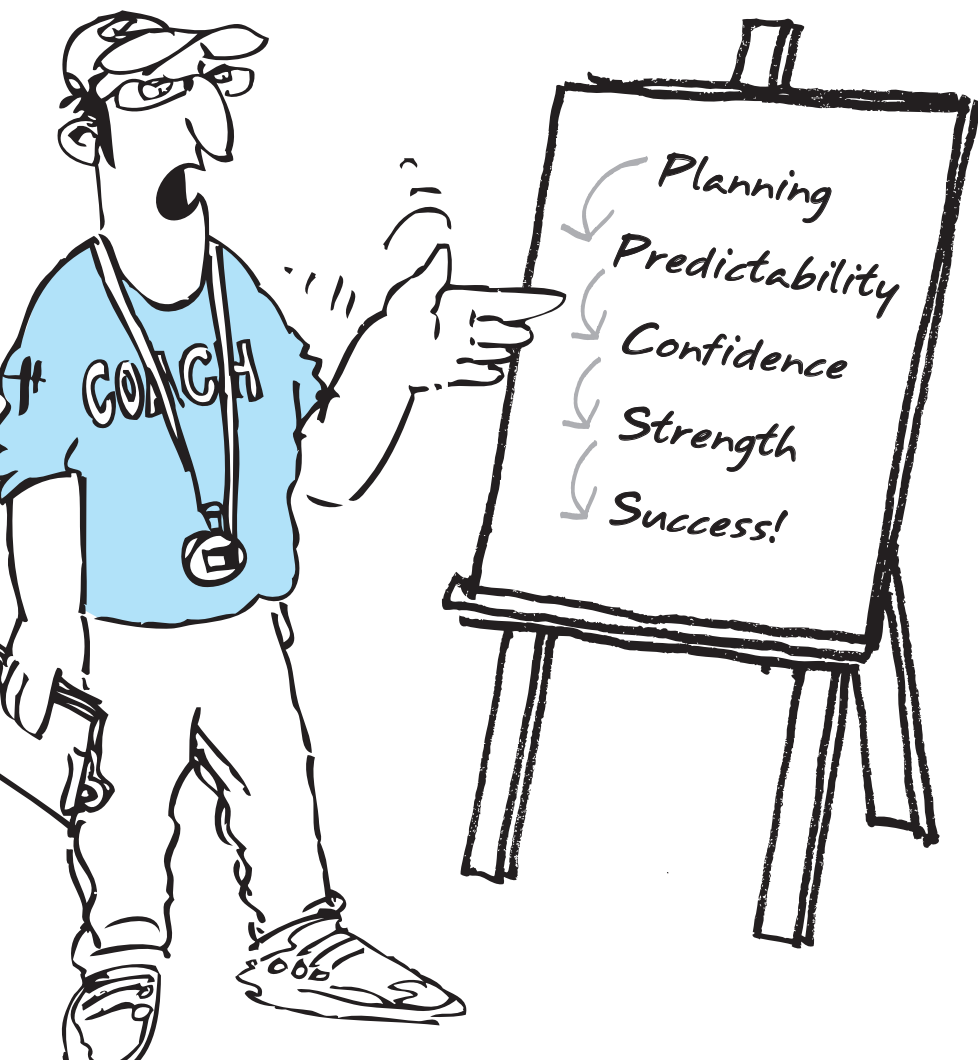
Technical focus and fault correction

All of these have been covered in the preceding booklets and require no further explanation here. These routines are to be retained according to standard training practises; they do not require change when applied on race day.



COMMON ROUTINE BREAKERS

Routines are strangely familiar things and are a great source of comfort to the rower. Thankfully, they can be very transportable and will work just as well at the training venue as at the regatta venue. They can change a "hostile" new environment into a "friendly" familiar environment. **It is the coxswain that will 'pack and carry' the routine from venue to venue.** Even minor changes to the routine can be unsettling therefore the coxswain will guard against any unnecessary variance by interceding on behalf of the crew. The good coxswain will know the routine and aggressively protect it while remaining calm and in control.



THERE ARE MANY OPPORTUNITIES FOR ROUTINES TO BE BROKEN BY THE COXSWAIN DURING A REGATTA:

Commands

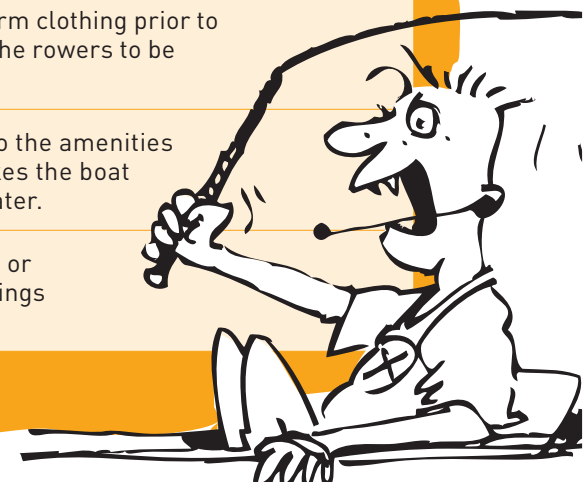
- ✗ Issuing all orders with a high, agitated voice instead of the controlled modulated voice to which the crew is used to responding.
- ✗ Addressing rowers in short abrupt statements rather than being friendly and in control.
- ✗ Rushing the normal routine with anxious commands.

Cox/Crew Interaction

- ✗ Spending more time with friends from other clubs or crews rather than with the crew.
- ✗ Arguing with an agitated crewmember prior to racing rather than remaining calm and in control.
- ✗ Giving attention to opposition crews while on the water rather than concentrating upon the needs of the crew.

Preparation

- ✗ Removing necessary warm clothing prior to launching and allowing the rowers to be insufficiently warm.
- ✗ Making a nervous visit to the amenities block while the crew takes the boat from the racks to the water.
- ✗ Allowing excited parents or friends to interrupt briefings or launching.



8.3 RACE DAY SCHEDULE

“We will see what happens,” or **“Let’s just play it by ear,”** are often the words spoken by crews that see winning as just a matter of luck. However, the wisdom of the following well worn cliché is still as relevant today as it was when first coined, **“If you fail to plan, then you plan to fail.”**

The good coxswain will recognise that the unplanned approach to regatta day is contrary to the crew’s best interests.

Having already laid the foundations for a successful regatta day by applying a familiar crew routine, the coxswain can now start exercising further responsibilities to help establish and apply a well-planned race day schedule.

This schedule will be the result of rower, coach and cox meeting together in the course of training, prior to and after regattas, to see what special needs must be met on the race day. It is certainly not a matter of “playing it by ear”.

The crew should know what to expect on race day and the coxswain will be instrumental in reminding them.

There can be no denying that race day is exciting. Most regattas have the heady air of a carnival.

A great buzz of excitement and expectation is fed by the constant

comings and goings of crews dressed in their representative colours and by the wild, cheering supporters amassed on the banks. The large flotilla of boats dotting the rowing course, on their way to the start line, has all the

hallmarks of a parade. It is a fun time, a social time, a time of celebration. It is very easy to get swept up in the giddy excitement of others.

The crew that does not have a race day plan will quickly get swept up in the tide of excitement. They have no solid mooring point offering reassurance, stability and predictability. They risk being

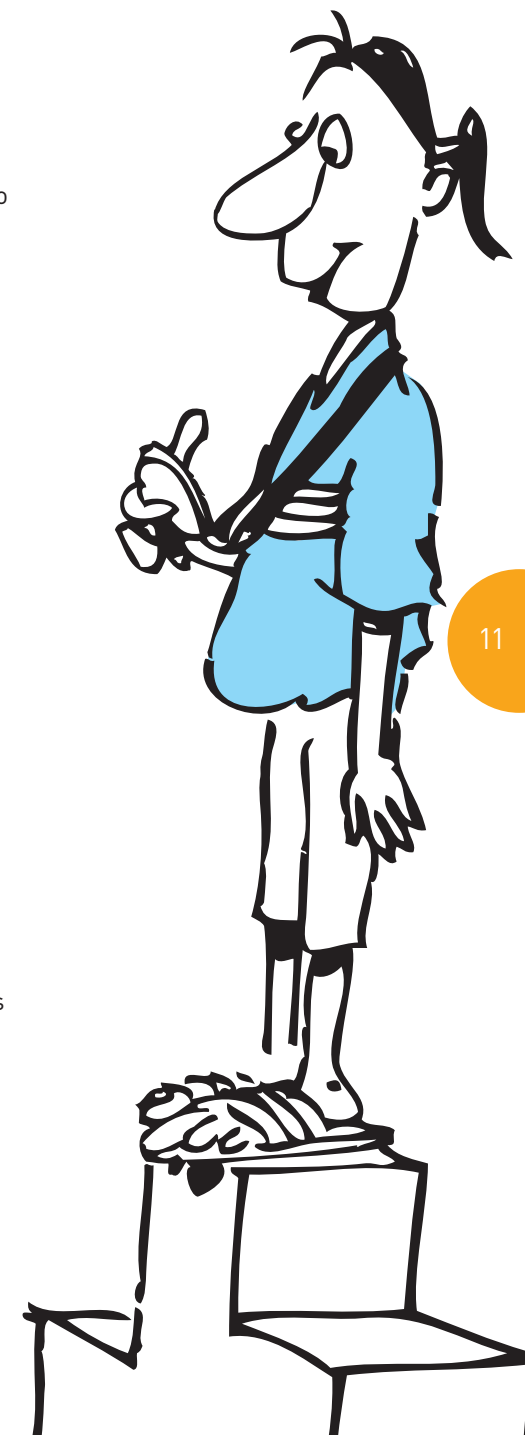
The crew that does not have a race plan will quickly get swept up in the tide of excitement.

buffeted between the varying demands of the day. However, the crew that has planned can sit in the eye of this whirling cyclone of activity, keenly focused on the job at hand but enjoying the opportunity to be a part of the main event – the racing. They are securely tethered to the race day plan they formed together in advance of the day’s excitement.

The effective race day plan or schedule evolves over many weeks of training and racing. It is through the corroboration of rowers, cox and coach that this plan evolves.

Each asks the question: under what circumstances do we perform at our best?

The race day plan is the resulting answer, arrived at through observation, discussion and experience. The good coxswain will keenly note the circumstances under which the crew achieves its best results and then seek to replicate these circumstances come race day. A written plan will be drawn up by the coxswain in collaboration with the coach that utilises the very best elements of a successful race day.

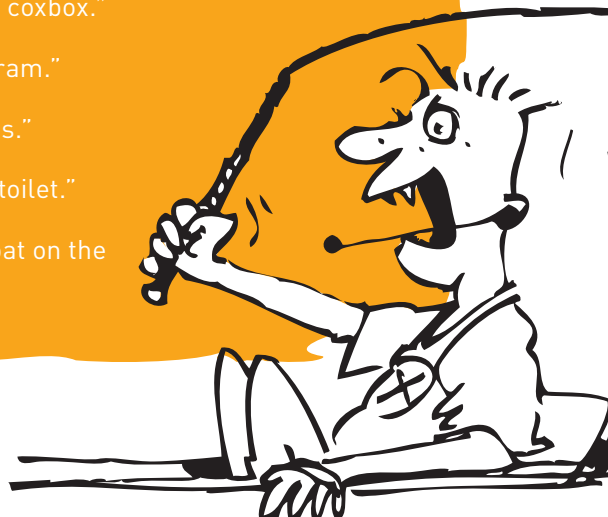


RACE DAY SCHEDULE PITFALLS

Often, it is an awareness of what can go wrong that dictates what is to be included in this plan or schedule. Working backwards from a bad result can help pinpoint the pitfalls to avoid on future race days.

SOME OF THE MORE DISASTROUS DAYS CAN BE TRACED BACK TO THESE WELL-KNOWN GREMLINS:

- ✗ "I slept in."
- ✗ "I forgot to pack my zootsuit."
- ✗ "No one told me what time the race was."
- ✗ "I couldn't find the crew."
- ✗ "The boat wasn't rigged properly."
- ✗ "I couldn't hear the starter."
- ✗ "I didn't know I had to go around that buoy."
- ✗ "Bow had an asthma attack."
- ✗ "We weren't properly warmed up."
- ✗ "I didn't have time to eat."
- ✗ "I forgot to charge the coxbox."
- ✗ "I couldn't find a program."
- ✗ "The coach yelled at us."
- ✗ "I needed to go to the toilet."
- ✗ "We collided with a boat on the way to the start."



A race day plan does not avoid all problems but acknowledges that problems can arise and that the crew can be proactive in forestalling or avoiding unfavourable consequences. The good coxswain will work actively toward seeing that a race day plan is in place and closely followed by each crewmember – no excuses!

PREPARING A RACE DAY SCHEDULE

So what form should a race day schedule take so as to avoid a poor performance? It can be broken into four distinct areas:

- 1 **Loading and packing**
- 2 **Programming and timing**
- 3 **Preparation and launching**
- 4 **Starting and racing (*Booklet 9*)**

Each of these is to be included in the good coxswain's race day schedule and will evolve in a form that works for the individual coxswain.

The following pages outline a generic example that will suit most coxswains. However, "one size does not always fit all". Individual coxswains will have to think carefully to assess that their unique circumstances, can be catered for by this example.

LOADING & PACKING

A *Personal items to be packed by the cox prior to race day:*

- Race clothing (uniform)
- Clothing appropriate for the weather conditions (change of clothing)
- Sunglasses
- Skin Protection
- Drink bottle
- Towel
- Snacks
- Money
- Watch
- Notebook and pen

B *Equipment for the cox to be loaded and transported to the regatta:*

- Coxbox and charger (pacecoach)
- Tool kit
- Weights bag
- Sensor and speakers

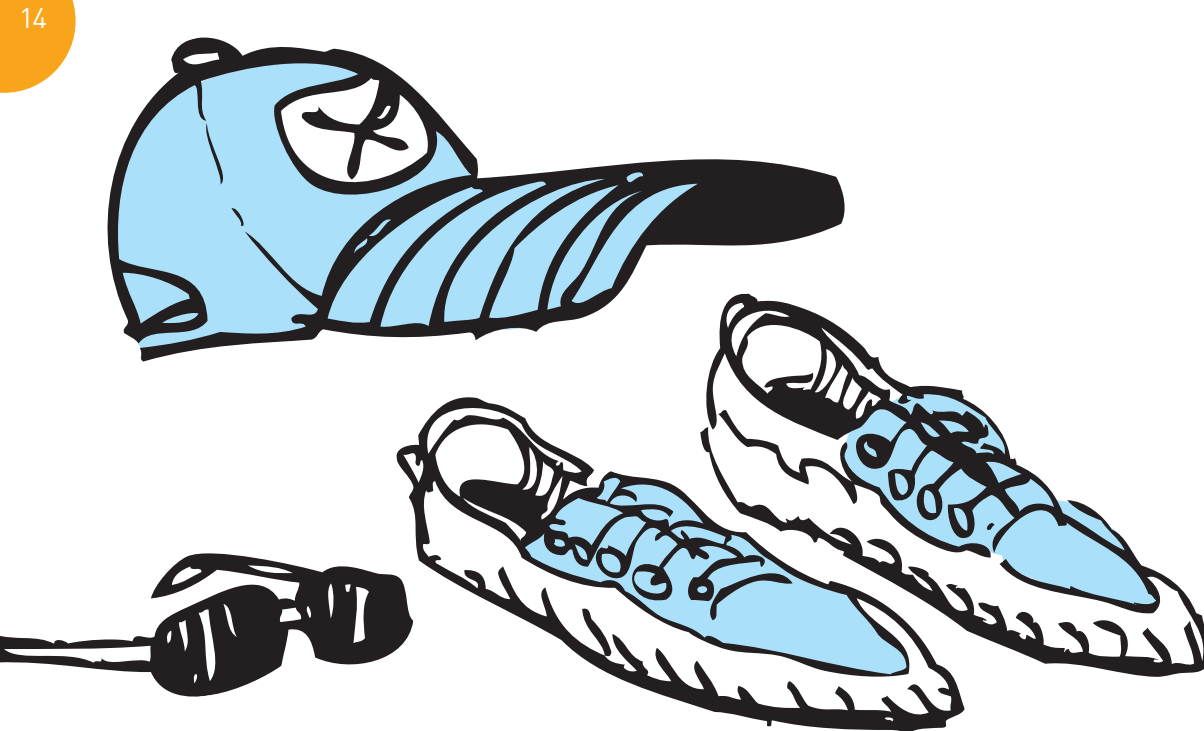
C *Sundry items to be taken for use at the regatta:*

- Regatta program
- Race plan
- Race day schedule
- Logbook
- Coach Instructions
- Course protocols and map
- Rowers' and coach's phone numbers

It is recommended that all of these items be packed in the evening prior to the race day. It is never appropriate to hastily load or pack these items at the very last minute – the risk of forgetting something is magnified many times over. A standard list of items should be pinned to the wall at home or in the logbook to be checked off prior to leaving for a regatta.

Some items will be loaded with the boats and oars for transportation. These items, although transported by another individual will still be the sole responsibility of the coxswain. Coxswains should always attend boat loading to guarantee that their items are loaded but also to exercise their role as crew organiser in the process of loading.

Rowers will have their own personal checklist. The good coxswain will reinforce the need for this checklist at every opportunity. Boat loading would be an ideal time to double check that all rowers are organised and that nothing, boats and oars included, is likely to be forgotten.



PROGRAMMING & TIMING

Before each regatta a coxswain will know or seek to find out the races for which they are entered. Ideally, the coach will possess all of this information and pass it on to the crew. However, this may not always happen and will require the good coxswain to exercise some initiative in accessing this information from the coach or by other means.

It is not uncommon for regatta programmes to be published well in advance of race day on a dedicated website. The cox should know this website (usually the state rowing association e.g. Rowing Victoria) and access it. A print out will be a valuable resource when planning a regatta day schedule. If this is not available then the coxswain should be determined to arrive at the regatta with enough time to buy and study the regatta program.



The information that the good coxswain will need:

A *Regatta Program*

- **Boat Class / Event Category / Division**
(eg. Women's Open 4+ (Division 1))
- **Race Distance** (eg. 2000 metres)
- **Time of Race** (eg. 3:15pm)
- **Race Number** (eg. Race #73)
- **Lane Number** (eg. Lane 3)
- **Bow Number** (eg. F3)
- **Preceding Race** (eg. Female Novice Single Scull (Div 4) Race #72)
- **Competition** (eg. Lane 2 – MUBC, Lane 4 – Mercantile)
- **Progression** (eg. 1st and 2nd through to Final Race #124)

When considering lane numbers be aware that changes can be made to the lane positioning prior to the race – be prepared for change. Also, the coxswain should be aware of the sequencing of numbers. Normally, lane one is the lane closest to the judges position on the finish line and they proceed in sequence to the far lane.

Like any traveller the coxswain must also know where he is going, how to get there and the special circumstances that prevail at the destination. The regatta day schedule is not 'one-size-fits-all'.

The schedule will change to meet the varying circumstances between regatta venues. Schedules are about timing and the variables outlined below will have real and dramatic consequences upon the time needed to apply an effective schedule. The good coxswain will seek to address these variables when drafting the race day plan.

B Regatta Location

- **Venue name, address, location**
(eg. Barwon River, Geelong, Map Ref. 122 G5)
- **Travel direction to venue** (eg. West Gate Freeway to Princes Hwy)
- **Travel time** (eg. 1 hour, 5 minutes)
- **Venue access** (eg. walking required to access boats, parking)

When to leave home is the imperative first step for any crewmember on race day. It is always best to err on the side of caution. The crew should be prepared for the maximum travel time plus thirty minutes. Then if parking or vehicle access is some distance from the boats then a further amount of time should be added. Of course if boats are to be unloaded and rigged then the crew should be advised to adjust their arrival time accordingly.

A rough rule of thumb would be to arrive no less than one and a half hours prior to the crew's scheduled race time.

C Available Amenities

- **Racking, launching and landing**
(eg. floating staging, permanent racking)
- **Amenities**
(eg. access to toilets, change-rooms, showers, gym, shedding etc)
- **Shelter** (eg. protection from sun, wind, rain etc)

Forewarned is forearmed when it comes to rowing amenities. Only in knowing the layout of the regatta venue can accurate estimations be made re the timing of scheduled activities, meeting points and special needs. The crew must meet at the boat prior to racing – where are these boats to be racked? The crew will be required to change in preparation for racing – where will they do this? If the day has the extremes of weather where will the crew shelter? The good coxswain will be instrumental in caring for the crew's needs by knowing the amenities available and the likely time required to fulfil these needs.

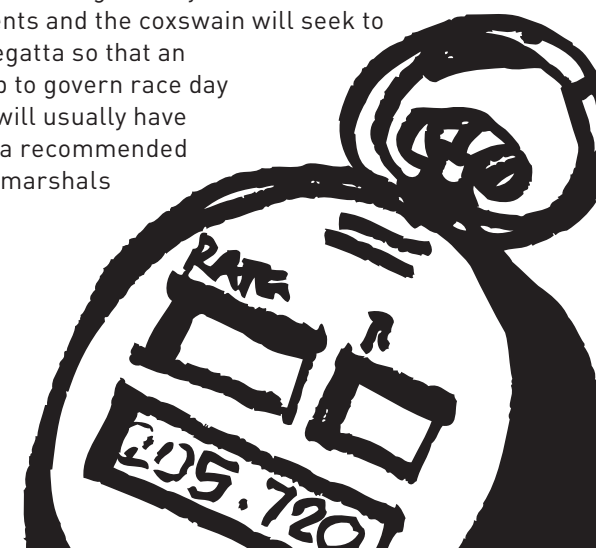
D Traffic

- **Distances to be travelled via boat** (eg. between launching area and start of course - 1000 metres, 2000 metres etc)
- **Speed** (eg. time required to move between launch and start)
- **Flow** (eg. likely obstacles or delays to traffic)
- **Restrictions** (eg. buoys, lanes or policing that exist to regulate traffic that may require alternate courses or detours)

The good coxswain will always assume that the regatta is running according to schedule. Ignore rumours that racing has been delayed. Unless announced by the regatta secretary via public address, continue to follow the program schedule. Too many crews fall victim to rumour and arrive too late for racing.

The good coxswain will be extremely conscious of any circumstances that may retard the crew's progress to the start of the race. It is not enough to say that twenty minutes will be allowed to complete pre-race warm-ups if there are other factors that may influence this time. Will crews be asked to stop to allow races to proceed down the course? Are crews required to be marshalled 500 metres beyond the start line? Are crews required to take more circuitous routes to the start to avoid traffic congestion? Is there too much traffic to allow a free flow of boats down the outside of the course?

The programming and timing of a crew's regatta day schedule will depend upon these essential elements and the coxswain will seek to have this information prior to the regatta so that an accurate timetable can be drawn up to govern race day success. The regatta day program will usually have traffic flow directives included and a recommended time for crews to be in the starting marshals hands prior to a race.





The coxswain's basic regatta day timeframe will now look something like this:

- 6:15 am** Rise
- 6:30 am** Breakfast
- 7:00 am** Leave home and travel to Rowland, Paddler's River
- 8:10 am** Arrive @ venue walk to boat rack between Shed A and Shed B
- 8:25 am** Meet crew @ Shed A
- 8:30 am** Unload and Rig boat
- 9:10 am** Crew meet @ Shed A to change
- 9:30 am** Launch boat @ Jetty #2
- 10:00 am** Crew in marshalling area @ start of course
- 10:10 am** Women's Open Four & Race #24 Lane 2 starts

This is the race day in its most skeleton-like form. The coxswain will have made a close study of the program and be the chief timekeeper for the crew. He will then be able to marshal the crew according to these times with frequent reminders and encouragement to be prompt. Further responsibilities can now be added to give real body to this broad outline.

I knew where I was but the rest of the crew was lost! Fifteen minutes before race time and they weren't to be found. Ten minutes before race time and we were on the water - nervous, angry, rushed, distracted and at each other's throats. They had all been together and just forgot to check the time. Five minutes before race time and we were pretty much exhausted - we had already rowed our race in anger, stress and rush. Two minutes into our race... our day was over!

Ethan Caan, Coxswain

"A coxswain's confidence and enthusiasm can be just the fuel the crew needs."



PREPARATION & LAUNCHING

The good coxswain, like the good scout will always be prepared. Therefore, the cox will now add further detail to the basic race day timeframe so that nothing is overlooked. This may come in the form of a race day **"to do list"**. Here are some suggestions that may be added to the race day schedule.

Equipment



Obtain a regatta program.



Retrieve coxbox, check that it is charged and safely stored.



Check that all leads and speaker systems are in working order after boat transport.



Check that rudder and wire/string is in working order.

Weigh in

If the coxswain is under the required minimum weight for coxswains at this particular regatta then a weight bag may need to be carried by the coxswain in the boat. National and international weights are male 55kg and female 50kg. However, this may vary between regattas and rowing associations so the coxswain is advised to check that weights are required.



Check that weights have been transported to the regatta and they are stored.



Find out the location of the clerk of scales
(if weigh-in is required).



Weigh in (if necessary).

Coach and Crew

Roll call crew upon arrival at scheduled meeting time and place.
Ascertain whereabouts of any absentees – inform coach.



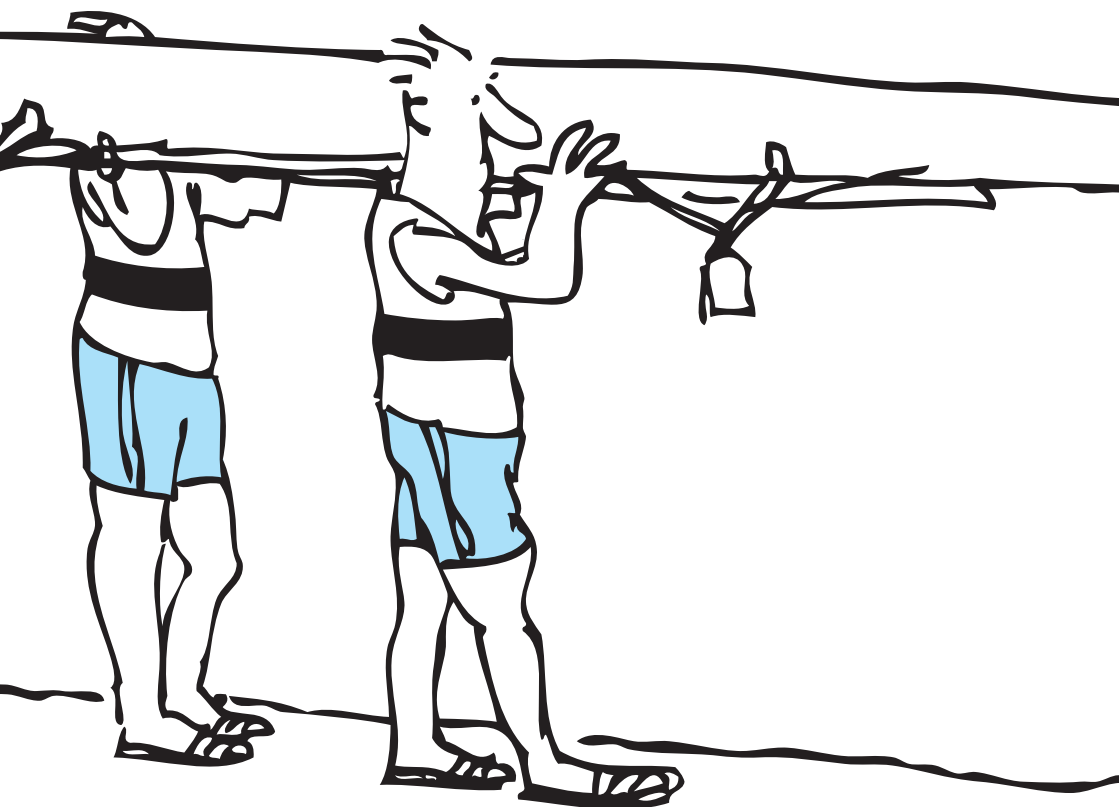
Provide crew with a meeting time(s) and place for race preparation during the day.



Know where your crew is going to be if not at the meeting point.
Ideally, stay as a crew when at the regatta.



Obtain contact details for the coach if needed during the day.

*Rowing Course*

Read any available course information e.g. the race program.

- How long is the race?
- How far apart are races?
- Where can the crew stop or turn?
- Where can the crew warm up?



Know the special circumstances under which penalties of exclusion or removal are likely.

- Will going through that arch of the bridge disqualify the crew?
- What will happen if my bow seat rower wears a different hat from other crew members?
- Must the crew have a bow number?



Walk the course to ascertain distances and landmarks, if it is unfamiliar.

- Will the crew's race plan be applicable to this course?
- How will I know when the crew has three hundred metres to go?
- How can you use that tree or bridge during the race?



If possible, attend the start to familiarise yourself with the starting procedure. Is it a side start or held start?

- Does the starter use a flag, verbal command or lights etc?
- How long are the crews held in the start?
- Is there a roll call?



Speak with the coach and/or other coxswains re likely course difficulties for coxswains.

- Is there a point within the race where a crew may be buffeted by a crosswind?
- Is there a "dog's leg" (gradual bend) in the course?



Become familiar with lane numbers and buoying systems.

- Are there buoys that indicate "no go zones" or the "500 metre point" or the "turning zone"?
- Are the lanes numbered from left to right or right to left? (Lane 1 = judges side)

Conditions

A rowing course is as changeable as the weather. The conditions that prevail at one regatta day may vary considerably at the next. This change can happen within a space of a few minutes. Weather is the chief influence upon regatta day conditions; therefore, careful note must be taken of its influence by the coxswain.



Note the direction of the wind - will there be likely influence on the course lanes as a result of wind? Will the coxswain be required to steer windward or keep a constant pressure on the rudder to avoid veering into other lanes or the buoying system? Remember in side winds, always be on the windward side of the lane.



Speak with coach about the conditions and any necessary changes to steering and race plan as a result of the conditions.

Will the starting procedure vary i.e. if crews are having trouble holding their boats straight in strong winds a "quick start" procedure may be used? What is a quick start? (Refer to Booklet #9)



Decide with the coach the appropriate dress for firstly, rowing to the start under current conditions and secondly, waiting to race during the day. Waiting at the start for a considerable period in only the racing uniform can be harmful if it is very cold or hot. A well prepared crew will not suffer the elements (eg. excessive sweating or shivering).



Take necessary shelter to avoid the harmful effects of high or low temperatures while waiting to race. Once again, know the venue and use its facilities. If there are none make alternate arrangements.



Be sure that rowers (and coxswain) have come prepared to use shade, water bottles, sunscreen, hats, sunglasses etc. for high temperatures. Sunburn, dehydration, sunstroke and hyperthermia are all dangers that can be avoided.



Be sure that rowers (and coxswain) have come prepared to use spray jackets, overcoats etc for low temperatures. A crew risks hypothermia and limited physical functioning if left to shiver, not to mention the increased chance of illness during regular training after the regatta day.

Boat Numbers



Check whether lane numbers are required for each competing crew.



Ascertain from where the number is to be obtained.

Commonly a table will be situated in an area close to the boat storage area where plastic numbers can be obtained.



Also, ascertain whether a deposit is required by the crew to obtain a bow number – how much is this? Commonly this will be \$5 or \$10 refundable upon return of the number.



Inspect the boat you will be using to see that a boat number holder is attached to the bow of the boat just behind the bow ball. If there is not, find alternate means for attaching a bow number prior to racing.



Check the race program to see what number is required to be attached to the boat. Understand the progression in numbers and letters so that you can identify, on the water, those crews that will be in your crew's race and what lane they will be in. It is also worth noting the numbers of preceding races so that the crew becomes aware of the gradual race progression toward their own race time.



The coxswain must allow sufficient time to acquire a boat number prior to the race. A last minute race to the numbers' table will often be met with a long queue of other coxswains or crew representatives doing the same – this could delay the crew getting onto the water.

The progression of bow numbers will follow much like this standard alpha-numeric process:

Race Number 1 = A | Race Number 2 = B | Race Number 3 = C etc.

Once the letters of the alphabet have been exhausted they begin again at A.

For each race there is a corresponding number to indicate the lane to be occupied by a crew in that race.

A crew in lane 2 would have a 2 added to the letter of the race. For example, a crew in Race 4, Lane 2 would carry the bow number D2.

The lanes may vary from course to course so check the program to be sure.



MEETING PRE-RACE

Prior to racing, the crew and the coach will gather back at the prearranged meeting place, at the prearranged meeting time – the coxswain will make sure this happens. Advisedly, this will be no less than 50 minutes prior to the scheduled start time of the crew's race. It is an ideal time for the coxswain to check that all organisational issues have been taken care of and that nothing has been overlooked that would thwart the crew's chance of obtaining the best possible result.

Primarily, the crew briefing will prepare all members to be physically and mentally ready for the race.

The briefing will unify all the diverging individual forces of the crewmembers. Their energies will be focused and all outside distractions will be firmly placed outside the impenetrable wall of the crew's unity. The coxswain will work actively toward encouraging this positive sense of purpose and crew unity. This time should become a very big part of race day routine and will vary little between races if done well.

*"A goal without
a plan is just
a wish."*

ANTOINE DE SAINT-EXUPÉRY



"Stroke was being the clown, bow was in another of her moods and three seat... between yawns, didn't look particularly interested at all! Call me psychic, but I knew that we were not ready to race. I mentioned it to the coach and she agreed. But before we could do anything about it, two seats ancient grandfather pushed into our briefing huddle and began telling us about his 1934 race at Oxford! It was going to be a disaster!"

Georgie Filip, Coxswain

In order, the following should be completed:



1: The coxswain will give each individual crewmember reminders relevant to the logistics of race preparation.

For example: have they water bottles, applied sunscreen, brought appropriate clothing etc. This is a "house keeping" role that is valuable but should only be done early in preparation. These matters, once taken care of, should give way to focusing on the race.



2: The bow number should now be in the coxswain's possession.



3: If there are stretches to be done, do them now (Especially for the first race of the day).

They should not be rushed, they should be done thoroughly and be an active ingredient in the process by which the crew's concentration is focused. The coach and the coxswain may make a quick assessment of the crew's psychological preparedness for racing at this stage. If focus is lacking then there is still time to address this.



4: The crew, with coxswain, will go for a light jog for 5-10 minutes.

This may be a crew walk away from the boat area and a crew jog to return. All the time the coxswain is contributing to the positive energy surrounding the crew. Once again gauge the concentration and focus of the crew – report to the coach upon your return if you perceive any problems with particular individuals or the crew in general.



5: The crew meets with the coach for a race briefing.

This is the time to have the race plan clarified, the crew motivated and any necessary questions asked and answered. The coxswain should be particularly attentive to the coach's objectives for the race and the key words used to outline those objectives. Note also the technical aspects referred to for each rower and the crew in general. All of this information will be particularly valuable when preparing the crew in the boat later – the crew will need reminding. Remember, the coxswain will be the coach's voice in the boat during the race.



6: The coxswain speaks with the coach.

After the crew has been briefed it is an ideal time to seek clarification from the coach. The coach may add further detail that he may not have shared with the crew. The coach will rely heavily upon the good coxswain to apply the race plan, motivate the crew, respond to the changing circumstances of a race and be the coach's voice in the boat. If there is any doubt as to how this may be done by the cox, for this race, then this is the time to seek clarification.



7: The crew takes oars to the water's edge.



8: The coxswain retrieves the cox box and weights bag from storage.

The cox will also make sure that he is carrying a tool bag for emergency repairs. (If necessary, a written race plan can also be carried by the coxswain.)



9: Crew lays hands on boat and carries it to the water.

The cox box and weights should be with the coxswain. The carrying of the boat to the water (in accordance with traffic patterns) will be coordinated, disciplined and incident free. Do not allow incidental talk or distraction. Discourage interested parents, friends and team members from engaging the rowers in conversation.



10: Place boat on the water with the now very familiar routine of training.

Remember, routine and familiar calls will ease some of the nervousness of the crew – they will rely upon the coxswain for these small comforts. The coxswain will not rush his calls and will be calm – at least on the surface.

There is nothing more left to do on land; the moment has arrived where good planning pays off.

quick glossary

cont'd....

BOAT (BOW) NUMBERS

A number printed upon synthetic materials to distinguish one crew from another during a race. Normally, it is attached near the bow ball and will indicate lane number and race.

BRIEFING

Outline or instructions given by the coach prior to racing.

CLERK OF SCALES

An appointed official whose role is to weigh coxswains (if required) and lightweight rowers prior to racing.

(CREW) ROUTINE

The familiar and predictable way the crew operates in the boat to avoid confusion or surprise.

LANDMARKS:

Objects or structures easily seen from the boat by the coxswain marking important stages in a race's progression or planning.

LANE:

A strip of water on a rowing course defined by buoys to confine boats to their fair portion of area in order to avoid collision or unfair advantage.

RACE PROGRESSION

The relationship between the finishing order of crews to their qualification for advancement to future races i.e. heats, semi-finals and finals.

(RACE DAY) SCHEDULE

A timetable of duties to be organised and completed on race day by the crew.

WEIGHTBAG

A durable and secure bag that contains heavy materials equal to the specified minimum weight a coxswain must be to race.

ZOOTSUIT

A one piece (top and bottom) rowing suit often used as uniform.



the good COXSWAIN

THE GOOD COXSWAIN WILL:

- ✓ Know that he must have a set crew routine in place before race day.
- ✓ Understand that crew confidence is proportionate to the amount of pre-race planning done.
- ✓ Be aware of actions on race day that can disrupt a routine.
- ✓ Identify key tasks for completion on race day prior to the regatta.
- ✓ Know what personal items should be taken to a regatta by a coxswain.
- ✓ Possess the necessary equipment for competition.
- ✓ Be familiar with the information to be gained from a regatta program.
- ✓ Know in advance the layout of the course and the wider venue
- ✓ Be able to monitor the movements and preparedness of his crew at a regatta.



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