

Let's Tour!

A day in the life of a touring cox

25th November 2020

River Douro, Portugal



Canal in Leiden, Holland



Venice Lagoon



Windermere



Different from a normal outing?

- You are on unfamiliar water
- Some navigation rules may be different
- You may be rowing 30+ km a day – look after your crew
 - Rest/water stops every 20 minutes or so
 - Change cox at intervals (may need to change places in the boat)
 - If someone is injured or ill, you may have to continue with part of the crew while they rest
- Make sure you have read the Safety Plan

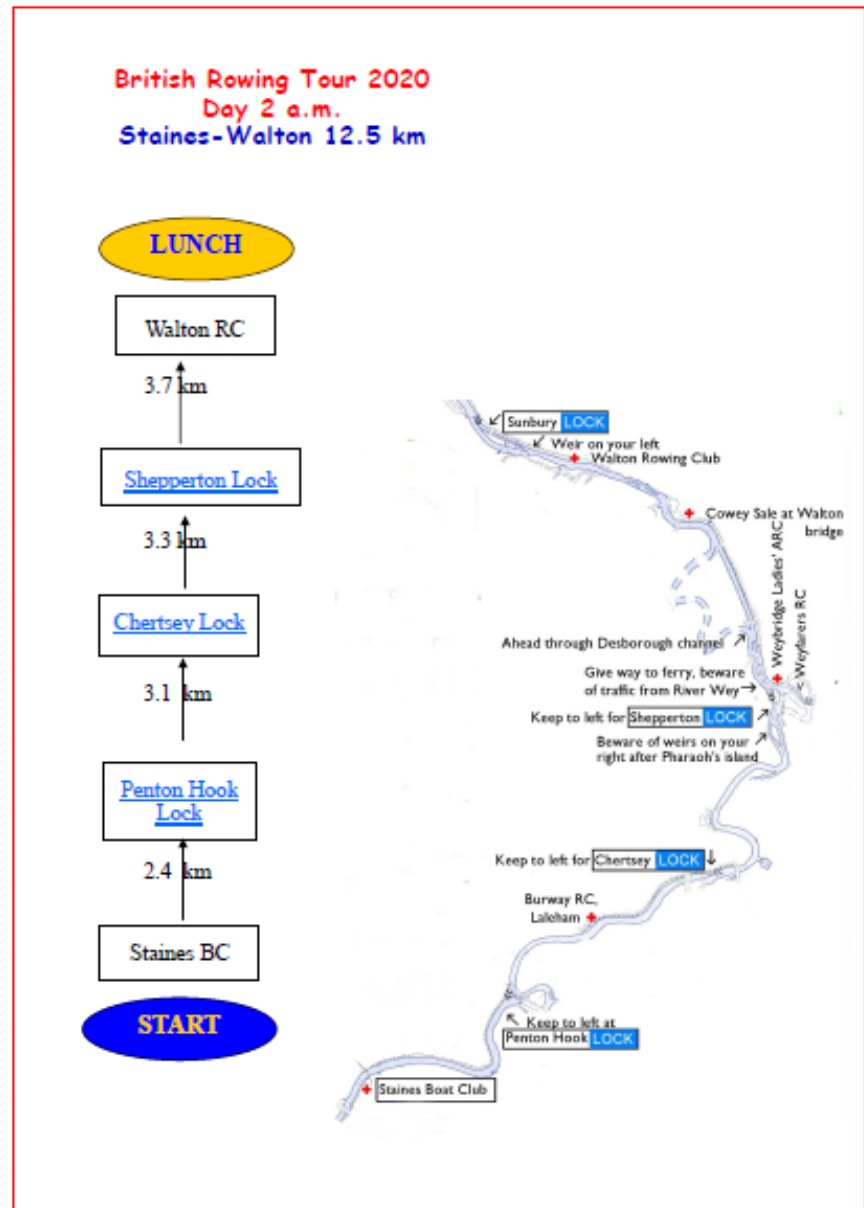
The morning briefing

- Have you got a route map?
 - Where do we start?
 - Which direction?
 - What are the hazards?
 - Weather forecast
 - What do we do if we have a problem?
 - Where can we stop (for loos, refreshments etc.)?



The route

- How long will it take?
- Where will you have rest stops?
- Will you change coxes?
If so, where?
- How many locks are there?
- Are there interesting places along the way?



Meet your boat and crew



- Do they speak English?
- Is it the same English?
- Is the boat the same as ours?

Your essential equipment – Paddle and boat hook



What's it for?

- Manoeuvring into and out of locks
- Pulling into the bank
- Getting out of tight spaces
- Remember you can paddle backwards as well as forwards!

Mooring spike, bailer, ropes



And a means of communication – radio and/or mobile phone in a waterproof container



Launching in awkward places...



- You may need to run the boat in stern first
- Remember to attach a rope!

High banks...

- Most landing stages along rivers are designed for motor boats and are too high for rowing boats



- Get someone (usually the cox) on the bank to hold the riggers
- Crew should keep outside blade flat on water for stability

Slipways...



Launch stern first so the rudder is in the water to avoid damaging it

You may get wet feet...

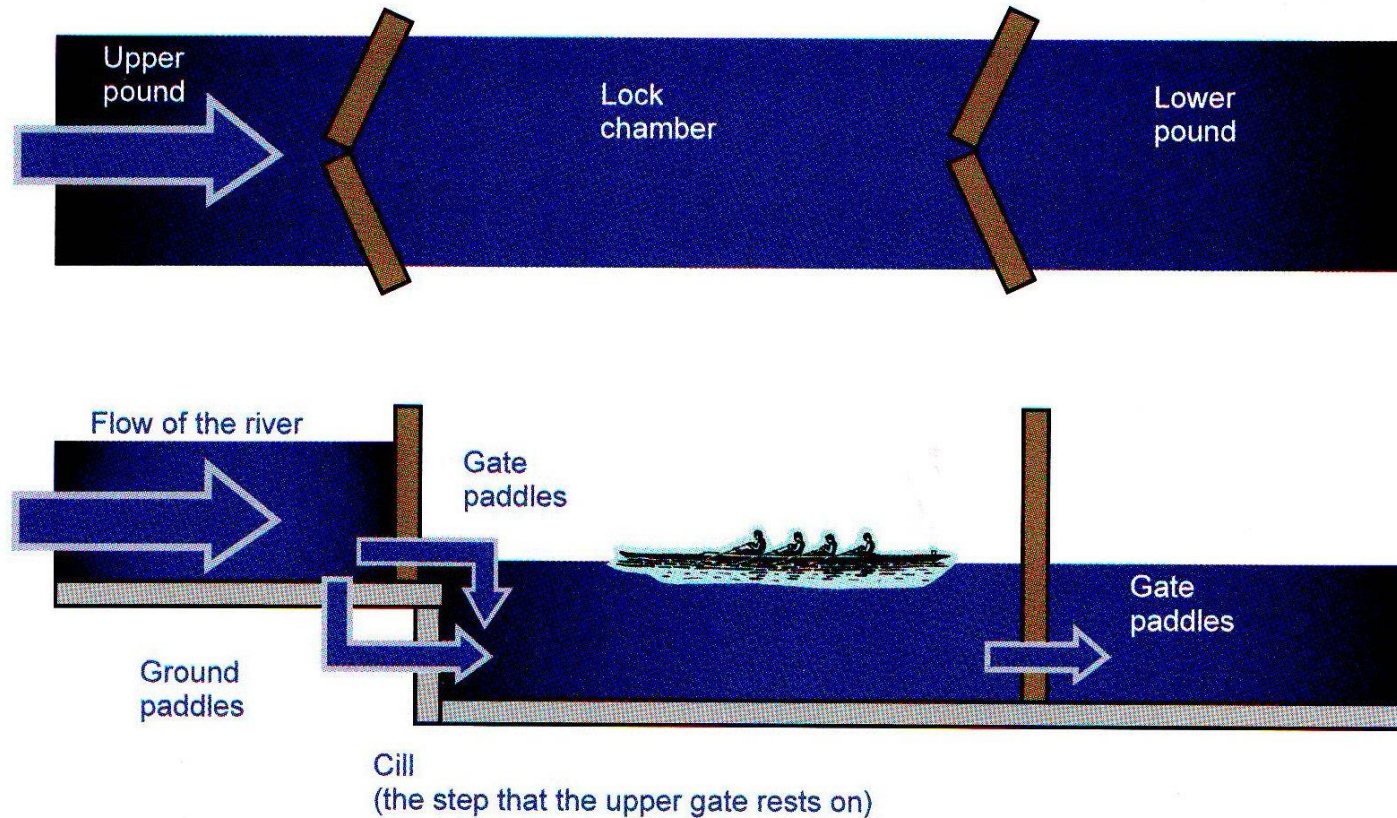


Remember the water shoes

Watch for signs – and don't hit them!



Locks – how do they work?



The parts of a lock

Locking procedure – going in

- If the lock is in use, tuck into the layby and wait – traffic may come out
- Watch out for weirs at the side of the lock
- Follow the lock keepers instructions – he/she may take motor boats in first
- Approach the entrance slowly, with one or two people rowing. If the lock is narrow, use a paddle



Locking procedure – inside the lock

- Keep the boat straight and stable using oars and/or paddle/hook
- Keep riggers, bowball and blades clear of obstructions or steps on the sides of the lock
- If ropes are used, ensure they run freely around bollards and are long enough for fall of lock
- Going upstream, watch out for turbulence from the water coming in
- Going downstream, avoid getting caught on the cill at upstream end



Locking procedure – coming out

- If there are motor boats, watch out for propellers as they start their engines
- If the lock is narrow, use canoe paddle
- Watch out for weir stream outside the lock
- Do it slowly!





Some demos....

Weyfarers crew going through a lock:

Waiting in the layby for the lock to open

Entering the lock

Waiting in the lock

Lock filling

Exiting the lock



Low bridges.....



Warn the crew that they may need to duck!

Narrow bridges....



Tell the crew to swing the blades in but keep them on the water

Heavy traffic

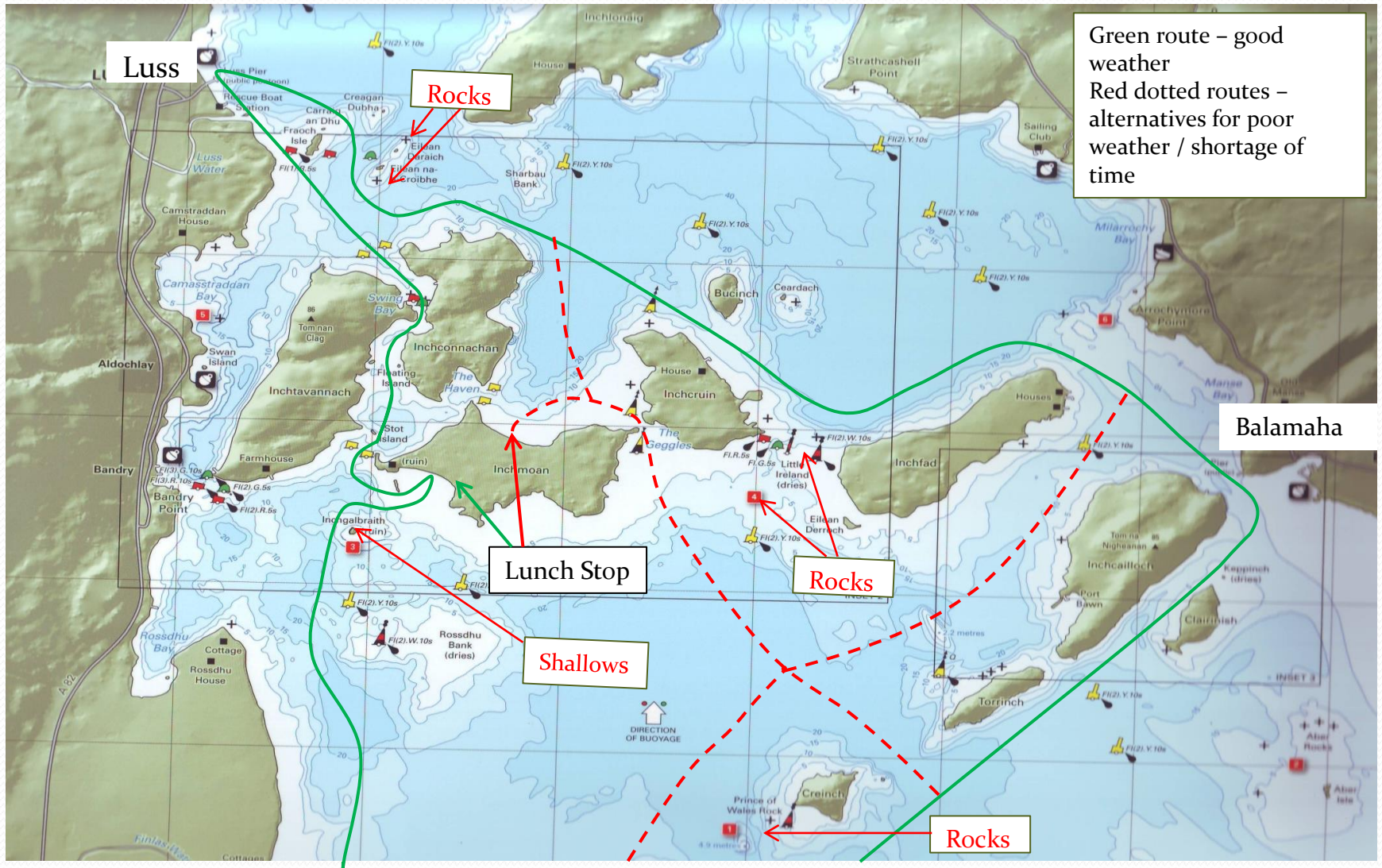
- Keep a good lookout
- Stay near the bank if large ships are in the middle



Rowing in difficult conditions

- Strong wind
 - Look for sheltered side of waterway
- Rough water
 - Shorten stroke
 - If necessary, have one or two people sit the boat while the others row
- Strong current
 - Straight river – current usually strong in the middle
 - Bendy river – current is usually stronger on the outside of bends
- Waves/wash from boats – cross at 30 degrees

You may not be on a river...



Navigation buoys

- What are they for?
 - To mark the sides of well-defined, navigable channels.
 - They are coloured red (port hand marks) and green (starboard hand marks) in the direction of buoyage (usually upstream on rivers and canals).
 - This boat is going upstream – red on the left and green on the right. Downstream it's red on the right.



Do you have to obey them?

- Large boats will be in the navigation channel – it may be safer to be outside, but follow the briefing
- Rowing boats have shallow draft so you can go outside – but beware of rocks or shallows
- If you have to cross the navigation channel, treat it like crossing a main road – look both ways and only cross when it's safe to do so
- If you are in the navigation channel, keep to the right

Here's a [video](#) which explains them all

Top tips for coxes on tours

- Know where you're going
- Know who's going with you
- Check you have all your equipment
- Look after your crew – rest stops etc.
- Look after yourself – clothing, PFD, phone/radio
- Look ahead and anticipate ... remember that most accidents on the water are caused by people not keeping a good look-out
- Read [Row Safe](#), particularly the section on Touring

