

Champion of the Thames Cambridge Rowing Club

Notes for Coxes



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Introduction

The cox (coxswain) is the person who sits in the stern of the boat (or bows in a “bow-loaded” four), facing the direction of travel. The cox has control of the rudder for steering and (usually) has a microphone and cox-box, enabling commands to be heard throughout the boat.

Roles and Responsibilities

The primary role of the cox is SAFETY.

1. Safety of the crew
2. Safety of the boat
3. Safety of self

1. Crew safety

Check you have a full crew for the boat to be taken out.

Always check the conditions: wind, visibility, stream, height of the river, lightning. (CUBC flag in term time).

Is it safe to row in these conditions? Ask if unsure.

Is **this** crew capable of rowing **this** boat in these conditions? If not, suggest an alternative eg ergs.

Check the crew are well and have warmed up properly.

Brief the crew, if necessary, on any specific safety issues, likely commands and the outing or race that you are about to cox. (The coach may take over some of this briefing).

2. Boat safety

You will be coxing a boat that, even secondhand, costs several thousand pounds.

Before the outing it is incumbent on you to ensure that the boat is “seaworthy”; this is especially important in BR events off Cam where faults may lead to disqualification.

Ascertain which boat and blades you are using:

Check the boat has a bow ball firmly fixed in place.

Check the rudder and skeg are not bent out of line.

Check the rudder wire is intact, not too slack and not worn.

Ask the crew to check:

The heel restraints are in place at their seat (I would suggest that you check this personally if racing off Cam).

The locker lids fit properly.

The riggers and gates are sound.

Report any problems to Peter Twitchett, through the Boat Organiser.

At night:

Lights are fixed on and working (white at either end plus red at the stern).

High visibility clothing for bow and cox.

During the outing you alone are responsible for the safety of the boat. Whilst the crew should listen to the coach, the only commands that they should obey are **yours**. You need to be conscious of the boat and its place in the river at all times. The Cam is narrow, bendy and very busy so you must remain alert, be aware of other river users, be polite and stick to the rules of the river (of which more later). College crews are restricted in when they can row at weekends and during the day, we try and avoid these times, as coxing can be fraught and training unproductive if the river is busy.

After the outing you are responsible for ensuring the crew clean the boat down and put boat and blades away safely before the outing can be considered finished.

3. *Your safety*

You **must** wear a life jacket or buoyancy aid. **This is mandatory for all coxes everywhere**, no matter how well you can swim.

Junior coxes should wear the buoyancy aids since these require no action if you fall in the water. The club life jackets require inflating: undo the velcro on the right or left side (check which before the outing) to reveal the pull cord and pull to inflate. For BR events and events off Cam please wear a life jacket (not buoyancy aid).

Other equipment:

Cox-box.

Bum bag with 10mm and 13mm spanners, multi tool, wing nuts, washers and a few spare rigger nuts (see Peter Twitchett), duck tape, plasters, insect repellent and sunscreen.

Mobile phone (in waterproof bag).

Clothing:

Warm clothes in layers. You will generally be colder than you think out on the water, so go for the “boil in the bag” rather than “ice block” option.

In spring, autumn and winter I suggest: thermal base layer, T-shirt, leggings, fleece, waterproof/windproof jacket and trousers.

Waterproof socks (sealskinz) plus second pair underneath, fleece hat, beanie +/-cap, gloves (up to three pairs), especially in winter.

Sunglasses available all year round (low winter sun can be very dazzling on the water). Cap and sunscreen in summer, plus insect repellent for evening outings. (Skiing salopettes, if weather is cold and dry, sailing salopettes and dinghy splash top, if wet, also work). Coxing is not sartorially elegant!

A warm, dry change of clothes is useful, especially if coxing in wet conditions.

If you wear glasses you may wish to consider contact lenses, as they do not steam up.

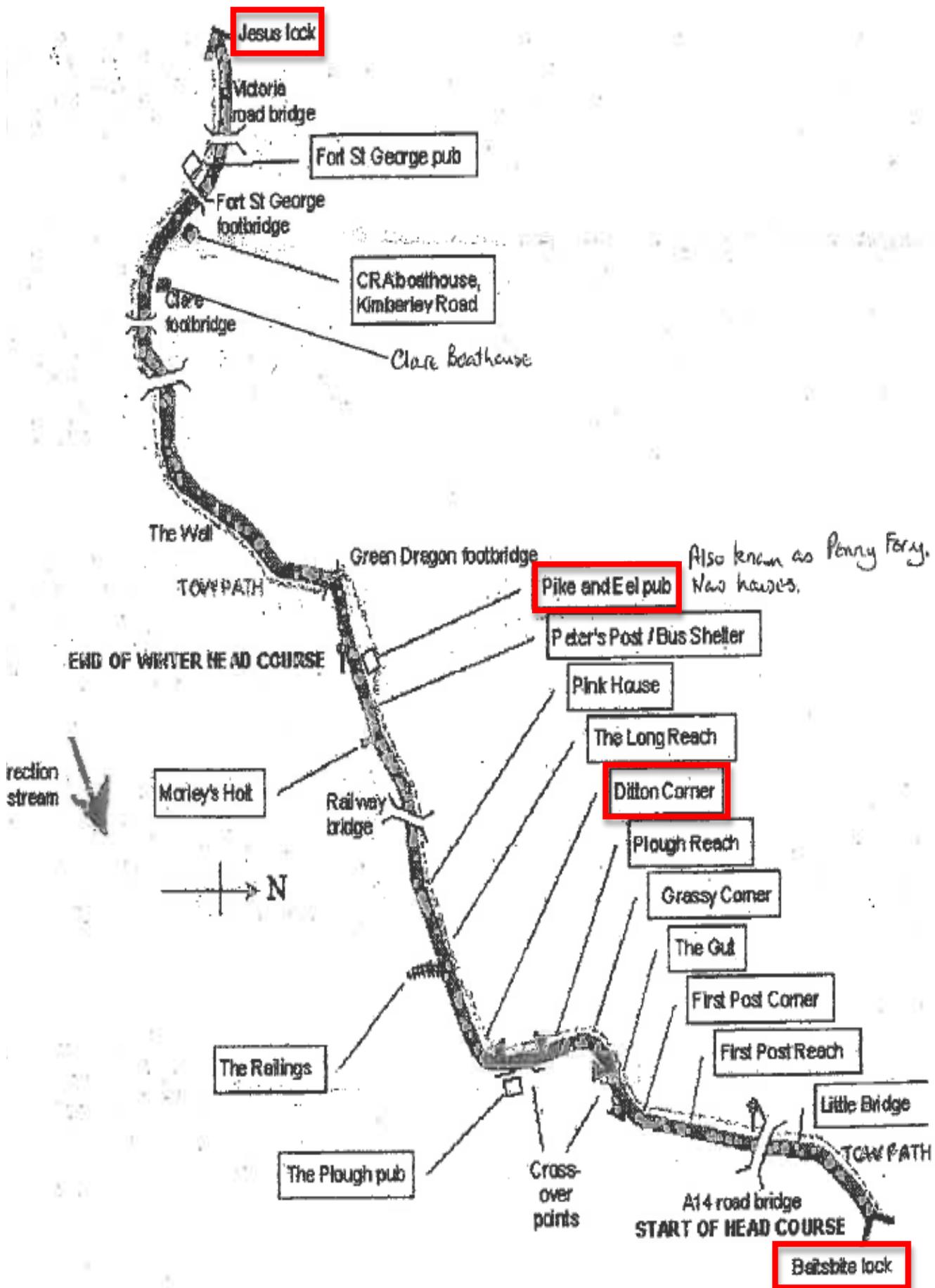
Rules of the River

Please refer to the map, for this section.

Keep to the RIGHT of the river at all times, unless otherwise specified.

1. When you boat, as soon as you push away from the hard you need to get the boat over to the right side of the river. Before you push away, check that there are no boats coming in either direction. When it is clear, give the command to **push away** then ask **2 (or 2 and 4) to take a stroke, bow pair (or bow four) to take a stroke, bow and 3 to take a stroke and bow to take a stroke**. This should bring you parallel to the bank on the right side of the river, if heading downstream. The variations depend on how strong your crew is and how fast the stream is flowing.
2. With the exception of the river between the crossing points, make sure you keep the boat well over to the right. Don't let the boat drift over the middle of the river, but equally don't push the boat into the bank. This takes practice. The ideal position on the Cam (rarely maintained) is one spoon's length between the end of the blade and the bank. If you do go too close to another boat or the bank warn the relevant side and ask them to watch/pull their blades in.

Map of the Cam



Crossing Points

Cross over just before the Plough pub onto the left hand side of the river and cross back again just before First Post Corner.

3. The Plough is the pub on the right hand side of the river just past the sweeping left hand Ditton Corner. There is a big white sign indicating where you should cross.
4. Stay on the left hand side of the river until you are around Grassy Corner (the most difficult corner to steer). You will need stroke side to help you round, and then cross over when you see the next big white sign. This is opposite a small boathouse on your right as you go down stream.
5. Don't cross without any regard for other crews. **Crews going upstream** (back towards the boathouses) **have priority**, so if you are travelling down stream easy (stop) the crew at the crossing points and wait until the river is clear.

Boats travelling upstream (towards town) have priority at all times over boats travelling downstream (towards Baitsbite lock) unless they are in the wrong place on the river.

Spinning

There are three "standard" places to spin (highlighted on the map):

- a. Opposite the parked cars by what used to be the Pike and Eel/Penny Ferry.
- b. Between the posts at the bottom of the Long Reach (minimum 100m upstream of the willow tree at Ditton Corner).
- c. Opposite, or just upstream, of the wooden boathouse at Baitsbite lock. There is a sign telling rowers where to spin. However, if conditions are poor and the stream is very fast consider spinning early under the A14 road bridge.
- d. If you start your outing by rowing upstream you can spin just down stream of Jesus lock.

Wherever you decide to spin, check that it is clear and no boat is coming upstream around a bend. Give your commands clearly and ensure that the crew spins as efficiently as possible and that they don't stop because another boat appears. Whilst you are across

the river you are **an obstruction** and will be **being carried down stream**.

Avoid spinning on or close to corners, if at all possible.

Stopping

Do not easy on any corner, unless you are in a queue and it is unavoidable.

If you are going to be stopped for some time, pull into the bank and lift the blades onto the bank (minding the towpath).

Overtaking

During routine outings, **faster crews have priority over slower crews**. So, if you are stuck behind a crew that is going more slowly than you, you can overtake. However, courtesy dictates that you must ask to **come by**. Say: “**May I come by please, City?** (or whoever)” Say it loudly and clearly and repeat if necessary. Either their cox or coach should answer: “**Yes, come by Champs**” or “**No, we are about to go on**” or “**No**” if it is not safe. If they do not reply, you can see that the river is clear and you have a responsive crew then it has been known for the overtaking cox simply to shout, “**coming by**” and overtake anyway.

If the crew says “**yes**”, pull into the middle of the river and row past, making sure that you do not clip their blades. You need to have all your crew rowing and up the pressure to maximise speed, so that you overtake quickly and cause the minimum of obstruction. On the Long Reach, where there is room for three crews abreast, make sure you watch both stroke side and bow side blades.

Bear in mind that novice coxes (and not so novice) may say “yes” without checking that the river ahead is clear. If in doubt, particularly near a corner, ask your coach/bank party to cycle ahead and ascertain if it is clear. Alternatively, you can get into the habit of asking “**Is it clear to come by, please?**”

Remember your first responsibility is SAFETY. Do not pull out until you are certain the river is clear.

Do NOT overtake on a corner or in the Gut.

If you are being overtaken, remember the overtaking crew has priority. Except on the Long Reach, where there is more space, it

is courteous to slow down or stop and pull the blades in on the relevant side. If the river is not clear, say, “**NO, not clear**” loudly and firmly. In time you will learn the colours of the College and Town Club blades. This is how you will know how to address a boat you wish to overtake.

Overtaking rules for races may differ slightly and will be included in the race instructions, which, as a cox, you will, of course, **study carefully!**

Conducting an outing

You, as the cox, are responsible for the safe conduct of the outing from the time when the crew assembles on the hard to the point at which the boat and blades are safely put away and the coach can debrief you. Make sure the crew is aware of this, since returning to a busy hard can require prompt responses to your commands and your voice will NOT be amplified.

Boat, blades and cox-box (unless you have your own) should have been booked by the boat organizer. Ensure you know which ones you are using. Check the cox-box is charged and carry it by the handle, NOT the microphone chord.

Launching the boat

Assemble your crew in the correct order (stroke, 7, 6, etc) alongside the boat opposite their respective riggers. If the boat is on an upper rack they will need the steps correctly positioned, if the boat is on a lower rack one side may need to “squeeze round” or “limbo” underneath.

With crew positioned your first call is **hands on** and they should grip the boat ready to slide it out or lift as appropriate. The next calls will be **slide out** followed by **lift** followed by **slide/racks in** (if appropriate) or simply **lift**. Then you need to move the boat out SLOWLY towards the river, minding riggers and the stern/rudder. You may need turn the boat on its side, in which case you will have to ask the crew to **lift to heads** and then **tilt**, otherwise you can bring the boat out at shoulder height (**shoulders**) or waist height (**waists**).

Once clear of the boathouse, racking and/or tree carry the boat level at waists. Be aware of other crews on the hard and boats in the water. If necessary you may have to lift the boat again and warn folk to keep their heads down (loud **heads**) as you pass over them.

Walk the boat down the hard and turn it so that the bows are pointing downstream. If necessary, you may have to turn the boat in the gap between Clare and Pembroke boathouses or beyond Pembroke. You MUST walk the boat back up to Clare before putting it in the water. Be courteous, don't hog the whole hard.

When parallel to the river and within a few feet of the edge, call **heads on three**. Everyone should swing the boat above their heads and step underneath. If the boat is old and heavy, or the crew is very inexperienced or young they may not be able to throw the boat up. In this case, the side closest to the river will need to run round one by one, whilst the remainder holds the boat steady. Ask them to do this in stages and don't be afraid to ask spectating men (or women) to help.

The crew then needs to step forward and feel for the edge of the hard with their lead foot and gently roll the boat in to the water. I usually call **feel for the edge and roll the boat out into the water holding her away from the edge**. You must take care not to let the crew knock the rudder or skeg.

You hold the boat whilst the rowers get their blades. The easiest way to do this is to hold stroke's rigger, but if conditions are windy or the stream is fast you may need additional hands. Plug the cox-box in as soon as you can, turn it on and check you can be heard in bows.

When the rowers are back with their blades, call **stroke side holding, bow side in**. Stroke side should hold their riggers down whilst bow side get in. The first thing bow side should do is get their blades in the gates and pushed out over the water. Next call **bow side keep charge of your blades, stroke side in**. Bow side should tuck their blades under their arm keeping the spoon flat on the water, whilst they sort their shoes/footplate and stroke side should get in. You then get in and, if necessary, get the crew to push the boat off the riggers so it sits level.

Next call **number off from bow when ready**. The crew should call out, in order, as they are ready. When stroke is ready check the river is clear ahead and behind, push out and cross to the right side of the river. You are now ready to warm up.

Standard warm up:

Stern four sitting the boat, bow four, square blades, arms only, ready...go.

After 20-25 strokes **next stroke, body lean, go.**

15-20 strokes **next stroke, quarter slide, go.**

12-15 strokes **next stroke, half slide, go.**

12-15 strokes **next stroke, three quarter slide, go.**

10-12 strokes **next stroke, full slide, go.**

10-12 strokes **easy all, drop, take the run off.**

Bow four sitting the boat, stern four, square blades, arms only, ready...go.

Build up as before. Try to keep your calls rhythmical and watch for traffic whilst you do this. Once stern four have completed their 10-12 strokes at full slide call **feather blades**. After five or so strokes **bow pair sitting the boat, 3 and 4 join in, go**. Then after another five strokes **Stern pair sitting the boat, bow pair join in, go**.

Another few strokes **5 and 6 sitting the boat, stern pair join in, go**. Another few strokes **3 and 4 sitting the boat, 5 and 6 join in, go** and repeat until you get to the Penny Ferry/Pike and Eel/New houses. This is known as rolling sixes. Then **easy all, drop, take the run off**. When the boat has stopped, **adjust what you need to adjust and take a drink. Number off from bow when you are ready**. Your coach should have caught up with you and, when you are ready, the training can begin.

Unless otherwise specified, the coach will outline what the crew is to do, but the crew should not do it until **you** give the commands. During the outing your can/must override the training exercise if you are not happy with safety of the boat, the traffic on the water, and to avoid hitting the bank or another boat etc. **Remember, YOU are responsible for the safety of the crew, boat and yourself.**

There are a few commands that you need to be able to give in an emergency or difficult situation, that is, any situation where there is likely to be a risk of boat or blades hitting the bank or another boat. These situations are common on the over-crowded Cam, especially in the run up to the Lent and May Bumps. Even if the situation is your fault keep calm and give your commands clearly and with authority.

Bowside/strokeside watch your blades or blades in

If you have strayed over to the wrong part of the river, or another boat has, then use one of these calls. In bringing the blades in, make sure the crew bring them right in and the opposite side keeps the boat stable by keeping their blades on the water.

Hold it up!

This is the emergency stop call. The crew should immediately square their blades in the water, at whatever point of the stroke

they are in, to stop the boat. If further emphasis is required or the response is half-hearted try **hold it up HARD!**

Grab the boat!

This is what you should call (although I have never had to) if the boat capsizes. Capsizing is rare and you should undertake a capsize drill, but it can happen, especially with inexperienced crews, when getting into the boat if the riggers aren't held, if both sides pull their blades in, when spinning if the boat is not kept level or if someone catches a monster crab. It is more common in a four than an eight. As soon as you surface, shout to the crew to **grab the boat**. You will need to repeat this call in the ensuing chaos, however, unlike you, the crew are NOT wearing lifejackets/buoyancy aids and the boat will be the most buoyant thing around. Count heads, check to see if anyone is hurt and insist everyone continues to hold onto the boat. When all the crew is accounted for, get the boat to the bank (towpath side for preference) out of the way of oncoming crews. The Cam is shallow in most parts and you should be able to stand but it is important to get everyone out of the river as soon as possible, attend to anyone who is hurt and get the boat the correct way up. Be aware of the quiet casualty. If you are not First Aid/medically trained or aware, know who is in your crew and you may wish to take a First Aid course yourself.

Assuming you do not capsize during your outing, you will need to turn the boat around (spin) in order to return to the boathouse. The standard places to spin are between the posts at the bottom of the Long Reach and just above the small wooden boathouse above Baitsbite Lock. If conditions are less favourable, you may consider spinning under the A14 bridge. To spin, stop the boat and take the run off, keeping well into the right side but perhaps putting a little rudder on to point the bows away from the bank. Then call **spinning the boat, bow side rowing on, stroke side backing down, bow side leading, ready...go**. Remind the crew to keep the boat level. Ask stoke to watch your stern and if it is getting too close to the bank ask **stroke side miss a stroke**. Similarly bow is likely to tell you if you are getting too close to the opposite bank, when you should ask **bow side miss a stroke**. Encourage the crew to keep going until your bows are pointing upstream at the opposite bank at an angle of $\sim 45^\circ$. Then ask bow four or bow pair to **row me across** the river (2 or 3 strokes) and then **stroke (and**

6) hold up. This should bring you parallel to the bank and your coach can pull you in, if necessary, to have a chat.

Returning to the hard

On returning to the boathouse, you are advised to approach the hard with your bows upstream (rather than downstream). Slow the boat right down and then **drop out stern four**. Steer towards the far end of any gap on the hard (or wait until one appears at busy times) and as your bows near the hard call **stroke (and 6) hold up hard**. This should swing your stern in and stop the boat. Ensure bow side lift their blades (**blades up**) and, if the spoons have protective strips, turn them over.

Ask the “bank” side to get out of the boat first and hold onto the riggers. When all are out get the opposite side out. You can get out at this point or when you initially come into the hard (depending on how agile you are). I prefer to stay attached to the cox-box with my voice amplified until the last moment.

Putting the boat away

With everyone out of the boat, you hold the boat, remind the crew that the outing is not complete and get the crew to put their blades up the hard, out of the way and bring down two trestles, which need to be positioned to sit roughly under stroke and bows riggers. Then call the crew to the boat. **Hands on the boat.., lifting to waists (or heads depending on the boat and crew strength) on three..., one, two, three.** If at waists next call is **heads on three..., one, two three.** From heads split the crew to each side. Call **split, stroke side to the river, bow side to the boat house, go.** Then walk the boat to the trestles, adjusting their position as needed and lower on. Keeping a hand on the boat, divide the crew into two fours – half putting the blades away and half washing the boat down.

If necessary, get the crew to position the steps (CRA) opposite the racks. Bring the crew back to the boat, each opposite their rigger and call **hands on, lift.** The trestles should be moved out of the way and the boat walked at waists, shoulders or heads round to its rack. Take care to watch the riggers on the other boats and be aware of other crews moving around. Line the boat up parallel to

its rack and gently replace in position. Allow 'trapped' crew time to effect their escape.

Debriefing

Do not allow the crew to disperse until the coach has had the opportunity to provide feedback to the crew as a whole, and to each individual. Each crew member should also voice their comments about the outing, good and bad points and areas to concentrate on during the next outing. As cox you should also have your say, but also ask the crew for their feedback on your performance too.

Men and women's crew are often quite different psychologically. Women will often blame themselves for poor rowing and come off the water in quite a low mood. They need to be encouraged to identify the positive aspects of the outing both as a crew and as individuals. Men are often more bullish and can tend to blame other crew members. It is good to go down the boat and give each individual pointers as to the area they should work on.

Then **and only then** can the crew be dismissed and they are no longer your responsibility. You, however, have to return the life jacket and cox-box to their places in the boathouse. The cox-box needs to be plugged in to charge. Some of the plug connections are 'dodgy' so always check the cox-box is charging. The screen should illuminate and show "CHArg" as well as the current battery percentage. See below: 92% battery remaining (enough for a second outing) and charging correctly.



Correctly charging cox-box.

Steering

There is no substitute for time on the water to learn to steer.

As you sit in the coxes seat holding the handles, if you push your right hand forward (or pull your left hand back) the boat will steer to the right and vice versa. However, the rudder will have NO effect unless the boat is moving.

The boat pivots around the three seat, not the middle, and the response to application of rudder is NOT immediate. It takes up to three strokes for the boat to turn and it will continue turning after the rudder is returned to neutral. This means that you need to look ahead, anticipate bends and corners and steer in advance. If you get too close to the bank, ask the rowers closest to the bank to pull harder or drop out rowers on the opposite side.

The Cam has several significant corners (Green Dragon Bridge and Grassy Corner being the worst) but it is possible to steer round all of them with the rudders on the Champs boats. However, you need to anticipate and steer in good time. Use your crew to help you round and aim to be rowing in at least sixes by the time you reach Chesterton (Green Dragon Bridge).

It is important only to use the minimum amount of rudder necessary, and for the shortest time, as the rudder creates drag and slows the boat down. It also causes water to pile up on one side and upsets the balance of the boat. Try to steer gently, applying the rudder just after the catch, make sure you are sitting centrally in the boat and keep your body movements to a minimum.

The speed at which the boat is moving changes the effectiveness of the rudder. A fast moving boat can turn through a larger angle in a shorter time than a slower boat. If the boat is stationary the rudder has no effect at all. When moving off from stationary ensure that the boat is lined up by asking bow and/or 2 to tap it until you are straight in the direction you wish to go. If you are steering a straight course it helps to find a landmark in the distance with which you can line up the boat, and then make occasional adjustments when necessary. This is not really feasible on many parts of the Cam, as you will need to keep close to the bank,

however, traffic permitting, it is worth practicing on the Long Reach.

Motivating the crew

Good coxes who can motivate their crews get that little bit extra in terms of speed and performance. You need to find out from the crew what calls they like to hear, what calls help and when they like the calls to be made. It is also useful to know how vocal they want the cox to be.

Remember the crew are travelling backwards and cannot see where they are, especially when racing, so it may be helpful to think about including location information in your calls, eg **coming into Grassy, rudder going on.**

During a race crews will be hungry for feedback and encouragement, particularly after you have made a call for a change. However, do not lie to them if it has not had the desired effect. Warn them that you are about to make another (possibly different) call and ensure they focus and apply their effort to it.

During an outing crews will respond to feedback directed at the whole crew or at an individual oarsman, provide he/she does not feel he/she is being picked on. Avoiding this is very much a matter of tone and judgment on the cox's part. If they are able to make the change, tell them. People respond well to praise.

After the outing: The promise of homemade cakes or other sweet treats works well, especially after races. With a regular crew you may be able to reverse the role and get the crew to take you out for breakfast after an early morning outing or for a beer after an evening row.

Racing

Whilst there are a few Champs crews who row solely as social crews, the majority row to race. Most crews train for the on-Cam races, but some also race off-Cam. If you are likely to want to race off-Cam ensure you are a member of British Rowing (BR) and keep your membership up-to-date AND recorded on the various boat and coxing spreadsheets. There are races almost every month throughout the year on-Cam to target and train for, as well as off-Cam events (see BR calendar).

CRA Calendar

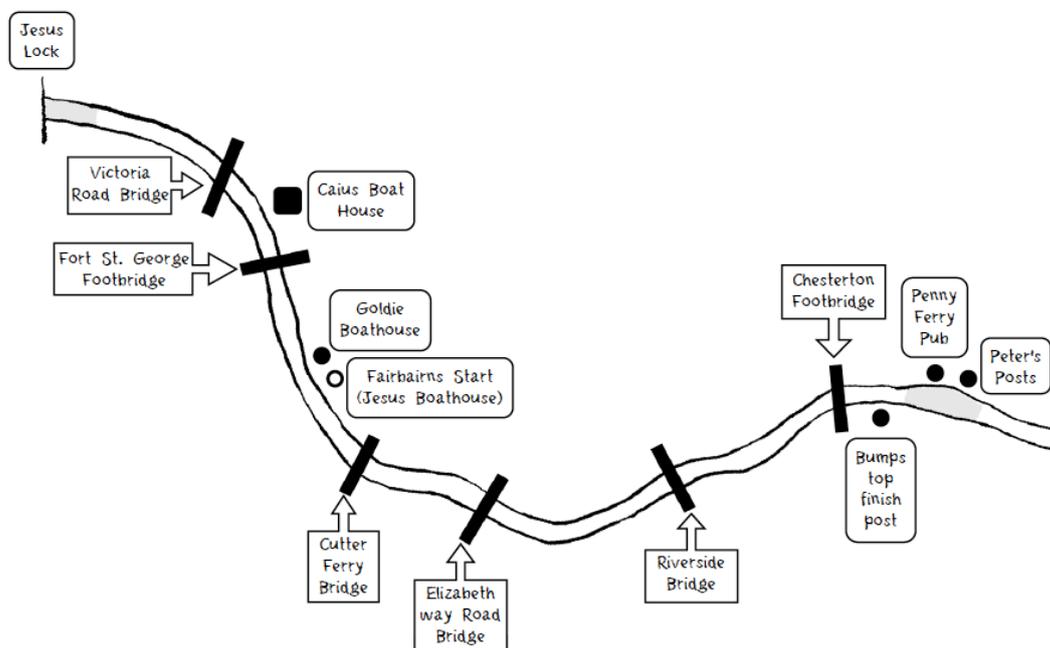
August:	Cambridge Summer Regatta
September:	Great Ouse Marathon (off-Cam BR) Cambridge Autumn Regatta (BR)
October:	Cambridge Small Boats Head (BR) Cambridge Autumn Head (BR)
November:	Ely Head (off-Cam BR) Cambridge Winter Head (BR)
December:	Christmas Head
January:	Winter League 1 Cambridge Head to Head (BR)
February:	Winter League 2
March:	Winter League 3
April:	Radegund Mile Head of the Cam (BR) Cambridge Head to Head Cambridge Sprint Regatta
May:	Cambridge Spring Regatta
June:	X-Press Head
July:	CRA timed race CRA Town Bumps

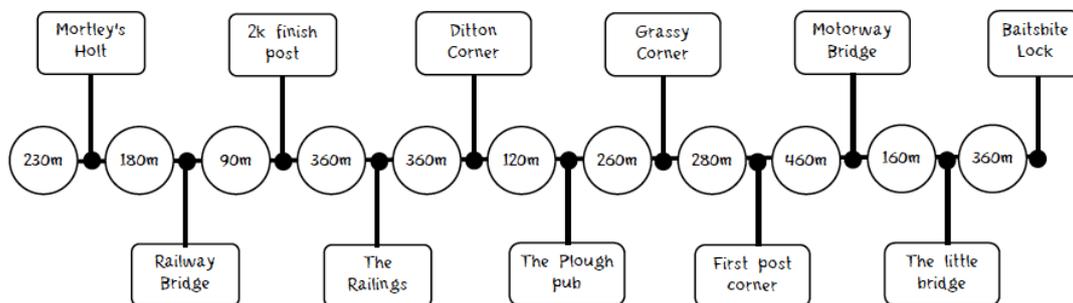
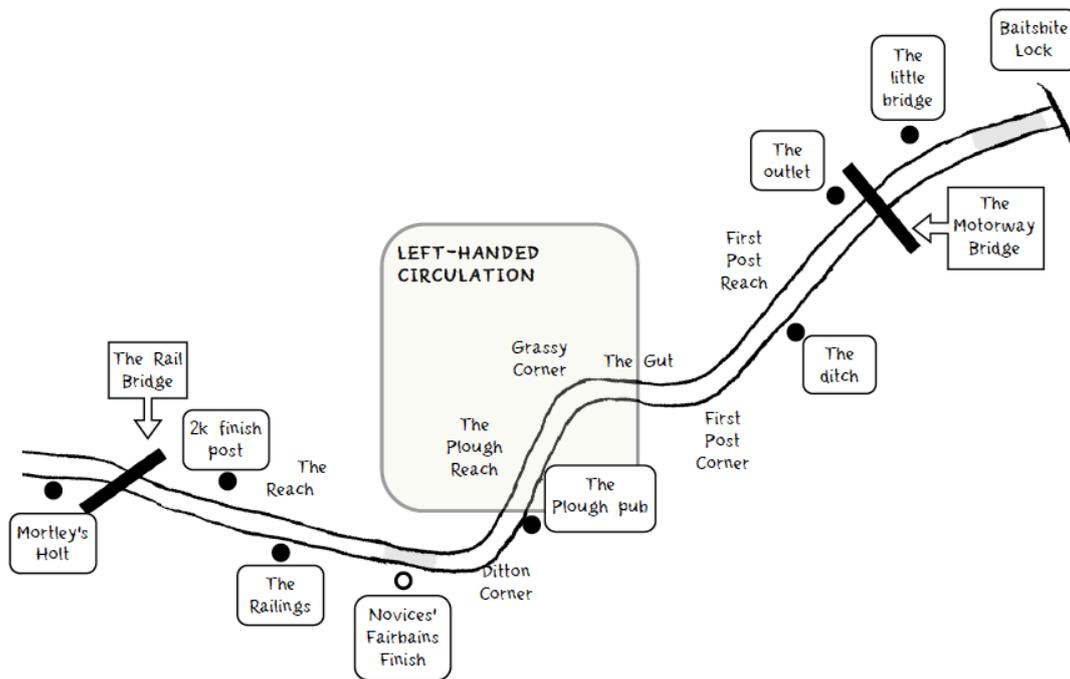
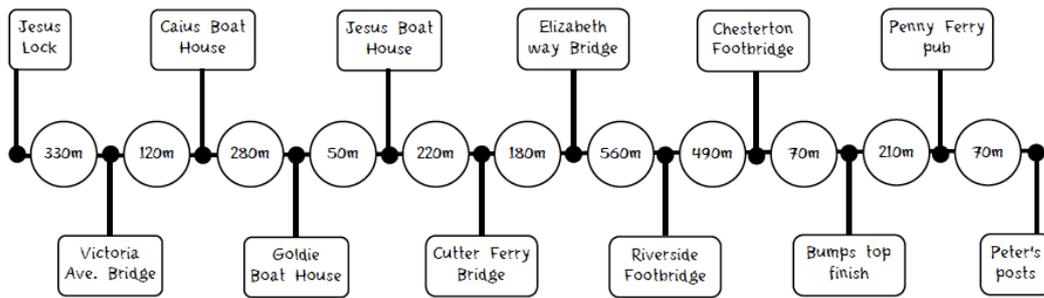
Other off-Cam events include the Vesta Veterans Head Race on the Tideway, regional regattas at Bedford and Peterborough and the National Masters Regatta at Nottingham. Not every crew will want to race off-Cam, so if you are interested in coxing at away events, let the Captains know.

Racing falls into two broad categories namely head races and regattas. Head races are rowed over longer distances (~6km) and are processional, with boats setting off in turn. Regattas are run

side-by-side in lanes (2 lanes up to 6 lanes) and are sprint races, which, at Masters level, are raced over 1km, (otherwise 2km). Then there are the Town Bumps, which start as a sprint but can turn into a head-style race.

Before you go racing you need to read the race instructions (on-line) and practice the differing start techniques. For head races this is a rolling start, where you need to have your crew AT race pace as you go over the line. You are timed from when you cross the line and a horn will sound as you start, rather than to start you. The most taxing part of head racing is marshalling at the start. Listen to instructions and do as you are told. Keep the crew alert and tuned into your calls, the temptation for them to gossip and chat is high as they try to relax. Watch for crews ahead starting to move and get your crew down to race strip, with plates and gates checked, in good time. For start and finish points and distances on the Cam see the attached maps and charts (stolen from Caius College BC notes).





Regattas and bumps are raced from a racing/standing start (stake boat or chain). When the gun sounds you have to get the boat moving. Racing starts vary from crew to crew, but they definitely

need practice. Backing down onto a stake boat also takes practice, stroke and 7 usually take charge of this as they can see where they are going. Bow and 2 will be required to tap the boat to keep it straight. Your hand stays up until you are happy you are pointing straight down the course (except in the bumps, where you do not need to raise your hand, the gun will fire anyway). If you are going to cox in the bumps, you must also attend the full coxes meeting (and training session, if it is available, usually run by 99s). Thereafter, you are required to keep in date by attending the coxes meeting (full or refresher) every two years. Your name will be recorded by CRA and the club informed of who is in date.

There are minimum weights for coxing crews in BR events:
Women's and junior's crews: 50kg in kit
Men's crews: 55kg in kit

At BR events off-Cam you will be weighed in kit and given a certificate. **DO NOT LOSE THIS**. The certificate will also indicate if you have to carry weights and how many. If you are very light I suggest weighing 1kg aliquots of sand into separate freezer bags and taking them with you. These can be added onto the scales and any excess sand tipped out of the final bag. Water bottles are an alternative, but they do roll around in the boat. Weighing-in teams will usually tape all your weights together and sign across them. The weights and certificate will need to be shown to the scrutineers before you are allowed to boat.

Wildlife

Your attention is drawn to the existing CRA guidelines regarding swans and other wildlife on the Cam.

Clubs are strongly advised that, where possible, all craft should avoid turning in close proximity to nests. CRA and CUCBC will endeavour to inform clubs of nest locations.

Clubs should avoid, where possible, doing pieces past established and active nest sites. For example, if a nest is established on Ditton Corner, shorter pieces from the A14 bridge to the Plough, and another down the Reach, are preferable to a shorter piece from the Plough to the Railway Bridge past the nest. However it is accepted that longer pieces of lengths greater than 1500m require the use of the full length of the rowable stretch at race pace.

Clubs are must consider nest locations when planning outings.

Moving the start or finish of a race, if near established and active nest sites, should be considered and carried out wherever practicable.

Coaches and bank parties need to be aware of wildlife at all times, particularly young birds, and should warn crews if they feel a collision is imminent so that preventative action can be taken.

During rowing events CUCBC and the CRA will advise marshals and competitors where problem areas exist, in particular active nesting site, before each event. They will also designate specified marshals for patrolling these areas.

In order for a complete picture to be built up, any incidents or near misses involving wildlife must be reported to the dedicated email address camwildlife@gmail.com which notifies Conservancy staff, and CRA and CUCBC officials, so that accurate records can be kept. Any wildlife in immediate distress should be reported to the RSPCA: 0300 1234 999

As the cox, it is **your** responsibility to ensure that you do not hit the cygnets or swans. Be prepared to easy and raise the blades to avoid injuring any birds. There are legal statutes under which you or the club can be prosecuted, if you injure or kill wildlife on the Cam.

Happy Coxing!

