

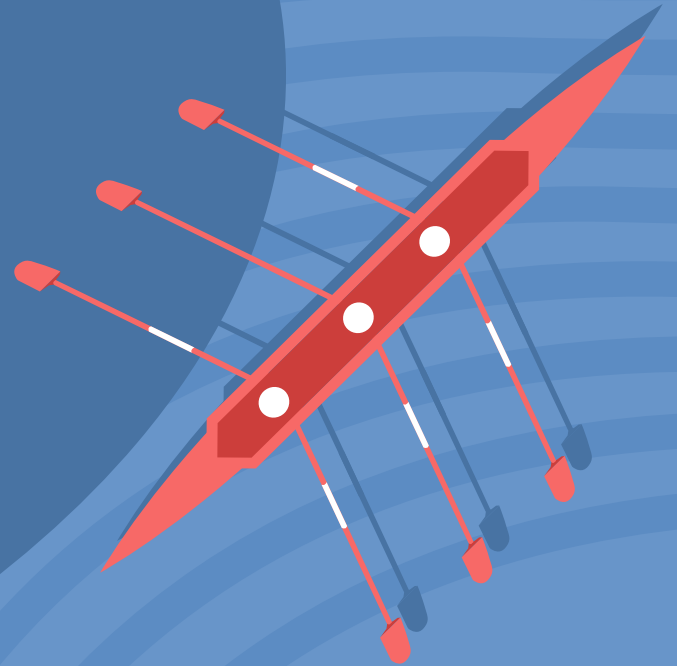
How to Not Hit Friends, and Other Nouns

By Coxswain/Coach and Safety First Extraordinaire Addie Taylor

Our Beautiful New Traffic Map!!!

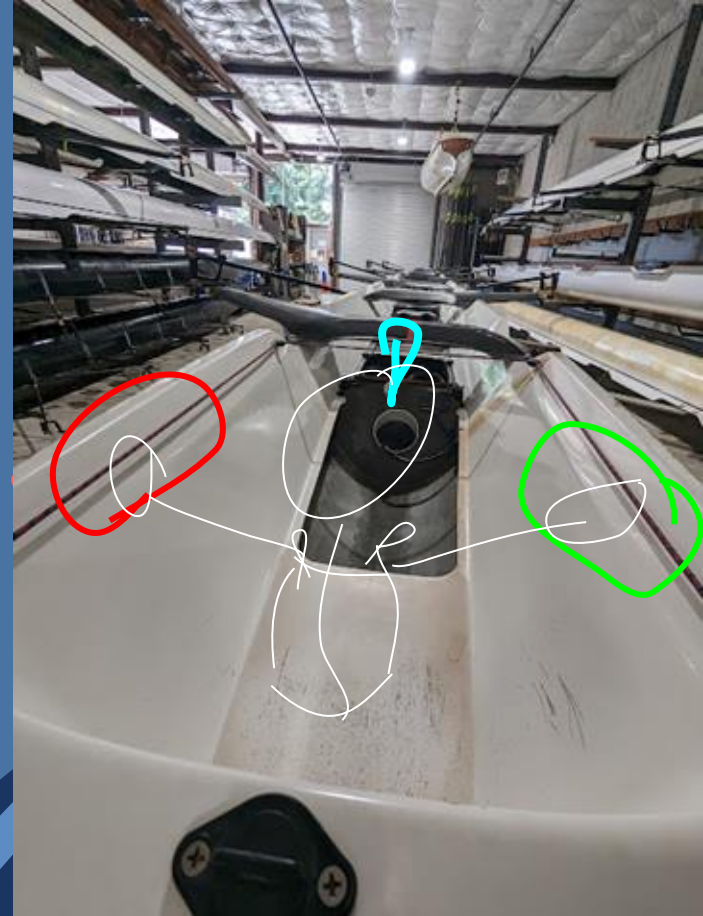
Hyperlinked on iCrew @[Boathouse](#)

<https://bainbridgerowing.org/wp-content/uploads/2023/08/BIR-Digital-Harbor-Map.pdf>



Stern Loader-This Makes Sense

- In the Stern (back of the boat) facing the rowers
- How to Steer
 - Hold the steering cable/rope with the cable lightly resting in each of your hands (left on port, right on starboard side of the cable)
 - Gently push the cable in the direction you wish to go, move right/starboard hand forward if you want to go to starboard, move left/port hand forward if you want to go to port
 - Keep the tap on the center of the cable centered to the tap on the coxswain footboard, this is the mark you always want to return to
- Always a pushing motion, never a pull



Bow Loader-WTF?

- Location: In the bow facing forward, away from your rowers
- Steering: 🤔 *It's time to get funky*🤔 -Steering "Backwards"
 - Unlike steering a stern loader, a bow loader requires that you move the lever in the OPPOSITE direction of the one you wish to go to, in order to go to that side
 - Moving to left/port, push the lever to the right/starboard
 - Moving to right/starboard, push the lever to the left/port
 - Sometimes you will need to either push the lever down, or slightly up in order to get it to move.
 - Always check your steering in every boat prior to launching, as they can sometimes break between practices
 - Another way to think of it, is by looking at the bolt (circled in peach). You want the BOLT facing IN the direction you want to go.
 - Going to starboard, bolt points towards starboard/right
 - Going to port, bolt points towards port/left

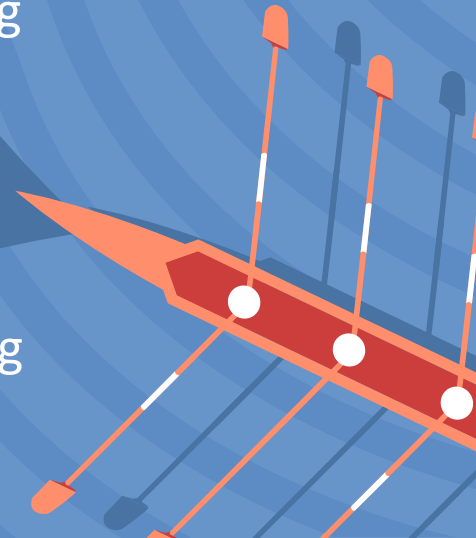


Launching

- Chatting while launching should be at a minimum as it can be confusing and hard to understand the coxswain if they are at the bow or stern.
- Once at the beach clarify which way you want the boat to swing, we generally always do bow to public stern to private.
 - Make sure you are not too close to private or public, as there are rocks by the boat ramp, and the wind can push you into them, or the docks
- Then “Side step it in” or some variation of that until the rowers are at their high calves or knees-depending on the height of the boat
- No one should be talking aside from you for “Up and over heads, ready, up”.
 - Giving the ready, up, command helps rowers know, “Oh crap we are going over heads now I gotta focus”.
- Have half the boat, normally starboards get oars while ports undo oarlocks, then once you land have the other half that didn’t run oars run them when you land.

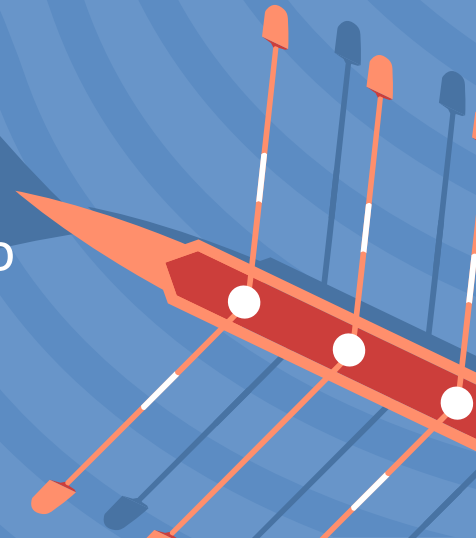
While in Motion-Avoiding Nouns

- When Bowing/Coxing you should keep your head on a swivel (without getting sick). Bow coxswains should establish a line of communication with bow seat to aid with “seeing” behind you
- When bowing you should look behind you every 2-3 strokes. No more than 5 if going above a 24, or 10 if going below a 24.
- Do NOT be dependent on a mirror, they do not show everything.
- Inform your rowers if you are needing to have them help adjust the point, or if you are making a significant steering adjustment-as this will impact the boat set and speed



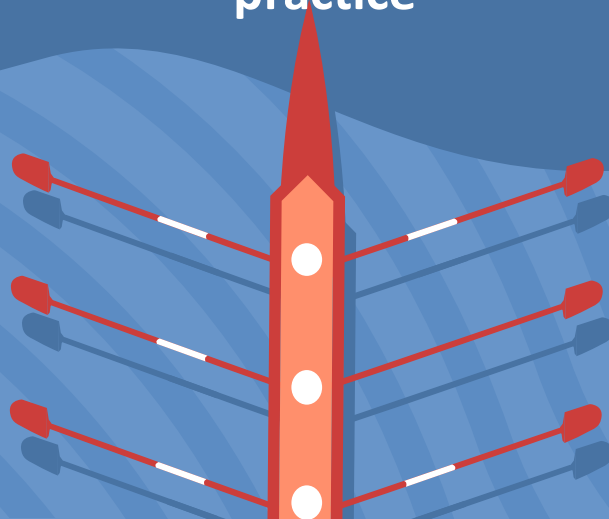
While in Motion-Avoiding Nouns

- Be aware that the harbor is active, and boats are coming in and out of docks-> keep a full dead lane of space (15+ feet) between you and the docks/ferry yard
- When in doubt, just stop, hold water, and reassess
- If you hear a coach yelling at you from afar, stop, even if you can't make it out, more often than not we see something you don't
- Communicate with the other boats, if they tell you to stop, or move over, especially if they are coxed, just do it. We do not want collisions

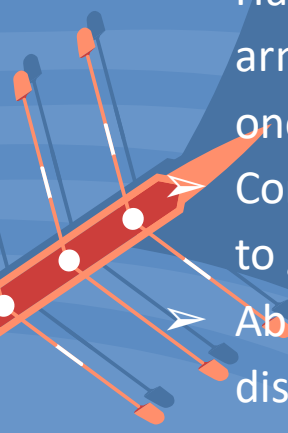


NO BLIND BOATS ARE ALLOWED TO RACE IN THE MIDDLE HARBOR!!!!

**And blind racing shells must be accompanied
with a dedicated launch that remains within a
boat length of them for the duration of
practice**



Landing

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- Once again, no one should be talking when you land, unless it is an emergency, or they are telling you you are about to run aground
 - Make sure you are clear as to which way you intend to land, either towards private or public, keeping in mind that when it is windy, it is best to land into the wind as it is easier than being blown towards private and running into the dock
 - Have everyone untie prior to getting close to shore, then a pair (bow or stern) row arms/body only. Make sure to remind bow or two that they may need to jump out once get to shore incase parking doesn't go as you planned.
 - Communicate with the crews in front and behind you to make sure you aren't trying to go to the same spot at the same time.
 - Absolutely no one should be back seat coxing unless you have asked for help gauging distance or conditions in front or behind you. This is one of the most dangerous things we do as it has the highest probability of damaging boats and people if someone jumps out of the boat to late or early.

The Actual Landing Process

- Once everyone is ready slowly approach the beach at a 90 degree angle, by either bow or stern pair, until you are approximately a boat length away.
- If landing towards private, have stroke seat check to move the boat so it is approximately a 45 degree angle to shore. If landing towards public, have 3/7 (whoever is the stroke buddy) hold.
- Once the boat is at about a 45 degree angle to shore, have bow/stern pair continue to row arm only.
 - If the boat is moving only parallel to shore and not closer, have one side power up to get the bow within 10 feet of the shore.
- Once the bow ball is within 10 feet of shore, have the side opposite shore drag their oars, the pair that was rowing weigh enoughts, to fully bring the boat parallel to the beach, as the forward momentum will bring the boat in and up
- Go slow, and if it doesn't work the first time, you can back it up and try again, or have the 2 seat row with 8 back (or 1/7) to wiggle the boat in to the beach.