**Devoran Pilot Gig Club -** New Cox – Checklist

Your Name & email \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

*Thank you so much for putting yourself forward to learn to be a cox.*

*We have shown below the main areas a cox should have a basic knowledge.*

*Getting out on the water and building up experience is the best way to learn and so please use this checklist to ensure you are confident in the areas covered.*

*Once you feel happy to take out a gig on your own then please email Andy (andrew.grigg@hotmail.com) who will ask an experienced cox to go out with you as an observer who will feedback areas which may need a little more work and/or recommend to the committee you go on the club’s cox list.*

*Please note this checklist does not cover ‘crew training’.*

**BEFORE YOU GO ON THE WATER**

***From the moment the cover is taken off the gig to when it is replaced you are in charge!***

1 Check Weather, Tides, Sea State – **you can cancel the row at anytime, it is your decision!**

2 Assess your Crew (ability & experience)

2 Think about your Route (Weather, Tides, Crew)

3 Check Safety Equipment is in the gig (baler, radio, flare, life jackets, throwing line etc)

4 Check Gig (eg. Rudder pintles, bung!) and Rowing Equipment (eg Thole pins with spares)

***NOTES:***

**LAUNCHING**

1 Maneuvering the gig – steering and braking

2 Launching – keep the crew focused on safety – this is where accidents happen!

3 Getting the crew on board & rowing positions (ability & experience**)** Balance the boat before setting off with equal weight on each side

**SETTING OFF**

1 you wear a life jacket, have radio by your side and your phone in a pocket - have Falmouth Coastguard phone number on the phone

2 Take control of the crew- GET THEIR ATTENTION! Discuss the type of row everyone wishes to undertake – social, training, race training etc.

3 Know the crew positions & seating numbers (bow=1 stroke = 6)

4 Clear, calm, polite commands when getting out of the marina / off the beach

Stroke side – bow side – back up – dip – up one/two - row easy – hold water/dig in - forward to row – row/go – kit up – watch your kit – ship your kit – easy all/oars -

5 Maintain ‘way’ for good steerage - Manoeuvring off the slip/pontoon means using oars only as too slow for rudder to have effect - need to understand the different effects of pulling up and backwatering on how the boat moves and that pulling up is always much stronger than backwatering (and that No.1 & No.6 oars have greatest effect on their respective sides for turning the boat)

6 Give plenty of room to all boats and obstructions - Keep a good lookout and use No.6 to keep an eye out astern

6 Take into account: tide, wind, traffic

7 know your initial route – steer straight with slow/easy turns, not sharp corners

8 Pick a safe spot to stop rowing with room to drift so the crew can make adjustments

***NOTES:***

**SEAMANSHIP = “the skill, techniques, or practice of handling a ship or boat at sea”**

*We would like you to do some homework on the areas where we row so you start to build up local knowledge:*

A. **Local Hazards** in Carrick Roads - areas of shallow water - Restronguet Creek & Devoran tidal limitations (ditto Mylor Creek) - where to find shelter- where not to go

B. **Tides** - neaps/springs - impact on local waters: depths, tidal streams, local variations - direction of counter-streams/eddies - stronger/weaker - approaches to Mylor slipway cross-current - Rule of Twelfths

C. **Weather** - wind effects - leeway - wind over tide - locations of rough water - poor visibility

D. **Basics of Rule of the Road –** who has right of way!

E. **Basics of Buoyage** - knowledge of where the ships go - which side of the channel to use

E. **Monitoring Progress** using eyeballs - transits for drift - assessing collision risk

**THE ROW**

1 While the crew are ‘making adjustments’ look around and make an assessment of the sea state, the wind, the tide (ebb & flow), how busy the area, racing boats etc.

2 Make a decision on your route within the time frame of the row

3 Have a ‘warm up’ row and assess the ability of the rowers and balance of the gig – make adjustments if necessary - We shouldn't have people moving positions in the boat on the water - needs to be sorted out before you set off

4 Tell the crew what you have planned for the row - based on earlier discussions and your assessment of the conditions now you are out on the water

**NOTES :**

**KEEPING YOUR CREW SAFE**

1 Never loose concentration

2 Look ahead, to the left, right and behind. Keep a good lookout at all times and use No.6 to keep an eye out astern

3 Leave other vessels approaching you on the left (‘port to port’) where possible. This is not always the case so have to use judgement and common sense – Seamanship above …

4 Never risk cutting in front of a vessel if on collision course, ALWAYS go behind (‘astern’)

5 Be aware of the ‘push & pull’ of the tide/wind by marks and moored vessels

6 Give all other vessels ‘right of way’ i.e. you must keep clear of sailing & motor vessels

7 Steer well clear of low rocks, crab pots, mooring bouys and keep clear of floating lines (caught up on the rudder!)

8 Be aware of changing weather conditions and make decisions early if required.

9 In rough sea states try not to row across the sea, row into or with, turn in flat spots

10 Think about where you will be sheltered and out of the tide (lee of the land and less tide in shallow water)

11 Check every now again on each member of the crew. If they look unwell, unable to keep up with the others or generally uncomfortable then stop the gig and ensure they are OK.

12 Man Overboard Drill – a specific approach on this is in the pipeline!

13 If a Sick Crew member needs fast treatment phone/radio for help

14 Flares are for an emergency to gain attention. Electronic flare in the orange each safety box

15 NO Rowing in the dark

**NOTES:**

**STEERING**

1 Rudder only works when gig is moving!

2 maintain equal balance between stroke and bow side

3 do not over steer – smooth slow turns - Drag effect of hard rudder movements - especially backing down when can be reduced considerably by holding rudder amidships

4 Take account the sea state, tidal currents, wind, wash from other boats

5 Practice steering using the ‘crew’ and not the rudder - Very important aspect - both ahead and astern to compare the difference

6 Practice an ‘emergency stop’

7 Practice picking up a mooring bouy (look at how other boats are lying)

8 Practice coming along side a pontoon (effect of wind and tide on the gig) - Use of fenders

**COMING ASHORE**

1 Get the attention of the crew

2 Plan your route to the shore

3 Use the crew to adjust your direction and speed

4 Disembarking from the Gig

5 Getting the Gig onto the trailer

6 Leaving the Gig in Good order

**NOTES:**