

OURCs Coxing Handbook

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This handbook was originally written in 1993 by Gordon Buxton, Adrian Smith and Rachel Quarrell for the Oxford University Coxwains' Society (OUCS). It has since been updated several times, notably by Edd Edmondson in 2003, and by Bernard Tao in 2013.

1. Introduction

The structure of rowing in Oxford follows this pattern:

OURCs: Oxford University Rowing Clubs The central body which oversees rowing within Oxford University.	http://www.ourcs.org.uk
OURCs Secretary: The figurehead of OURCs, normally the Race Secretary for events.	Tom Stewardson, Brasenose secretary@ourcs.co.uk
Sabbatical Officer for Rowing: Responsible for all things safety. Organises swim tests and capsized drills.	Stuart Walter sabbatical@ourcs.co.uk
OURCs Captain of Coxes: In charge of college coxing on behalf of OURCs.	Joe Hitchen, Hertford coxing@ourcs.co.uk
OUBC: Oxford University Boat Club (Men's Openweight)	http://www.oubc.org.uk
OUBC: Oxford University Boat Club (Men's Openweight)	http://www.oubc.org.uk
OUCWBC: Oxford University Women's Boat Club (Women's Openweight)	http://users.ox.ac.uk/~oucwb
OULRC: Oxford University Lightweight RC (Men's Lightweight)	http://www.oulrc.org
OUCWLRC: Oxford University Women's Lightweight RC (Women's Lightweight)	http://www.ouwlrc.org.uk

2. Where is my boathouse?

All college clubs use boathouses along the stretch of river known locally as the Isis (see Figure 3 on page 10). The Towpath follows the South bank on the County side of the river.

Some clubs will also train in other locations, (such as Godstow, Radley, Wallingford etc...). Check with your captains' about any local rules that are relevant.

2.1 Boathouse Island

Accessed through Christ Church meadow, Boathouse Island is on the north/city side of Oxford and most clubs boat from here.

Clubs boathouses here from north to south:

1. St Anne's, St Hugh's, Wadham
2. Pembroke, St Edmund Hall
3. Corpus Christi, St John's
4. Jesus, Keble
5. Brasenose, Exeter, Osler House
6. Lincoln, Oriel, Queen's
7. Balliol, New College, St Antony's, St Benet's, Regent's Park
8. Merton, Worcester
9. Lady Margaret Hall, Linacre, Magdalen, Trinity
10. Christ Church

2.2 University College Boathouse

Situated opposite Boathouse Island, and is accessed from the Towpath. It is on the south/county side.

The following clubs boat from Univ:
University, St Peter's, Somerville, Wolfson

2.3 Longbridges Boathouse

Situated next to the two small bridges near the entrance of The Gut on the county side, accessed from the Towpath.

The following clubs boat from Longbridges:
Green Templeton, Hertford, Mansfield, St Catherine's, St Hilda's

2.4 Falcon Rowing and Canoe Club

On city side just upstream of Donnington Bridge.

2.5 City of Oxford Rowing Club

On city side just downstream of Donnington Bridge.

2.6 Isis Boathouse

On county side at the bottom of the Haystacks spinning area, accessed from the Towpath.

3. Coxing

3.1 Roles of the Cox

1. SAFETY
2. Steering and Commands
3. Encouragement, Strategy and coaching

3.2 Responsibilities of the Cox

1. THE BOAT AND OTHER RIVER USERS
2. Suitability of conditions and equipment
3. General communication
4. Lights, when necessary

4. Safety

4.1 Personal Safety

- a) You must be able to swim at least 50 metres in light clothing.
- b) You must always wear a lifejacket.
- c) Always dress suitably, wearing several layers to keep warm, particularly around the lower back and your head. Have waterproof clothing available.
- d) Do not wear wellingtons in the boat.
- e) Never fasten any weight to yourself, or yourself to the boat. This includes fastening yourself to a coxbox - use a headband or a hat that will slip off easily.

4.2 Turning Markers

Head of the River You must turn upstream of the second large mooring post next to Christ Church Meadow (or past the first of the large Salters' Steamers if they are moored to it).

Longbridges Under green flag, you may spin at Longbridges, spinning just after the raft keeping clear of the entrance to The Gut. Under blue or amber flag you may only spin here to land at Longbridges raft.

Haystacks Corner There is a red and white pole on the city side of the river at Haystacks before the Isis boathouse, and a white post opposite the Isis boathouse. Under green flag you must turn between these two posts, taking care not to drift down below the white post.

Turn early post There is a large red and white post approximately 50m downstream of Donnington Bridge. Under blue and amber flag you must turn between this post and the red and white post at Haystacks Corner.

4.3 Crew Safety

Make sure before you go on the river that:

- You and your crew know how to get in and out of the boat safely.
- Your crew know how to stop a boat quickly and safely.
- Your crew know how to move a boat forwards, backwards and around.
- You know the river is in a safe condition.
- The boat is in a safe condition, (e.g. the bowball is securely in place, the heel restraints are in good condition).
- If you are a novice status cox, you have a coach present on the towpath BEFORE you go on the water.

When you are on the water never do anything about which you are unsure, even if the coach tells you to. **You** are in charge!

Never put your crew, or any other river user in a situation where 'luck', 'split second timing' etc... are needed (e.g. racing for a gap between crews).

Never rely on another crew having seen you. Their cox may be as bad as (or worse than) you. If you are not sure, tell them to look "Ahead Eight!" or "Ahead Four!" etc...

5. Oxford Rules of the River

These are given in full on the OURCs webpage at www.ourcs.org.uk/rules/2. General points:

In general, river users must stick to the right (Bowside) of the river, i.e. the opposite side from UK roads.

Faster crews should normally overtake on the left, but only if it is clear and safe to do so. Never force another crew to stop just for the sake of your crew.

You must never overtake in the Gut.

N.B. Motor vehicles have a speed restriction of 5mph (8kmph) and you may find yourself having to pass them. Don't get too close to them or their wash.

If, for some reason, you need to cross the river, you must stop and check that the river is clear both ways before crossing. This applies particularly to those crews wishing to land at Univ, since you cannot see crews coming downstream easily. You must only cross from the Cherwell Cut.

From Boathouse Island you must boat and land upstream (Bow pointing right) except in emergencies, or

during races when the rules have temporarily been altered.

You must obey OURCs committee representatives at all times (unless you can see a hazard which they cannot or you are unable to obey. - Always tell them what the problem is if there is one.)

When turning at Longbridges, always turn immediately and with bows away from the bridges. Take care not to get stuck on the bank between the two bridges, but do not impede the entrance to the Gut.

Do not stop to coach or be coached in the following parts of the river:

- the Gut
- on the crown of any bend (e.g. Haystacks Corner) or where the river is particularly narrow.
- wherever doing so would cause a serious obstruction to other river traffic.

6. Rowing Terms

There are a lot of things to remember when coxing. How to steer and where to be on the river are fairly simple tasks initially, when compared to the problem of remembering what the name of everything is. See the Glossary (Section 9). Concentrate on the basics, and don't worry - you'll learn everything in time.

Coxing is like driving a car by voice control. You have to know the names of each part if you want it to work properly. Let's start with the basics. The front of the boat is called the *bow*, which must always have a rubber bow ball attached. The back end of the boat (where you sit in most shells) is called the *stern*. In some boats, the cox lies down at the front (front-loader or bow-loaders), but is unlikely you will use one of these at Oxford.

Let's look now at how you talk to the rowers. You are not expected to know everyone's name and work out where they are sitting. Instead there is a *numbering system* starting from the bows, as seen in Figure 1. The only quirk in the system is that the person closest to the bows is called 'bow', not '1', and the person closest to you is called 'stroke', not '8'. In a smaller boat the numbering starts the same way from bow, so the rowers in a four-place boat are called, in order: Bow, 2, 3 and Stroke.

You will notice from the diagram that all the rowers with blades on your left are called stroke side, and all the rowers blades on your right are called bow side. In most boats, the stroke-siders have even numbers and the bow-siders odd numbers.¹

¹In a 'bow-rigged'/'bow-stroked' boat stroke-side and bow-side remain the same, but the numbers/positions are different. Talk to your coach if you cox a boat like this and discuss how things are different.

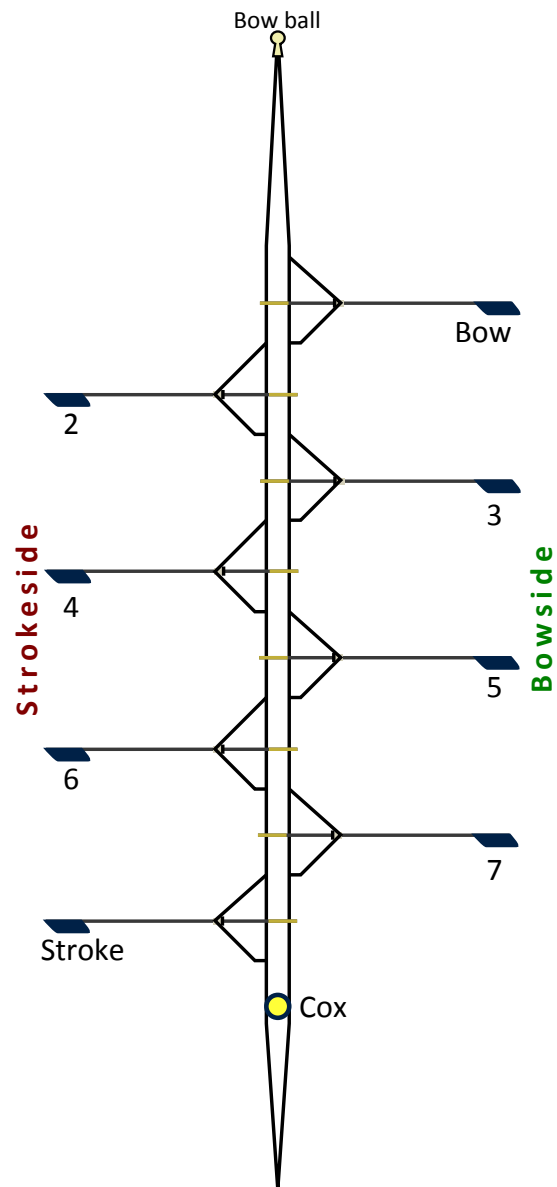


Figure 1. Names of people in the boat

In a bow-stroked/bow-rigged boat, the positions are still numbered sequentially, but for obvious reasons the oars themselves stay on the same side (see Figure 1) so the person in position 3 will be holding an oar with the number 4 on it.

You can talk to individual rowers by using their number, or by grouping them together in pairs, fours or sides. Bow pair is the pair of rowers closest to the bow (bow and 2), and stern pair is the pair nearest you. Similarly for bow four and stern four. You may also refer to middle four (3,4,5,6), bow side (bow, 3, 5, 7) and stroke side (2, 4, 6, stroke).

7. Manoeuvring the boat

Your boat can be moved around when stationary by using individual rowers or groups of rowers. If you want to move forward or backward slowly, then use 'bow pair', 'stern pair', 'bow four' or 'stern four'.

Being able to **stop the boat** is also of the utmost importance. "Hold her up" or "Hold it" is the command to use, or in emergencies, "**HOLD IT HARD!!!**" shouted at top volume. The rowers will stop rowing and square their blades in the water to slow the boat down rapidly. If you are rowing along at full speed before saying this, it will take you 1-3 boatlengths to come to a halt, so look ahead!

When the boat has stopped, you can no longer steer with the rudder, but you may need to move the boat around. To do this, rowers can be instructed to either 'row on' or 'back down'.

Rowing on: This is taking a normal stroke in the water with one or more people. When you get someone to do this, the bows of their boat move away from their blade. For example, if you get the bow-man in the boat pictured (Figure 1) to row on for one stroke, the bows will swing to the left. If you use the 2-man, the bows will swing to the right. It is very important to notice that the boat will also move forward a little way, so don't row on if you are going to hit anything!

Backing down: To do this, the rower should sit with his or her blade-handle close to the chest, the blade turned around the opposite way from normal and in the water. Pushing the handle away towards the toes causes the reverse of a normal stroke. If you 'back down' with your stroke-man or 7-man, it has a similar effect to 'rowing on' with your bow-man or 2-man respectively. This will also move the boat slightly backwards. If you get tangled in a tree or another boat, back down with your stern pair or stern four (or perhaps people on just one side of the boat) to get out of trouble, rather than continuing to row on.

You must have your wits about you and **be decisive**. Call the name of the person you want to use, and tell them what to do: it's simple when you have learnt the numbers. For instance, commands you might use are "Bow, take a stroke!" or "7, back it down!". If they don't do it straight away, say it again and be forceful - remember that you are in charge.

If you want the boat to turn but not move forward or backward, then get diagonally opposite rowers to move together. For example: **bow row on and stroke back down** will pivot the boat about its centre. You can get a bigger effect and a quicker turn by using more rowers, for example bow and 3 rowing on, stroke and 6 backing down.

Turning the boat around completely then becomes an extension of these methods. You can get the whole of bow side to row on and the whole of stroke side to back down. You can do the other way round, but this method is more usual in Oxford, since boats tend to stick to the right side of the river and therefore need to turn their bows to the left to spin round. For novice boats, you will find that each side has to take it in turns with the other side - this is because they have to wait for the other side's rowers to move out of the way before they can take another stroke. Better crews may be able to 'chop-spin' or use short strokes simultaneously, but don't try this with a novice crew.

7.1 An example manoeuvre

Stopping the boat, spinning, and moving off in fours.

Command	Effect
Next stroke, easy there	The rowers stop rowing
Stroke side, hold it up	The stroke side rowers square their blades in the water. This slows the boat down on stroke side but not bow side, and it starts to swing left and decelerate. This command isn't essential, but it gets the boat part-way round without any extra effort.
Spinning the boat, stroke side backing, bow side rowing on. Starting stroke side. Ready? Go.	The rowers will turn the boat around (spinning) as described before, and will keep going until you stop by saying "Easy there" again. You could start with bow side, depending on your position on the river. You could also back down on bow side and row on with stroke side, in which case you would spin in the opposite direction.
Two, take a stroke	A slight adjustment to the angle of the boat so that you are pointing in the right direction before rowing off. You might not have to do this, or might have to do it in the opposite direction, but always make sure you are lined up correctly down the river before moving off.
Bow four, come forward to row. Are you ready? Go	Bow four rowers will get ready to row, and then start rowing on your command "Go". You may need to tell them what style or pressure to row before you say "Are you ready?"

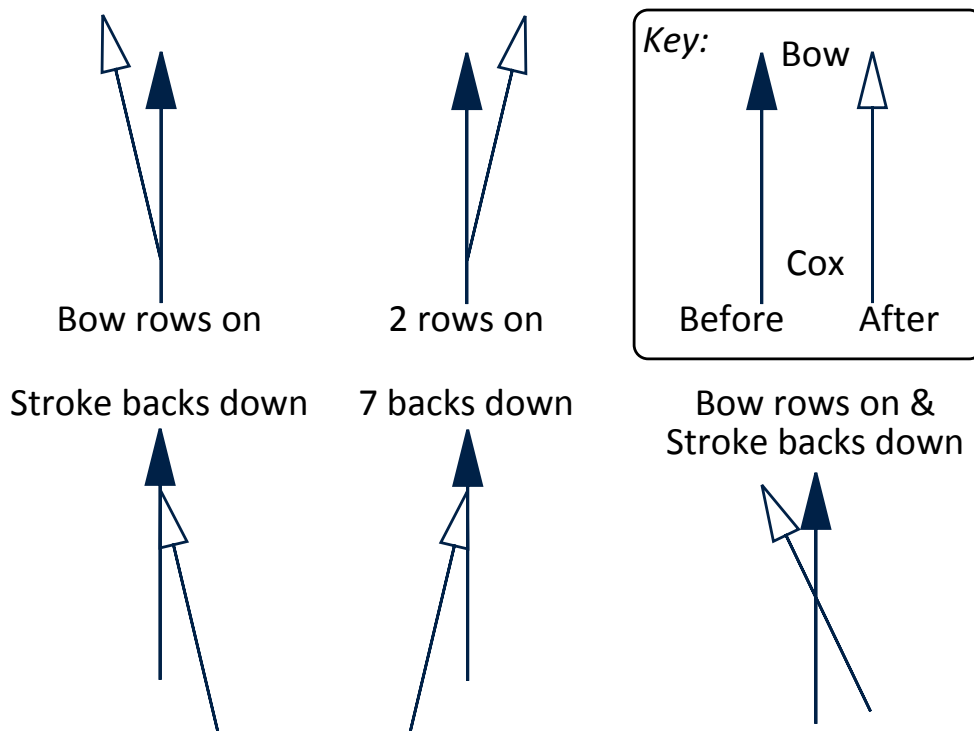


Figure 2. How taking different strokes affects the boat

8. Steering

The cox is provided with a looped string attached to the rudder, with a handle of some kind on each side of the boat. One handle is held in each hand, and in nearly all college boats, which are stern-coxed, you steer by moving your hand forward on the side that you want to go towards. If you want to steer to the right, you move your right hand forwards, etc...It's a good idea to make sure you know where the handles are when the rudder is straight - sometimes they aren't quite in line!

Most coxes steer too much. There are usually two reasons for this:

- a) they do not look far enough ahead and so have to steer suddenly to avoid obstacles and other crews, or to turn corners.
- b) they steer too far in one direction (because the boat turns slowly) and then have to steer back again. This often results a snaking line down the river.

Boats appear to steer very slowly. Always remember that where your bows are pointing is where you will be in about three strokes time, even though by the time you get there your bows may be pointing in a new direction. You must steer, therefore, by thinking about two or three lengths ahead of your current positions.

Sometimes you will be in a position where the boat cannot turn quickly enough. In this case you can get the rowers on the outside of the corner to pull harder by saying "Stroke side, harden up, GO!" (or "Bow Side, harden up, GO!") or similar. This makes the boat turn quicker. Remember to go back to normal when the boat is straight again by saying "Even pressure, next stroke, GO!".

When it is very windy, you should steer to angle the boat into the wind slightly, so that you don't get blown out of control across the river.

When approaching a slower moving crew, make sure that you steer in plenty of time to be able to get round them without panic. You should try to overtake on the left if possible, but get back close to the right hand bank as soon as possible. It is more important for you to learn how to steer properly than it is for you to try and coach or encourage the crew, until you are confident.

9. Commands

This list is arranged so that the place in the stroke when each item is said can be seen.

Always give a "Go!" so that the rowers are certain when you want them to obey you.

Try always to give about half a stroke between the "Go!" and the time you want the change.

CATCH	FINISH	CATCH
Light pressure	GO	
Quarter pressure	GO	
Half pressure	GO	
Three quarter pressure	GO	
Full pressure	GO	
Ten firm (ten hard strokes)	GO	
Wind down (after a burst)	GO	
Push for ten	GO	
Outside hands on/off	GO	
Inside hands down loom	GO	
	Square blades	GO
	Feathered blades	GO
	Normal squaring	GO
	Delayed feathering	GO
Next stroke	Hands only	GO
Next stroke	Body rock	GO
	Quarter slide	GO
	Half slide	GO
	Three quarter slide	GO
Full slide	Next stroke	GO
Half pressure	Half slide	GO
Full pressure	Feathered blades	GO
Eeeeeaaasy	there!	Drop

When going into single strokes etc..., give an "Easy there" command, then "Single strokes to hands away", or "Double stroke to quarter slide" etc..., followed by "Go!"

When stopping a piece of quarter or half pressure, you can go straight into light pressure. When stopping a piece of fast, hard firm or three quarter pressure, wind down first, then call for light pressure.

10. Glossary

This is as comprehensive as possible while still maintaining the basic level.

In order of related information:

Blade	Another name for an oar.	Scratch on	This is when 3 rows with 2's blade or 2 with bow's blade. Paddling with another rower's blade very close to the boat moves the boat sideways very quickly.
Spoon	Painted part of the blade which goes in the water.	Inside hand	The one nearest the gate (it does the squaring and feathering).
Loom	Long stem of the blade.	Outside hand	The one away from the gate, which does the pulling and striking down.
Handle	Wooden bit of the blade which you hold on to.	Half slide	Taking the catch halfway to frontstops instead of at full slide. Similar: $\frac{1}{4}$ slide and $\frac{3}{4}$ slide.
Macons	Spoon shaped blades, popular for most of last century.	Body rock	What you do with legs flat before you go up the slide during the recovery.
Hatchets	Blades with cleaver-shaped spoons, introduced in 1992, used by top crews.	Light pressure	Not pulling through the water very hard.
Squared	Blade perpendicular to the water.	Full pressure (Firm pressure)	Pulling as hard as possible through the water.
Feathered	Blade parallel to the water.	Half pressure	In between full and light pressure (theoretically). Also quarter pressure or three quarter pressure.
Pin	Vertical metal bit onto which the swivel is mounted.	Rate (Rating)	The number of strokes taken in a minute. Measured by a 'Rate meter'.
Swivel	Plastic bit of the rigger which holds the blade and swivels to let the blade pivot.	Ratio	The ratio of time pulling the stroke against the time sliding on the recovery.
Gate	Metal bit at the top of the swivel which holds the blade in place.	Stroke side	From the cox's perspective: The left hand side of the boat. Also all the rowers with blades on that side.
Rigger	Metal stays fixed to the side of the boat that carry the blade. Riggers let the boat itself be very narrow while having a wide leverage on the blade.	Bow side	From the cox's perspective: The right hand side of the boat. Also all the rowers with blades on that side.
Button	The plastic ring on the blade which pushes on the inside of the swivel/gate.	Stroke (1)	The person sitting nearest the cox, who sets the rhythm and rate.
Catch	The part of the stroke where the blade is put into the water.	Stroke (2)	The repeating cycle of movements made by the rower and blade.
Finish	The part of the stroke where the blade is taken out of the water.	Take a catch	Do a light part-stroke to straighten the boat out.
Draw	The part of the stroke where the spoon is pulled through the water.	Sit the boat	Blade feathered/flat on the water, holding the boat steady.
Drive	The phase of the stroke during the draw when the legs are driving downward.	Row on	Start paddling until told to stop.
Tap down	When the rower pushes the handle down to lever the blade out of the water.	Easy	Stop rowing, as in 'Easy there' or 'Easy oars', 'Easy all'. Blade off the water.
Recovery	The part of the stroke where the rower moves up the slide for the next catch.	Drop	After easying - drop the blade back onto the water.
Frontstops	The position where you take the catch on a full slide stroke.	Hold it	blades squared in the water to slow or brake the boat.
Backstops	The position where you take the finish, legs flat, sitting back.	Hold it HARD!	Shouted at top volume for an emergency stop to avoid a crash.
Slide	Each rower sits on a seat which moves on small wheels. These wheels run up and down the slide-runners. The slide is adjustable and there is one pair of runners for each rower.	Bow rigged	A boat with the stroke person on bow side.
Spinning	Turning the boat around.	Tandem	A boat rigged so that two consecutive rowers are on the same side.
Backing	Doing a reverse stroke to go backwards.	Catching a crab	When a blade gets stick in the water after a stroke. Often knocks a rower flat backwards.

11. An Example Outing

1. Land based warm-up and stretch (crew). Either a run or exercises. Prevents injuries.
2. The crew get the boat out and put it on the water, facing in the correct direction.
3. Get the blades out and the crew into the boat.
4. The cox checks the river is clear and then gets in, always the last to get in.
5. Check again that the river is clear and push off the raft.
6. Water-based warm-up.
7. THE OUTING.
8. Check the river is clear, return to boathouse, stop and land.
9. Cox gets out.
10. Crew get out and put blades away while cox looks after the boat.
11. Crew gets the boat out of the water and puts it away in the boathouse.
12. Land based warm-down and stretch (crew).

11.1 Launching the boat

In general you should launch with the bows of the boat facing upstream; however, on the Isis, crews boating from Univ and Longbridges should boat downstream (i.e. all crews boat to the right) in order to avoid crossing the line of river traffic.

During events the circulation pattern often changes, and you may need to boat differently. Always check before putting the shell on the water.

11.2 Coming out of the boathouse

To get the boat out of the boathouse, spread the crew along the boat, each opposite their own rigger. The general command for this is "Hands on". Then say "Lift" or "Bring it out" - here you must watch the rudder and fin at the stern to make sure they aren't damaged by knocking against something. Remind the crew to "Watch the riggers" as you "Walk it out" of the boathouse at "shoulders" or "waists" height. Stand at the doorway while the last few rowers leave so you can see both ends of the boat are clear. You have to be the eyes for the crew while they are carrying the boat. When there is enough space to swing the boat, give a call such as "Clear, bows to the right" or "Stern left" etc...The crew turn the boat parallel to the river and then walk down onto the raft at a slight angle, so that only a couple of people are stepping off the bank at one time.

11.3 Putting the boat on the water

Turn the boat over. The best way except with very light boats is to roll it over at waists, telling the crew which way, eg "River side riggers going up". Then one by one, move the people on the water side, e.g. "Bow side holding, stroke side going under from stroke". When everyone is on the bank side, "Feel for the edge with the foot" and then "Down, strike out": keep an eye on the fin/rudder so that they don't scrape on the raft. If you have a light boat and a strong crew, you can "toss the boat". This involves everyone lifting the boat to head height "Up to heads, go" and then swinging it down together. When the boat is in the water, hold it by a rigger so that it doesn't float away while the crew go and get their blades. [You should be careful about leaning blades up against boathouses, since they can be knocked over by the wind.]

To get the crew into the boat (bows right): You need bow side to fix their blades into their riggers before anyone gets in. Then they can hold the boat level and steady while stroke side climb in (making sure they don't stand on the thin skin at the bottom of the boat): "Bow side holding, stroke side in". Stroke side must first of all put their blades into their riggers and do the gates up securely, before taking off shoes and kit, doing up feet, etc...They should then tuck their blade handles under their arms to hold the boat steady while "Bow side in". As the rest of the rowers climb into the boat, it will sink in the water a small way: make sure that the weight of the boat is not resting on the fragile bow side riggers "Push it off the riggers".

Put lights on the boat if necessary, and close the boathouse. Get the crew to "Number off from bow when ready": they shout their numbers in order. This tells you the crew is ready to row and reminds each person of their seat number that day. Check that the river is clear (especially over your left shoulder) and then hop in, telling the crew to "Push off bow side".

Outings in eights or fours will normally start with half the boat or less rowing. This makes your boat very slow, so keep well into the bank out of the way of faster crews behind.

11.4 Coming in off the water (Landing)

This is essentially the reverse of launching. On the Boathouse Island, and in most cases for the Longbridges and Univ rafts, you land in the same direction as the river traffic. For the Univ raft you may also cross the river and land in the opposite direction, but only do this if the river is entirely clear or you will cause a traffic jam. If you do want to land upstream to Univ, you must stop at the mouth of the Cherwell Cut, close to the right bank, and wait until it is clear to cross.

For all landings, look around to make sure that it is safe to stop without impeding anyone else. Move to

the right and stop early if you need to. Be aware of whether the wind and stream are going to push you into the raft or away. Easy the boat about one raft length early, aim the bows into the raft at a small angle (about 10-20 degrees) and glide in or paddle in with the stern pair or four. When close enough, warn "**Bow (bank) side, mind your blades**" and if needed, paddle on a bit more with a river side person. When overlapping sufficiently with the raft, get the closest person to you on the river side to hold it up, which will swing the stern towards the raft. You get out first.

If you get into trouble, be ready to back the boat down and try again, or go onto another clear raft further ahead. The most common problem is coming to a stop too far away from the raft. One very good way to solve this is (for a normal rig) to ask your stroke-man to back down with his/her blade as close to the boat as possible, and get 3 to scratch on with 2's blade (see Glossary). These two actions together will move the boat sideways to bow side. While you are learning to land, don't be embarrassed to ask people on the bank to pull you in. Landing is fairly difficult, so don't expect to get it right straight away.

11.5 Getting the boat off the water

(Description for bow side landing, e.g. Boathouse Island)

To get the boat off the water, first "**Bow side out and hold the boat**", then "**Stroke side out**" with their blades. The crew puts their blades away while you hold the boat on the raft. Then "**Hands on - lifting to waists - go**", making sure that the crew lift with their legs and don't hurt their backs. "**Stroke side going under, from stroke**" one by one, leaving half the crew each side of the boat. Then "**Roll the boat, river side riggers going over**" and walk it up into the boathouse at waists or shoulders. You watch that it goes straight into the boathouse, reminding the crew to "**Mind the riggers**". Put the boat back on its rack, making sure that it isn't resting on riggers or any weak spots.

Put lights away if used and relax.

The crew should stretch or warm down: your job is finished.

12. Conclusion

Be Sensible! Rowing can be dangerous, but only if you abuse the rules.

Be polite! We share the river with other clubs, cruisers, punts, fishermen and more. They all have rights.

Don't take risks - SAFETY IS YOUR FIRST PRIORITY.

Ask your boat club or OURCs for advice if needed.

Above all,

ENJOY YOURSELF: It's a great sport!

Contacts

Who to contact for different things:

OURCs Secretary: secretary@ourcs.co.uk
For permission for things, or for general OURCs enquiries, such as interpreting the rules.

Rowing Sabbatical: sabbatical@ourcs.co.uk
For any queries related to safety, such as swim tests and capsizing drills, also for any more urgent enquiries. If you are at all unsure then email the RowSab, and they will put you in touch with the appropriate person.

OURCs Captain of Coxes: coxing@ourcs.co.uk
For queries specific for coxing or to arrange for coxing status upgrades.

Mailing Lists

The OURCs committee distributes information to the Oxford rowing community through several mailing lists.

Coxes' Information pertinent to coxes, such as when and where pre-regatta coxing briefings are held. To subscribe: send a blank email to coxes-subscribe@maillist.ox.ac.uk

OURCs General Information relevant to anyone involved in Oxford University rowing. To subscribe: send a blank email to ourcs-subscribe@maillist.ox.ac.uk

Isis Flag This list is used to send out any changes in the flag status. The current flag is also shown on the OURCs Website. To subscribe: send a blank email to isisflag-subscribe@maillist.ox.ac.uk

Thanks

This handbook is now in its third major edition, and thanks are owed.

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The Isis, Oxford

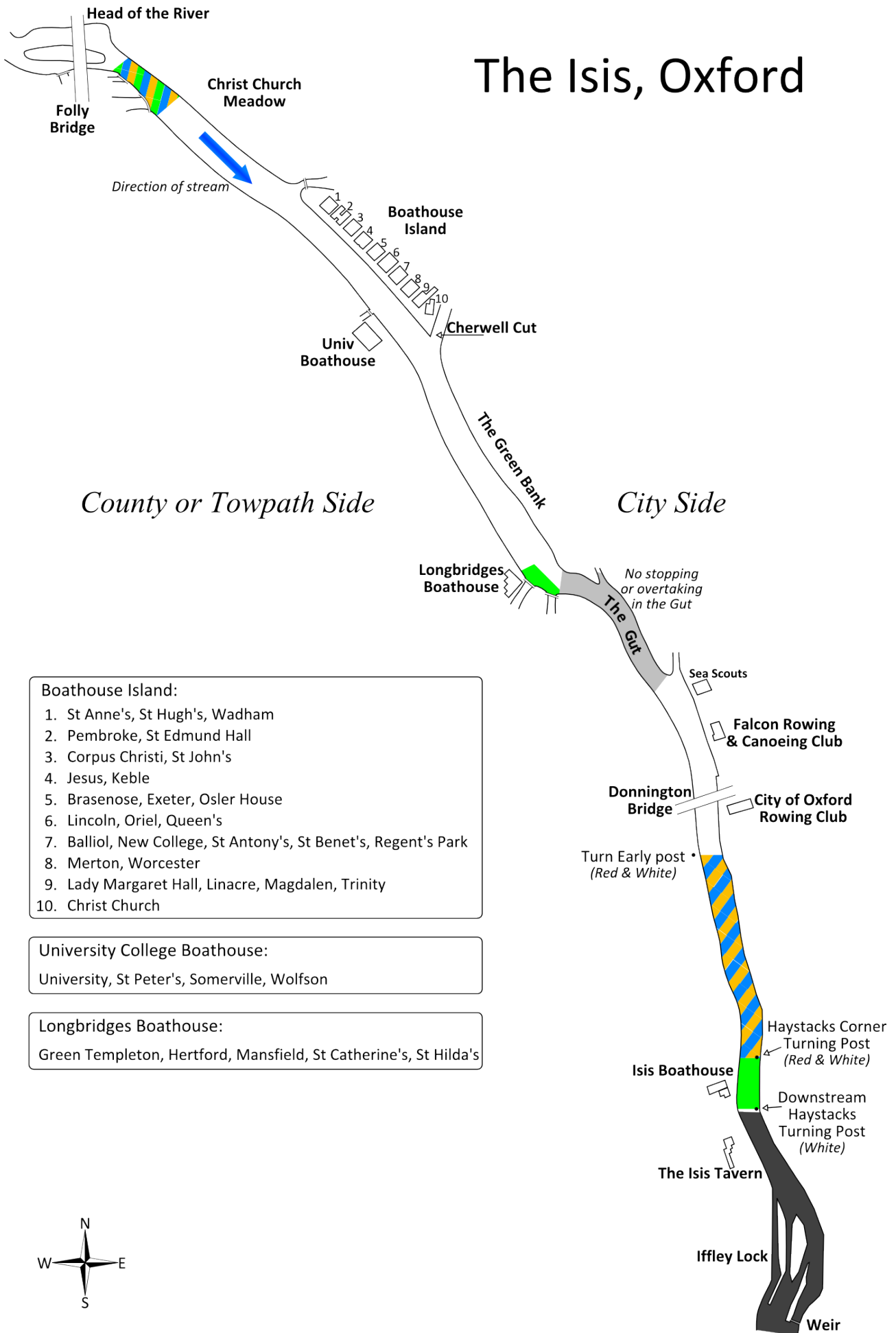


Figure 3. Map of the Isis