



# Campaign for Better Steering

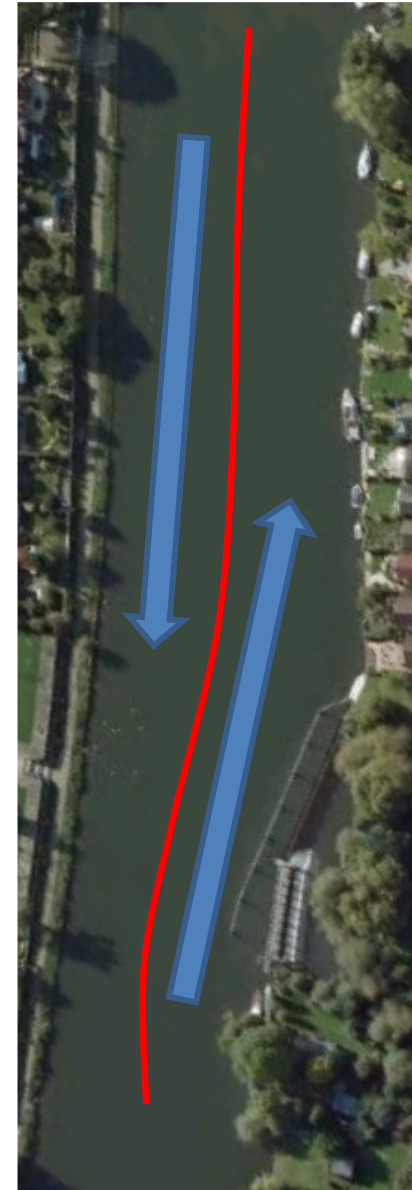
Best practice for coxes and scullers

# Campaign for Better Steering

- Walton RC has a good safety record. But we operate on a very crowded reach and have to maintain a high standard.
- **Better steering wins races**; you have to start by steering well on your home reach and can then apply that elsewhere.
- Here are some pointers to good practice for coxes, scullers and bowsteers.

# Keep to your side of the river

- Draw an imaginary line up the middle of the river. When going upstream you should be on the Middlesex side of this line, downstream on the Surrey side.
- If you ever hit anything when you are on the wrong side of this line, IT'S YOUR FAULT



# Look round frequently

- Scullers and bowsteers should look round every three or four strokes
- ... even if you think you are on the right side: imagine a driver who says “I’m on the correct side of the road so I don’t need to look at the road ahead”!
- In any head-on collision **both** crews are at fault



# Keep in when going upstream

- The stream tends to pull you out into the river when going upstream. Stay as close to the bank as you can without hitting boats or trees – much less than an oar's length.



IF YOU  
COULD BE  
CLOSER, YOU  
SHOULD BE.

# Don't cut corners

- ... until you can see round them and are sure there is nothing coming. This applies particularly to the Halliford (Red Lion) bend going upstream, and to Cowey Sale and the Black Swan going downstream.
- When coming out of the Cut, keep the same straight line for at least fifteen strokes before starting to take the bend.



# Steer early, steer little

- Going upstream, start to take each bend as early as possible; the boat will take time to come round. If you start to steer early, you can stay close to the bend and will end up using much less rudder than if you wait until the last moment.

Start to take the Black Swan bend at the last house before the Sea Cadets; there is a blue boat at the start of the bend opposite Cowey Sale



# Always overtake on the outside

- An overtaking crew **must** move out and a crew being overtaken **must** stay close to the bank to give them room. Don't try to cut inside a slower-moving crew.



# No side by side pieces

- ... unless you have a coach on the bank who can see clearly and communicate with both crews.



# Don't stop or turn in front of other boats

- Move towards the bank before stopping or turning, particularly if there are boats behind you.
- When turning below Walton RC, go at least 10 \*\* strokes below the club to where you can see both ways and turn across to the Middlesex bank, then **wait** until it is clear before coming in.
- \*\* In strong stream conditions turn immediately below the club

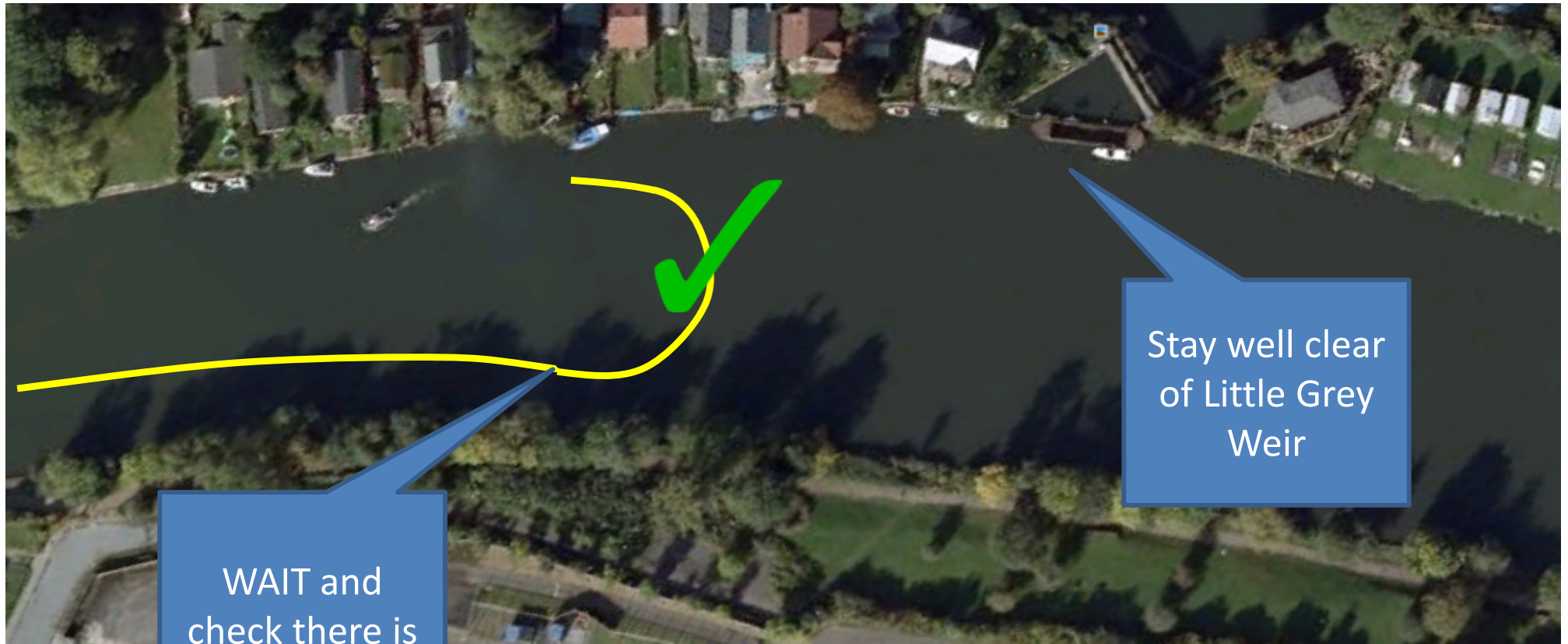
Don't stop or turn in front of other boats



Don't stop or turn in front of other boats



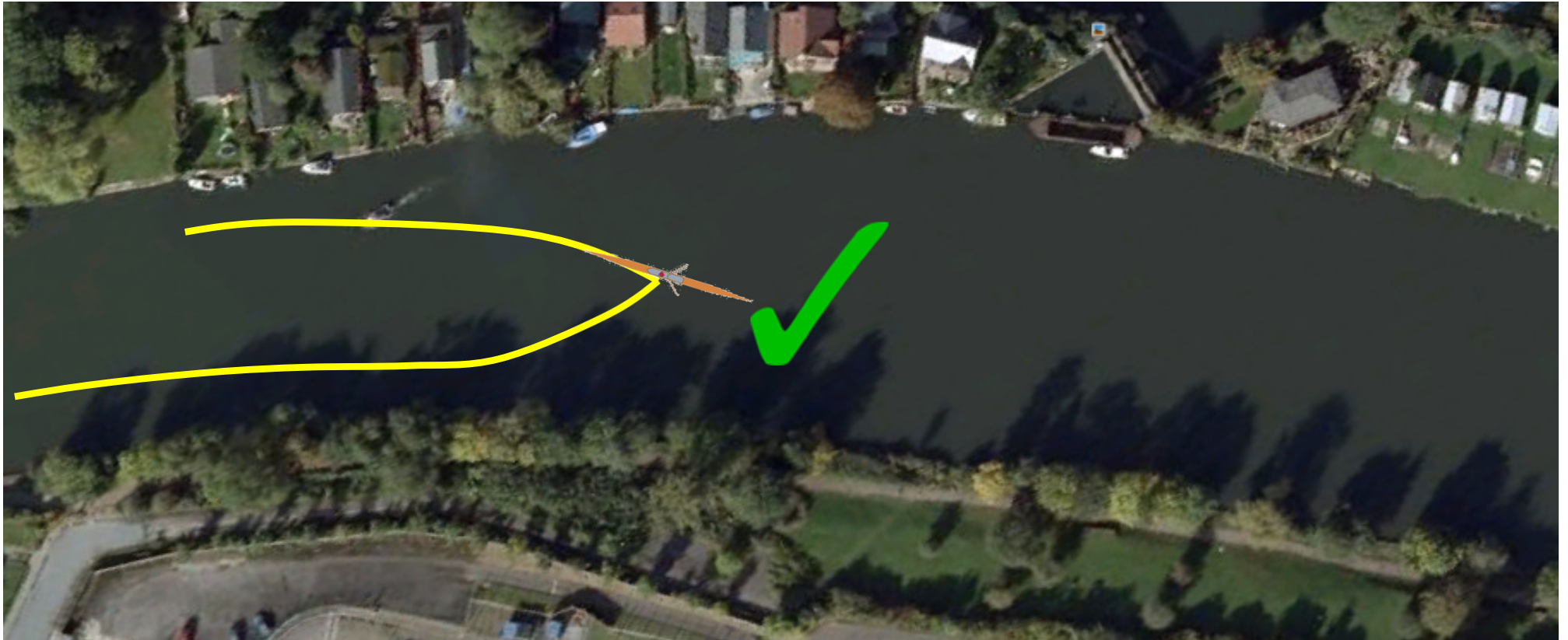
# Turning below Walton RC



WAIT and  
check there is  
nothing  
coming

Stay well clear  
of Little Grey  
Weir

... or alternatively ...



# Times are less important than safety

- Your safety and that of your boat are more important than any time or competition. If you are impeded when doing a piece, we can easily adjust for it.



# If in doubt, shout

- If someone comes up behind you and may not have seen you, shout “Take a look”.
- If you see another crew or sculler heading into a dangerous situation, shout at them. Help each other to avoid accidents.



# Don't assume that everyone is following the same rules

- Other river traffic will often not follow the same line as rowing-boats. This doesn't mean they are in the wrong; you must work out what they are doing and move round them safely.



# Know your landmarks

- There are many helpful landmarks to help you steer. Learn where they are and how to use them as sighting-lines when steering a sculling-boat or coxless boat.
- (You may need to adjust these slightly depending where you are in the river)

# Upstream: below WRC

Lock cut / right-hand  
end of weir

Remember to  
keep out past  
little grey weir



# Club to Tumbling Bay

Cross quickly then use the drain or towpath as a sightline



# Tumbling Bay to Riverhouse Gardens

Lifebuoy on weir



# Above Black Swan

Boathouse and round  
tree



Watch out for the Marina entrance  
and triple-moored boats!



# Above Walton Bridge

Third hanger (vertical strut) from the left



# The vertical posts (no longer willow tree) ...

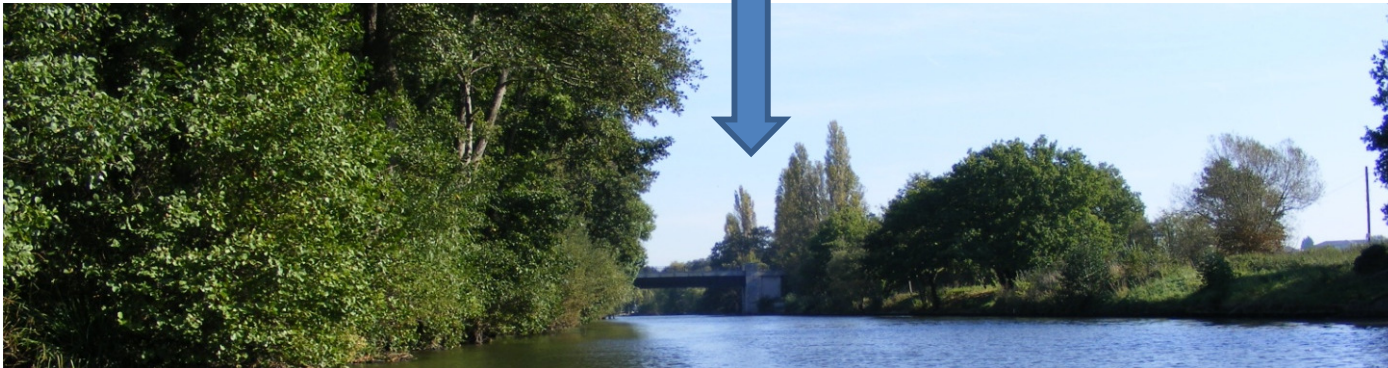


Don't start to cross into the Cut until this point;  
look round frequently as you do

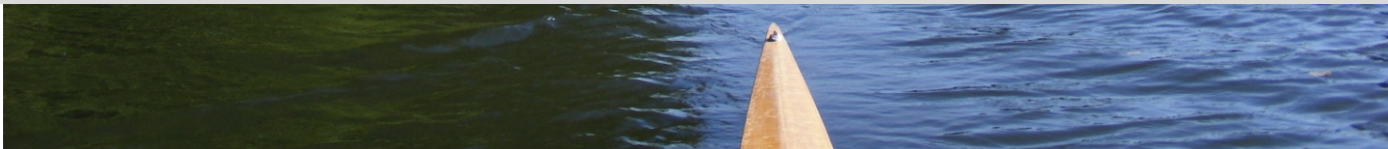


# Middle part of Cut

Tallest poplar tree



NB: only the middle part of the Cut is straight:  
it bends to starboard at both ends



# Downstream: Canoe Club to Cut

Centre of bridge



# Middle part of Cut

First moored boat



# Along moored boats

Stay close to boats (look round often) and parallel with bank



# Bottom of cut

- This is where most collisions occur; it's narrow and visibility is poor.
- Keep going straight (close to Surrey bank) for at least fifteen strokes after coming out of the Cut



# Cowey Sale

Willow-tree and slipway



# Walton Bridge

Third hanger from left



# Walton Bridge to Walton Marina

Lifebuoy on bank



# Black Swan to Anglers

Right-hand end of blue bridge



# Anglers to Miskins Wharf

Right-hand edge of Hillrise lawn (old  
Walton Regatta finish)



# Remember ...

- Look round frequently (every three or four strokes)
- Keep to your side of the river
- Keep in when going upstream
- Don't cut corners
- Steer early, steer little
- Always overtake on the outside
- No side by side pieces without a coach
- Don't stop or turn in front of other boats
- Times are less important than safety
- Don't assume that everyone is following the same rules
- If in doubt, shout