

Nicomekl Rowing Club

Rowers Handbook

The Nicomekl Rowing Club is a non-profit society founded in 1996 to further and encourage the sport of rowing in the area. The Club welcomes all levels of rowing experience, all ages and all levels of rowing interest whether competitive, recreational or social.

Purpose.

This handbook is intended to assist members and coaches by outlining all the significant Club procedures, rules and safety guidelines in one convenient document.

Volunteers.

Apart from coaching staff, the club has no paid employees. All work to maintain boats, maintain buildings and grounds, arrange coaching and LTR sessions, arrange social events, arrange regattas and maintain the clubs legal standing and accounting requirements is undertaken by club volunteers. It takes hundreds of hours to provide and all members are expected to contribute their time and effort. Make the club yours and don't leave the work to others!

Rowing Hours.

The clubs rowing hours are dawn to dusk. All boats must be off the water by dark.

General Safety Rules.

The club has few rules and all members, coaches and coxswains are expected to use common sense to ensure they use the facilities and shells in a safe manner and with full consideration to the needs of other members and other users of the Park and River. Some of the key safety rules are:

- **Do not row a single (1x) on your own. Make sure there is another shell or safety boat that will stay with you on the water.**
- **Never row in icy, foggy, excessively windy or unsafe conditions. If there is any doubt, don't go out! Save yourself and the equipment for a better day!**
- **Only 'keyed' members may use club equipment outside of coached rows.**
- **Non-keyed members are restricted to rowing with a coach or with a 'keyed' member who agrees to take responsibility for safety and equipment.**
- **All rowers must be aware of and follow the flow pattern posted at the club. Stay to the right hand side of the river going upriver; left hand side going downriver. (Always keep closer to the bank on your left shoulder when rowing.)**
- **Ensure there is a lifejacket (PFD) for each crew member and a whistle in the shell.**

The club urges all rowers to obtain and learn to use a rowing mirror. It saves accidents and with practice helps you become a better, stronger rower using less energy and motion in steering a course.

It is good practice to wear bright, visible colours on the water.

No rower is required to row against his/her better judgment. If conditions are questionable no coach, coxswain or crew member should ever 'pressure' another rower to row.

In case of an approaching thunder storm, get off the water as soon as practical. Never commence a row when thunder storms are in the area.

Personal safety is paramount and supersedes the safety of equipment. Should unsafe conditions occur while on the water, get to the nearest accessible shoreline or dock. If necessary, leave the shell upside down on the bank or dock above the high-tide line - it can be collected later.

Be aware of the Emergency Action Plan posted at the club and in each coach boat equipment box.

All members should review the RCA Safety Video.

All members should be familiar with and able to use the Crescent Beach Tide Tables

<http://www.dairiki.org/tides/daily.php/cnt> Seven feet or more at Crescent Beach is normally a safe tide height for rowing. Experienced rowers with excellent knowledge of the river may row in less water but be very aware of the predicted tide height at the end of your row. The tide tables also give useful information on the strength of the currents likely to be encountered.

Drink plenty of water before a row and take plenty of drinking water with you when rowing. Heat exhaustion and dehydration are real dangers. A wet hat can help reduce elevated body temperature.

The club encourages warm-up and stretching exercises prior to rowing and a warm-up on the water to reduce risk of strain or other personal injury.

Winter Rules.

The club remains open during the winter but it is expected that all members will use extreme care when rowing during the winter months. An erg room will normally be available and during any period of bad weather, rowers are urged to keep fit with the ergs rather than on the water. When on the water during the winter:

- **Dress in layers**
- **Make sure you read and understand the hyperthermia onset information posted at the club. IT IS NOT EXAGGERATION!**
- **Before launching make sure there is a safety boat at the dock ready to go. Make sure you know where the key and gas tank are kept. It is recommended that the gas tank is taken to the dock and the motor test-run prior to launching your shells. (Remember to return the gas tank after your row!)**
- **If there is not a coach boat on the water, maintain a 'buddy system' with at least two shells staying closely together.**
- **In case of an upset, first make sure all crew are safe. If you are in the upset shell, stay with your shell and attempt to swim it to shore. Keep as much of your body out of the water as possible. As soon as it is established that there are no immediate injuries, the 'buddy' shell should return to the club as quickly as possible to get the safety boat - a shell-to-shell on water rescue is not recommended as it is likely to result in both crews in the water.**
- **Crews rowing in winter should take a cell phone in a water-tight bag. In an emergency call 911 stating the nature of the emergency with information on where Emergency Rescue Teams can get access to the injured person or crew. If on-water emergency help is needed, call *16 to reach the Canadian Coast Guard.**

During the winter, coaches and safety boat operators must always have a cell phone available.

Sign-out.

Rowing shells must be signed out before taking them out of the boathouse. This applies to private members boats stored at the club as well as club boats.

Sign out a shell only when your full crew is available and ready to go. Shells are available on a first-come-first-served basis and 'reserving' a preferred shell by signing it out before the full crew is ready to row is inconsiderate to others and not in the spirit of our club.

Non-keyed members are restricted to rowing at coached rows and consequently keyed members who do not wish to participate in the coached row are asked to schedule their row at other times when possible. Rowers who are not participating in a coached row should wait until the coach has assigned crews and shells to participants before taking out a shell. Taking a shell just prior to a scheduled coached row is extremely inconsiderate.

Club shells may not be reserved. (For a period up to two weeks prior to the event, members, at their own discretion, will often give shell preference to crews training for an external regatta. They are not required to do this so keep on the good side of your fellow members!)

All club equipment is owned by, and available to, all club members. Members are however expected to fully understand how to operate, handle and care for the equipment they use.

Dock Etiquette and Equipment Care.

The dock is the property of the City of Surrey, Parks & Recreation Department and is intended as a rowing and paddle sports facility (it is not Nicomekl Rowing Club's dock). Plan your launch and return so that you tie-up the dock for as short a time as possible.

Prior to taking out a shell, set out stretchers and make sure blades, water bottles, PFD's and any other required equipment is taken to the dock. It is inconsiderate to others if you tie-up dock space while returning for 'forgotten' equipment. Unless accompanied by a coach boat staying in the immediate vicinity, all shells are required by law to carry at minimum a PFD for each member of the crew, a whistle or hailing device and a bailing device (a cut water bottle will do).

When handling oars carry a maximum of two sets at a time. Carry them securely in your hands or on shoulders with the blade end forward. Do not carry a bundle under your arm or pile them on your shoulders. To avoid chipping the tips, don't pile blades on the dock. Place them on the dock in their numbered pairs and with the blade tip facing up. (Dropped oars are our major cause of blade damage.)

Only use the oars assigned to the shell you are rowing. (It is very frustrating to be searching for the properly set-up oars only to find some other rower has taken the first set that came to hand rather than the assigned set.)

To minimize your time at the dock, take your shell out of the boathouse and place it on stretchers outside the gate. Check that seats, slides and oarlocks are functioning properly. Check tightness of rigger bolts, rigger pins and seat slides. Decide on the rowing seat for each member of the crew and roughly adjust the foot-stretcher and heel height position. (It is frustrating if waiting to launch at the dock while some other crew is still discussing who will row which seat and then waiting further while they each adjust foot stretchers!)

If there are no other crews leaving behind you, check that the 'green box' is closed up and LOCK THE GATES.

Handling Shells.

The coxswain or bow person is in charge on land and water. The coxswain/bow will give preparation instructions followed by execution instructions. Other crew members must avoid distracting comments and/or contradictory commands.

Shells are not heavy. They weigh about 32 lbs per person (a quad weighs about 128 lbs, a double about 64 lbs and a single about 32 lbs) but they are unwieldy. Quads and doubles should be carried by those who are rowing it - extra people should not be needed and may only make an unwieldy shell more complicated to handle. Club owned singles (1x) should be carried by two people.

Always lift the shell off the racks - do not slide it off - being careful to avoid the rigger pin of the boat above. Watch the riggers and avoid catching them on another boat or any other object.

With practice rowing shells can be handled easily but shells must be lifted and manoeuvred to:

- Avoid any risk of dropping the shell or hitting the very thin, fragile hull skin.
- Avoid hitting the riggers in any way that could throw out or change their finely adjusted 'pitch'.
- Avoid any unnecessary flexing that can reduce the hull 'stiffness' and consequently usefulness for competition.

Carry quads up-side-down on shoulders with two people at each end of the cockpit area. Carry a double on its side, on shoulders, riggers facing toward you with each person just outside the cockpit area. Singles may be carried further out toward the bow and stern. Avoid supporting the weight of a shell from just the bow and stern tips (Older wooden boats must never be carried outside the cockpit area - the bow and stern sections cannot support the weight of the shell).

Position stretchers to balance and safely support the shell:

- 4x - just forward and astern of riggers 1 and 4
- 1x and 2x - slightly forward and astern of the cockpit
- Check that the fin, rudder and impeller (if equipped) will not catch on the stretcher

If placing a shell upside-down on stretchers, make sure it is not resting on the riggers or the front splashboard.

When at the dock, launch with the bow facing into the current. Always launch and return to the dock into the current. Even the most experienced bow/coxswain cannot dock a shell safely when running with the current.

Keep your toes over the edge of the dock while lowering or raising the shell. Keep the shell level and square to the water while lifting or lowering to ensure that the fin does not hit the edge of the dock. Quads should be lifted or lowered with a firm grip on the gunwales. (Wing rigger shells may be lifted or lowered with a grip on the wing centre-section mounts (flanges) if preferred.) Singles and doubles should be lifted and lowered with one hand holding the upper part and one hand fully under the shell. (Accidentally dropping the shell during launch or recovery is one of our major causes of shell damage.)

Keep the shell away from the dock edge at all times. When embarking ensure the rigger mounts are well away from the dock - they will not support your weight when you enter the shell. (Broken rigger mounts from entering the shell too tight to the dock is a major cause of shell damage.)

Never step in the bottom of the shell or throw water bottles or objects into the bottom of the shell - it is very fragile. Step only on the seat area where indicated and lower yourself carefully to the seat while holding the blade handles with your water-side hand to keep the shell steady.

When leaving the dock or returning always lean away from the dock to avoid touching or dragging the riggers on the dock. Blade tips must be facing up and kept above the dock. Never let blades or riggers drag over the dock. Never drag blades on the dock to slow a shell coming into the dock! If it's a bad landing, go around and try again. (Hitting bows, rigger pins or the bottom of rigger bolts on the dock is a major cause of shell damage. Hitting blade tips on the dock is a major cause of blade damage)

Learn-to-row classes and/or coaching at the dock has priority over other shells launching or returning. Use the secondary dock for singles and doubles when appropriate.

Care and Maintenance of Equipment.

Report any damage by noting it on the whiteboard, completing an "Incident Report" (see appendix) and e-mailing it to the Equipment Manager.

Rowers are responsible for assisting the Equipment Manager with repairs and the club requests that crew responsible for costly damage help pay for repair up to \$60.00 per crew member. This is a voluntary donation, but if not paid the cost of your accident has to be covered by other club members.

Check all nuts and bolts prior to and after your row. Never row with a loose rigger or foot-stretcher - it can permanently damage the shell.

Select a shell suitable to your weight. The Club uses "hog" stickers to indicate the weight class the shell is set up for (One, two or three hogs indicating lighter than average; average and heavier than average respectively). The majority of club shells are set up for average weight 'Masters' rowers.

Wash the shell and blades after each row. It is particularly important to wash salt deposits from metal parts both inside and outside the cockpit area of the shell.

1. Place the shell right-side up in stretchers. Wash the foot stretchers and the inside with fresh water and wipe the seat rails. Shells with ball-bearing seats should have lots of fresh water flooded over the seat wheels/bearings. All metal parts, particularly rigger parts should be thoroughly flooded with fresh water.
2. Open vents and turn the shell over being careful not to place excessive weight on the ends. Empty the shell of water by rocking side-to-side while raising and lowering the ends.
3. Wash the outside of the hull with mild soap and water.
4. Place tennis balls over the oarlocks and check that vents are open.

Rowers may adjust foot-stretchers, heel heights (if the shell is equipped with flex-feet) oarlock snap washers and blade handle positions. Rowers may not adjust rigger positions, pin positions, heel heights in fixed feet shells or blade collars except on the advice of a coach and approval of the Equipment Manager. Shells are set up to best accommodate all club

rowers. Adjusting a shell to a particular requirement or perceived requirement and not returning it to its proper setting is inconsiderate to other club members.

Cannibalizing another shell to replace missing or broken parts is discouraged. Whenever possible replace the missing or broken part from the equipment shed (green box). If that is not possible, take another shell but remember to note the problem on the whiteboard and e-mail the Equipment Manager. If appropriate, place a 'do not row' sign on the problem shell.

At least once per year all shells are completely stripped, cleaned of all salt water corrosion and re-pitched with worn or broken parts replaced. While this is time consuming it is a very important part of maintaining our club. Shells are scheduled for this annual maintenance on a rotating basis under the supervision of the Equipment Manager. All members are expected to participate when asked.

Care and Maintenance of the Compound

All Members are expected to help keep the compound clean and tidy.

Make sure equipment is put away properly and in its right place. Rowing shells are marked to show which way they go on the racks - when taking them out, note where they go.

From time to time the Facilities Manager will schedule 'clean-up days' and work teams to help with repairs. All members are expected to participate when asked.

Storage of Privately Owned Shells

The Club makes space available for members in good standing to store privately owned single (1x) or double (2x) rowing shells. The Boat Storage Policy is appended to this Handbook and was developed to make the best use of the limited spaces available.

Club 'Key' Certification

A key to the clubhouse is awarded to members who are considered responsible, experienced Masters rowers able to demonstrate:

- An awareness of the clubs safety rules and rowing guidelines
- An understanding of the proper handling and care of shells and club equipment
- A good knowledge of the river and its hazards
- Sufficient experience and skill in safely handling a rowing shell on the water
- An ability to equip and handle a safety boat in an emergency

A 'key test' will be administered to members who feel they have mastered the necessary skills and a guide to the test is appended to this Handbook.

Once 'keyed', members are entitled to use club equipment without supervision provided they adhere to club rules and safety provisions.

Interacting With Other Park and River Users

It is very much in the Clubs interest to remain on good terms with all other Park users and users of the River. This is particularly true of our relations with the Scouts Organization, the Mud Bay Yacht Club, the Genn Boathouse and the Stuart Farm Heritage Group. The goodwill and approval of all Park users is needed for any change or expansion of the Club facilities.

Club Members and Coaches are not expected to 'police' the river. Ask politely if requesting power boats to slow and reduce their wake. Never get into counter-productive arguments or yelling matches!

For regatta or race events, ask water skiers/wake-boarders to please stop for the 10 to 20 minutes while racing shells go past.

While we do not want club Members to police the river, the laws restricting use of the river tend to be in our favour. If asked:

- Canada Shipping Act, Vessel Operation Restriction Regulations (SQR/2008/120), Section 2 Item 7 states **“No person shall operate a power driven vessel at speed in excess of 10 km/h within 30m of shore in any of the lakes or rivers of British Columbia”**
- Canada Shipping Act, Vessel Operation Restriction Regulation (SQR/2008/120) Schedule 5, Part 2, Item 14 Restricts **“power driven vessels to a maximum speed of 16 km/hr over ground in any part of the Nicomekl River from the railway trestle at Mud Bay to the dam west of King George Highway”**
- Canada Shipping Act, Vessel Operation Restriction Regulations (SQR2008/120), Schedule 7, Part 2 Item 3 Prohibits **“power driven vessels from towing a person on water skis, a surf board or any other similar equipment on any part of the Nicomekl River from the railway trestle at Mud Bay to the dam west of King George Highway”**.

Coach responsibilities

All coaches must have a minimum NCCP Level1 or LTR Instructor’s certification or be actively working on certification.

All coaches must have a ‘Pleasure Craft Operator Card’ (PCOC) certification

Prior to conducting a row coaches should:

- Meet with the rowers to discuss the type of workout or exercises that will be conducted
- Ensure that rowers know what part of the river is to be used for the row and where to congregate
- Check that all rowers have properly signed out
- Check that weather conditions are suitable for the experience level of the participating rowers
- Check that the coach boat is properly equipped with blankets, oars, required safety equipment, rescue equipment and sufficient life jackets (PFD’s).
- Check that there is sufficient gas for the motor and the oil level in the motor is adequate (the red light on Mercury motors must be off; the green light on Honda motors must be on).

When conducting a row, coaches should:

- Wear a life vest or PFD
- Attach the motor kill switch cord to your person
- Have a working cell phone with you in a waterproof bag or container
- Know the number of rowers participating in the row
- Ensure rowers are following the river flow pattern
- Never criticize or contradict another coach - if you find your coaching differs from others, call a coaches meeting to discuss ways to harmonize coaching practices.

The club strongly encourages members to support the future of rowing by becoming a coach or umpire. Funds are available from the club to help with course costs for coach certification or upgrading. Coaches are also encouraged to obtain (and maintain) CPR and First Aid certification, particularly hyperthermia and heat injury training.

Coached Rows.

The Coaching Coordinator, in conjunction with the coaching staff, will schedule Coached Rows. Coached Rows are open to all members and all rowing abilities. During the summer, Coached Rows will normally run on Saturday mornings, Sunday afternoons and Tuesday and Thursday afternoon/evenings - always dependent on tides and conditions.

The Coached Row schedule is posted on the club website.

Our more experienced rowers are expected to participate in Coached Rows as frequently as possible to help our less-experienced members. Helping newer rowers is a tradition in our sport and an important way of showing support for the club and the sport.

If attending a Coached Row:

- Arrive 10-15 minutes ahead of the scheduled time
- Prep a coach boat:

- Bungs in place
- Gas tank full and in the boat
- PFD's in the boat
- Paddles/oars in the boat
- Motor mounted and ready
- Safety equipment checked
- Arrange yourselves into crews when possible
- After launching your shell, stay close to the dock until the coach is off the dock
- Stay within the coach assigned coaching area. If there are multiple crews the coach may form groups for coaching later in the Coached Row session - get back to the coaching area on time!
- If you leave the Coached Row for any reason, make sure the coach knows
- Follow the coaches directions

If you are not planning to participate:

- Wait until participants are boated before taking out a shell
- Make sure the coach knows you are not a participant
- Row in a different area of the river and avoid conflict with the coached row
- When possible, avoid rowing at Coached Row times

Club Rows

From time to time the club will schedule Club Rows (a.k.a All Member Rows). These are fun club events intended for all members to get to know each other. There will be a safety boat on the water but the rowers are not coached. Usually the row ends with a social event or BBQ.

All Members are encouraged to attend the Club Rows. Preferably rowing with members other than your usual crew.

Additional Coaching

Masters rowing usually involves very diverse timetables, goals and levels of commitment. Rather than try to fit individuals and crews into preset programs, Nicomekl club members/crews are encouraged to arrange individually for additional coaching from the Nicomekl coaches. Most of our coaches will offer additional coaching but it is up to the individual or crew to arrange/negotiate with the coach -- the cost is not covered by the club. The coaches are free to use club coaching equipment (coach boats and motors) for this activity provided the equipment is not in use for a scheduled club event.

To make the best use of this additional coaching it is important that individuals or crews know, and have agreed on their goals, plans and level of commitment.

Crews and individual members may not bring in an outside coach who is not normally on the Nicomekl club roster nor may club equipment be used or operated by non-members.

Regattas

All Members are encouraged to enter any and all external regattas they wish to enter and feel qualified to attend.

The Club's Regatta Coordinator will establish an annual list of regatta's that the club plans to attend as a Club event. The list will be posted on the website. The regatta coordinator will also advise members on regattas suitable for their skill level.

Members attending regattas are expected to wear club uniforms; to conduct themselves in a manner bringing credit to our club; to have a basic knowledge of the RCA Rules of Racing and to have practiced manoeuvring a shell in the manner expected at the start of a race.

Members pay their own cost to attend regattas, sharing the cost of shell transport equally among participants. In most cases, registration fees are due at registration and will be collected from participants in advance.

Members attending regattas are expected to de-rig and load their shells onto the trailer as close as practical to the regatta date and to off-load and re-rig shells as soon after the regatta as possible, getting them back in service for other members.

Members attending regattas are also expected to take as few shells as practical. Please do not take away a “preferred” shell when another of the same type/weight would be available to use.

Crews taking shells, blades or other club equipment to a regatta are responsible for that equipment while it is in their care. Make a list of all items as they are loaded into the trailer and make sure the same items are loaded for the return trip!

Trailing is extremely hard on rowing shells, equipment and blades. Always de-rig (remove riggers and seats) if trailing more than a few kilometres. The hull must be supported within the cockpit area - not on the deck or splash-board. Tie-downs must be tight but must not put excessive pressure on hulls or decks - knots must not press on the hull. No part of the hull or deck can be allowed to ‘vibrate’ against a support. Foot stretcher bolts must be thoroughly tightened for short trips and the foot stretcher removed from the shell for longer trips. If there are any loose bolts or parts (on or off the shell) they will almost certainly not be there at the end of the trip! Blades must not rattle around causing chips to the blade tips. If in doubt, have an experienced coach or the Equipment Manager supervise the loading.

Loading and unloading boats for regattas is the responsibility of all those attending the event. You are expected to stay to the end of the regatta to support and encourage those in later events and to help load the trailer. It is not acceptable practice to leave after your own race and leave the reloading and clean-up to others.

Nicomekl Head Race Regatta

Each year the club hosts the Nicomekl Head of the River Regatta which has become a major event in the west coast rowing calendar.

All members (whether Novice, Recreational or Competitive) are strongly encouraged to compete in this event. It entails a ‘wet launch’ at Blackie Spit, a row up to Nicowynd and a 6k race back down river to Blackie Spit. Extra coaching will be arranged for any crews feeling the need!

It takes many hours work from the regatta organizing committee to stage the event and all members are requested to help. A number of non-rowing volunteers are needed so even those not participating are asked to help as well as any family and friends with knowledge of boating or timing athletic events.

This is the clubs big event of the year. Please let the Regatta Chair know if you or your family and friends can help.

Club organization

The club has a volunteer executive group elected annually for a term of one year. All members are strongly encouraged to participate. The Executive group consists of:

- **President.** The Club President will exercise general supervision over the affairs of the Club. He/she is responsible for calling and chairing meetings of the Club Officers and Executive and for ensuring that there is Executive support for any major change to the Clubs affairs or finances. The President shall have other powers and other duties as necessary to ensure the long term viability and success of the club.
- **Vice President.** It is the duty of the Club Vice President to support the Club President as requested and to act for the President if the President is absent or unable to perform his/her duties.
- **Secretary.** It is the duty of the Secretary to record and to have custody of the minutes of the proceedings of the Club and to keep a file of documents, records, communications and other matters pertaining to the Clubs business.
- **Treasurer.** The Treasurer is custodian of the club funds. The Treasurer will maintain bank accounts, will deposit Club monies and will make disbursements as necessary. The Treasurer will maintain records as necessary to comply with the Society Act, prepare an annual budget, make periodic reports to keep the Executive informed of the Clubs financial condition compared to budget, prepare an annual report to the membership and assist in the preparation of grant applications.
- **Membership Coordinator.** The Membership Coordinator keeps records of all club members, sends out membership renewal notices, keeps track of payment of membership fees and collects fees for forwarding to the Treasurer for deposit. The Membership Coordinator is also responsible for keeping RCA and RBC informed of membership information and for keeping the Club Webmaster and Club Communications Coordinator informed of members contact information. The Club Membership Coordinator fields inquiries from interested potential members and plays a key role in welcoming new members to the club.

- **Communication Coordinator.** The Communications Coordinator sends out periodic e-mails to keep Club members informed of rowing schedules, Club events and any key changes to Club affairs. All Club Officers and Executive channel their communications to the membership through the Communications Coordinator who will edit as necessary to ensure there is minimum confusion, duplication or conflicting messages.
- **Social Coordinator.** The Social Coordinator will arrange periodic social events for the Club members. Since the club has no clubhouse facility and members tend to have differing rowing abilities and rowing interests, the Social Coordinator plays the key role in keeping the Club together and providing a means for members to socialise and meet other members.

Coaching Coordinator. The Coaching Coordinator administers the coaching budget and arranges a schedule of coaching sessions to meet Club needs. The Coaching Coordinator will work with Club coaches to arrange and maintain a schedule that takes account of tides, coach availability, scheduled LTR sessions, regattas and other Club events to best meet the needs of the Club within the approved budget. The Coaching Co-ordinator also approves invoices for coach payment and forwards these to the Treasurer for payment.

- **Learn-to-Row (LTR) Coordinator.** The LTR Coordinator runs the clubs Learn-to-Row program, advertising the program, fielding inquiries from potential LTR candidates, scheduling LTR sessions, arranging coaches and approving coaches invoices for LTR coaching time. The LTR Coordinator will work with Club coaches to arrange and maintain a schedule of LTR sessions that takes account of tides, coach availability, scheduled coaching sessions, regattas and other Club events to maximize the number of people that can be accommodated in the program.
- **Regatta Coordinator.** The Regatta Coordinator establishes a list of external Regattas for the Club to attend, arranges 'sign-up' sheets, arranges shell transport, collects entry and transport costs and submits entry forms/fees to the hosting club. Where necessary the Regatta Coordinator will field questions from interested members and will help novice members select suitable regattas to attend.
- **Grant Applications & Fundraising.** In co-operation with the Treasurer and President, the Grant Application Co-ordinator will seek appropriate grants for application, prepare the necessary applications and submit necessary post-application follow-up. The principle grants available are the BC Gaming Grants and the 2010 Legacies Fund but the Coordinator will seek other available support from government, local or individual funds toward helping the club meet its near and long term needs.
- **Webmaster.** The Club webmaster will maintain the Club website, posting rowing and coaching schedules, keeping event announcements up to date and making the website as useful as possible to the membership.
- **Facilities Manager.** The Facilities Manager is responsible for the upkeep and maintenance of the Club compound, coach boats, dollies, outboard motors and the trailer. The Facilities Manager will arrange periodic 'work parties' to clean up the compound and make any necessary repairs. The Facilities Manager will also maintain the coach boats in good working order, taking motors in for annual tune-ups and repair if necessary and ensuring adequate fuel is available. The facilities Manager will ensure the coach boat launching dollies and the Club trailer is in good working order and is insured/licensed.
- **Equipment Manager.** The Equipment Manager is responsible for maintaining the Clubs rowing shells and blades in good working condition. The Equipment Manager will arrange for volunteer members to strip, clean, reassemble and pitch all rowing shells at least once per year, ensuring the shells are in good working order and arranging the replacement of worn or inoperable parts. The Equipment Manager will also repair or arrange for repair of damaged shells and blades, will purchase replacements for damaged parts and ensure a supply of parts for replacement of worn parts. The Equipment Manager will also prepare periodic reports from the sign-out sheets to guide the purchase of new or replacement shells.
- **Nicomekl Regatta Chair.** The Nicomekl Regatta Chair will recruit and chair a team responsible for the annual Nicomekl 'Head of the River' Regatta. This includes obtaining RCA sanction, publicizing the event, coordinating with RCA officials, arranging teams to undertake safety, timing, site management and results. The Regatta Chair will also work with the Social Coordinator to arrange any social events held in conjunction with the Regatta.

Nicomekl Rowing Club Boat Storage Policy

The Nicomekl Rowing Club makes space available for members in good standing to store privately owned single (1x) or double (2x) rowing shells. The following Boat Storage Policy was developed to make the best use of the limited spaces available.

1. Storage priority will always be given to Club boats and the amount of Boat Storage space available for private boats will be determined each year by a committee made up of those Executive Committee members who are not themselves storing boats at the club and are not currently seeking boat storage space.
2. Only bona-fide 1x and 2x rowing shells may be stored at the Club. Canoes, kayaks, dinghies, dories, paddle-boards, etc. may not be stored.
3. Private shells may be stored only by members in good standing with all fees and dues owing having been paid in full by April 1st of each year.
4. The term for Boat Storage is twelve months - April 1st to March 31st - and members must apply to renew their boat storage agreement each year. (Storage space is no longer automatically continued or 'grandfathered')
5. Boat Storage Fees will be determined by the Club Executive in January of each year and are currently set at \$200.00 per year.
6. Requests for storage and storage renewals must be made in writing each year and forwarded to the attention of the Club Secretary by the end of February.
7. In the event that there are more requests for space than the space available, a determination of which boats will be given space will be made by a committee made up of those Executive Committee members who are not themselves storing boats at the Club and not currently seeking storage space. The Executive will meet during March and typically allocations will be made on the basis of:
 - a. Previous boat storage
 - b. Frequency of use
 - c. Frequency of competition representing the Club
 - d. Special needs that render the available Club boats unsuitable
 - e. Membership duration and contribution to the club
 - f. Willingness to allow other Club members to use the stored equipment
8. No individual member may occupy more than one storage rack at one time.
9. All privately owned equipment is stored at the sole risk of the owner. The Club does not assume responsibility for damage, loss or theft of members' equipment stored at the club however caused. It is the responsibility of the member to obtain the appropriate insurance protection for their shell and for any damage caused in connection with that shell.
10. Articles that can be stored at the Club include one boat and boat cover and the attendant blades and rigging. Shells and oars must fit on the rack allocated.
11. Boat Storage racks may not be sub-let out or loaned to another member. Only the member that was originally assigned rack space may use that rack.
12. Rights to Boat Storage racks that remain empty for a period longer than thirty (30) consecutive days will be cancelled unless special written permission has been obtained from the Club Executive. If cancelled, the member may re-apply for storage in the following year.
13. Shells stored at the Club must be in regular use. A shell that is not in regular use is subject to review by the Club Executive and the owner may be required to vacate the assigned space.
14. Owners who have been notified that their privately-owned oars, shell and any other equipment must be removed from Club have thirty days from the date of notification to remove same. Equipment that has not been removed within that time frame will be considered abandoned and will be assumed to have been donated to the Club.

Acceptance of these Terms and Conditions in full is a prerequisite for the granting or continuance of storage rights. Owners agree to abide by these and all Club safety rules and guidelines.

Nicomekl Rowing Club

Key Test Guide

A coach will test your knowledge and ability in the areas of: Safety, Launching and Docking a Shell, Water Manoeuvres, Managing a Safety Boat and Rowing Terminology.

Safety

Review the RCA Safety Video, know the safety rules in this Handbook (page 1), the winter rules (page 2) and the Emergency Action Plan posted at the club. Know how to sign a shell out. Know the safety equipment required in a rowing shell (page 3). Know the safety equipment required to be carried in a coach boat (page 6).

Launch

The coach will want to watch you take command of the preparation and launch of a crew boat (2x or 4x). Remember to sign the boat out; set out stretchers properly (page 3) and carry blades to the dock buckets first (page 3). Giving clear preparation commands followed by action commands, properly lift the boat from the rack (page 4), walk it out of the boathouse and place it on stretchers without endangering the fin or impeller. Remember to check the boat and decide crew positions (page 4). Carry the boat to the dock and properly lower it into the water (page 4). Supervise the attachment of blades and the crewing of the boat. Make sure the crew step only on the step plate (page 4). Have crew adjust foot stretchers and oarlock heights.

Docking and Return

The coach will want to make sure you can guide a boat to the dock without hitting or endangering the boat (page 4). Remember to come in against the current and allow for any wind. Close gates after removal of oars and open vents. Lift boat cleanly without endangering the fin. Supervise carrying the boat back to the stretchers, the washing of the boat (page 4), replace balls on rigger pins and return shell to its proper place in the boathouse.

Water Manoeuvres

The coach will want to be sure of your ability to bow a boat giving clear commands to the crew. The coach will test your knowledge of the river having you point out on a map the major sand bars, oyster beds and other hazards.

The coach will also test your manoeuvring ability (usually in a 1x) by having you:

- Enter the shell safely without putting pressure on the rigger mounts and stepping only on the step plate
- Row 500m in a straight line (with a mirror and/or checking course every 10 - 15 strokes)
- Executing an emergency stop
- Turning the shell 360 degrees (using both blades)
- Correcting course using oar pressure only (rowing a slalom course)
- Backing the shell (backing away from the dock or other object)
- Rowing the shell on the square (to check ability to balance the shell)
- Rowing to a deposited life vest and retrieving it from the water
- Docking the shell without assistance

Safety Boat

All keyed members are required to know how to equip and handle a coach boat so they can assist in an emergency. The coach will want to know that you know where the keys and gas tank are kept, what equipment is needed (page 6) and where to locate it. How to connect the gas and how to launch and start the motor (remember the drainage plugs!). You are not required to be an expert but you are expected to have practiced driving up to an object in the water (a deposited life jacket) and recovering it; how to deploy the boarding ladder and how to stop and restart the motor.

Terminology

Review the language of rowing in the appendix (pages 15- 21) - particularly the commands and the correct terms for the equipment.

Nicomekl Rowing Club Rowers Handbook

In An Emergency.

The actions required in an emergency will always be situation dependent. Calm, measured thinking is required to assess the specifics of the situation, consider the options and implement appropriate action.

The coxswain (bow person in a coxless boat) is always in charge¹ and will first assess the situation and options:

1. Determine if there are any seriously injured crew members
2. Ensure all crew are conscious and accounted for
3. If crew are in the water, do they all have PFD's or at minimum something buoyant to hold onto
4. What is the water temperature - how long before hyperthermia complicates the situation
5. Determine proximity of a coach boat or other boats able to provide assistance
6. Determine the water depth - can the crew wade ashore
7. Determine the proximity of a suitable shore or dock
8. Assess if the shell is row-able

When there are seriously injured or unconscious crew, getting those people stabilized and ashore at a site accessible to emergency vehicles takes precedence over all else.

1. If the injured or unconscious crew is in the water, make sure they have a PFD, are face-up with a clear airway and attempt to stem any serious bleeding.
2. It may be necessary to assign another crew member to enter the water to assist the injured or unconscious person. Determine and assign the person most qualified to help - don't have everybody jump in.
3. Determine the quickest route to a suitable shore location
 - a. If a coach boat or suitable boat is available it may be quicker to transfer the injured person
 - b. If the shell is row-able it may be quicker to row the person ashore
4. If a cell phone is available:
 - a. call 911 describing the situation and advising where emergency personnel can access the injured person, or
 - b. Call *16 on most cell phones to contact the Coast Guard (a Coast Guard Auxiliary vessel is normally located at Crescent Beach)
 - c. The coxswain/bow remains in charge until the injured person is in the care of qualified emergency personnel. Once handed over, document the case for future reference and learning

When there are no injured or unconscious crew but the shell is capsized:

¹ *It is acceptable for the bow or coxswain to hand over responsibility to a more qualified person (e.g. a coach at the scene) but in doing so must make sure the transfer is fully understood by both people and acknowledged.*

1. Ensure all crew are present and accounted for
2. Ensure all crew have a PFD or at minimum something buoyant to hold onto
3. If the water is extremely cold:
 - a. Have all crew get as much of their body out of the water as possible. Pull the upper body up over the upturned shell
 - b. Transfer crew to a coach boat, nearby vessel or get to land as quickly as possible.
 - c. Getting crew warm and dry takes precedence over care of equipment. If necessary leave the shell and blades above the high water mark to be collected later.
 - d. As soon as practical, remove wet clothing and get crew wrapped in dry blankets or dry clothing
 - e. Get crew to a location where they can take a hot shower and get dry clothing
 - f. Do not let people who are shivering or obviously very cold drive home alone
4. If the water is warm and there is a nearby shore or dock, have the crew swim the shell ashore. A beach or shallow shore is better to empty and right a shell than a dock
 - a. Remove the blades
 - b. Lift and roll the shell to empty out water
 - c. Determine if the shell is row-able. If so, replace blades and return to the club
 - d. If the shell is not row-able, leave it upturned above the high-water line and arrange for it to be collected later.
 - e. Ensure your crew have a suitable ride home or to a place they can get warm and dry
5. If rescue to a coach boat or nearby vessel is deemed preferable to getting the shell to shore:
 - a. Have the coach boat brought alongside approximately parallel to the shell - always approaching from the down-wind side.
 - b. Remove blades and pass to the coach boat
 - c. Ensure the coach boat motor is shut off
 - d. Transfer crew to the coach boat using the boarding ladder over the transom - settle each crew member in the coach boat before loading the next person. Keep the boat balanced.
 - e. Have two crew attempt to right the shell. Bring it parallel to the coach boat, lift and roll it to let water out. Do not attempt to empty it completely - the object is to get it right-side-up if possible
 - f. Hold a rigger from the side of the coach boat to tow the righted shell along-side the coach boat. Do not attempt to re-enter the righted shell from the coach boat.
 - g. If the crew is willing to row the shell back, tow the shell to a suitable beach. Have the crew completely empty the shell (water may have entered the bow and stern compartments) and wet launch in the usual way
 - h. Ensure your crew have a suitable ride home or to a place they can get warm and dry

If there are no injured or unconscious crew and the shell remains upright:

1. If a quad is swamped and full to the gunwales there is great danger of it breaking up. If you feel there is danger of it breaking up, assess the situation, the proximity of a coach boat or shore, the water temperature and whether the shell is continuing to take on water.
2. If the water is extremely cold or the shore is too far away it may be best to sit the shell up and gently row toward shore or await rescue. Crew safety takes precedence.
 - a. Have all crew wear their PFD's
 - b. Untie or loosen shoes
 - c. Have crew put on any extra clothing available
 - d. Start bailing
 - e. Use a whistle or any device to attract attention

- f. Keep all crew as much out of the water as possible
3. If the water temperature is suitable and the shore is within reasonable distance or when rescue within a reasonable time seems unlikely:
 - a. Have all crew wear their PFD's
 - b. Untie or loosen shoes
 - c. Start bailing
 - d. If the shell is continuing to take on water it may be best to 'abandon ship'. If so, have the crew slip gently into the water one at a time. In a quad start with the centre (2 & 3 seats). With 2 & 3 seat in the water it may be possible to gently row the shell ashore towing the crew in the water. If the shell is still taking on water with 2 & 3 seat empty, all crew need to slip into the water and swim the shell ashore or await rescue by a coach boat or other vessel
 - e. If the shell is not taking on more water it may be possible for the crew to bail (use hats, water bottles or any suitable devise) while rowing gently to the nearest shore or dock. A shallow beach is preferable to a dock
 - f. Once ashore, remove blades and empty the shell completely (water may have entered the bow and stern compartments)
 - g. Wet-launch in the normal way
4. Provided it can be kept upright, a double or single can often be bailed out sufficiently to be rowed gently ashore even if the cockpit is swamped. It is less likely that a double or single will break up, but any swamped shell should be brought ashore and emptied as early as possible.

Glossary of rowing terms

a) The Commands

"(#) Fall in/out"

These commands tell the rower(s) either to stop rowing or to start rowing with everyone else – e.g. “Bow pair fall-out, stern pair fall-in”.

"Back it"

To have the rowers place their blades at the release position, squared, and push the oar handle towards the stern of the boat. This motion causes the shell to move backwards and is often used to turn a boat as in “Back it on Starboard, row Port”.

"Blades in (side)"

Tells the rowers on one side to pull their blades in, in order to prevent hitting an object or another boat in the water, (or to let another crew pass on a narrow river).

"Count Down" (or "number off")

Tells the crew to call out their seat number, starting at the bow, when ready to row.

"Down on port/starboard"

Means that the boat is leaning to one side or the other. Rowers must raise their hand on the side that is down.

"Drop"

Used to tell the rowers to place their blades back on the water after the command “let her run”.

"Easy" (or “Easy All”)

Command to stop rowing.

"Even" (or "even pressure")

This command tells the rowers to pull with even pressure on both sides.

"Give her ten" (or "power ten")

Commands the crew to row 10 strokes of special effort. It is frequently given when a crew is attempting to pass another boat.

"Hands on"

Tells the rowers to grab the boat near the gunwale next to their seats, so that the boat can be lifted or moved.

"Hard on port/starboard" (or "port/starboard pressure" or just “On port/On Starboard)

Row harder on that side to help turn the boat

"Heads" or "Heads Up"

Off the water, a shout to alert others to watch out for a boat being carried.

"Hold Water"

Emergency stop. It instructs the rowers to square their blades in the water to stop the boat. Sometimes “Hold Water starboard/port” to hold on that side only to turn the boat.

"In 2..."

Most water commands are appended prior to the command to take place after two strokes. For example "In 2, Power 10" or "In 2, easy all"

“Inside Grip”

A command used when lifting the boat. Grab the boat at the gunwales (or inside the hull of wooden boats) so that you can lift it.

"Let it/her run"

To stop rowing but keeping blades feathered - preferably off the water. This allows the boat to glide for a distance leaving no blade wake in the water. Usually followed by the command "Drop" to have all crew drop blades together.

"Overhead"

Command to lift the boat, tuning it hull-up over your head.

"Pick it / Picking"

A rapid stroke where rowers use only their arms and use minimal pressure. An effective way to turn a boat.

"Power 10"

The command to take 10 strokes at more than full pressure. Used for passing and gaining water in a race.

"Row" or "Attention, Row"

Begin rowing.

"Roll it"

Tells the crew to flip the boat over, in unison, from above their heads.

"Set it up"

Reminds the rowers to keep the boat on an even keel.

"Settle"

Tells the rowers that the crew is going to bring the stroke rate down for the body of the race, but still maintain the pressure.

"Shoulders, ready, up"

Tells the crew to lift the boat from any position below their shoulders, up to shoulder height. Can be reversed to lower the boat from heads to shoulders, i.e., "Shoulders, ready, down!"

"Spike it Port or Starboard"

A command used if the stern is held by a stake boat. Usually means two seat takes Bow's oar in front of him/her and rows lightly with it to move the shell to port or starboard.

"Split" or "Split from Bow"

Command given when the boat is lifted overhead to move to one side opposite to the side taken by the person in front of you, so the boat can be lowered to shoulders for carrying.

"Squared and buried"

Commands the crew to move to the catch position with blades buried, and be ready to start the row.

"Swing it"

Commands used when carrying a boat to start turning either bow or stern.

"Touch it up / Back it down"

Commands used to move a boat forward (or back) by a given amount (e.g. "Back it down a deck" or "Touch it up a seat" Used by the aligner at the start.

"On the square"

To row without feathering the blades on the recovery.

"Waist"

Tells the crew to lift the shell to their waist or lower it to waist level

Glossary of rowing terms

b) The Equipment / Parts of the boat

Backstay

A brace which is part of some riggers which extends toward the bow from the top of the pin.

Backstop

The stop mechanism on the seat slides which prevents the rower's seat from falling off the sliding tracks at the back end (towards the boat's bow) of the slide tracks.

Blade

The spoon or hatchet shaped end of the oar or sweep.

Bow-loader / bow-coxed

When a coxswain is placed in a seat partially enclosed in the bow of the shell.

Bow

The front section of a shell.

Bow ball

An essential small, soft ball at the boat's bow. Primarily intended for safety but also useful in deciding which boat crossed the finish line first in very close races.

Bow number

A card holding the number assigned to the boat for a race.

Canvas

The deck of the bow and stern of the boat, which were traditionally made from canvas. (Sometimes used to describe the distance of a deck as in "Won by a canvas")

Cleaver blade

Modern oar blades that have a more rectangular hatchet-shape. (also *hatchet blade*)

Collar / Button

A wide plastic ring placed around the sleeve of an oar. The button stops the oar from slipping through the oarlock.

Cox box

Portable voice amplifier; may also incorporate digital readouts displaying stroke rate, boat speed and times.

Double (or Double Scull)

A rowing shell set up for two rowers using two blades each. Written 2x.

Eight

A rowing shell set up to be rowed by eight people using sweep oars. Written 8+

Ergo-meter (or erg)

An indoor rowing machine.

Foot stretcher

An adjustable footplate which allows the rower to easily adjust his or her physical position relative to the slide and the oarlock.

Four

A rowing shell set up to be rowed by four people using sweep oars. Written 4+ if a coxswain is also included or 4- if without a coxswain.

Front-stop

The stop mechanism on the seat slides which prevents the rower's seat from falling off the sliding tracks at the front end (towards the boat's stern) of the slide tracks.

Gate

Bar across the top of rowlock, secured with a nut, which prevents the oar from coming out of the rowlock.

Gunwales (pronounced: gunnels)

The top rail of the shell

Handle

The part of the oar that the rowers hold and pull with during the stroke.

Hatchet blade

Modern oar blades that have a rectangular hatchet-shape

Hull

The actual body of the shell.

Inboard

The length of the oar shaft measured from the button to the handle.

Keelson

A structure timber resembling the keel, but on the inside of the shell.

Knees

Strengthened ribs to which side-mounted riggers are attached

Lines

The ropes held by the coxswain to control the rudder.

Loom

The shaft of the oar between the blade and the handle.

Macon blade

Traditional U-shaped oar blade. (also *spoon blade*)

Oarlock

The rectangular lock at the end of the rigger which physically attaches the oar to the boat. The oarlock also allows the rower to rotate the oar blade between the "square" and "feather" positions.

Octuple (or Octuple Scull)

A rowing shell set up to be rowed by eight people using two oars each. Rarely used in North America. Written 8x+

Outboard

The length of the oar shaft measured from the button to the tip of the blade.

Pair

Rowing shell set up for two rowers using sweep oars. Written 2- (or 2+ in the case of a pair with coxswain) relatively rare

Pin

The vertical metal rod on which the rowlock rotates.

Pogies/Poagies

A type of mitten with holes on each end, which allow the rower to grip the oar with bare hands while also warming the hands.

Port or Portside

The left side of the boat when facing forward. (Stroke-side in UK/Aus)

Quad (or Quadruple Scull)

A rowing shell set up to be rowed by four people using two oars each. Written 4x if without a coxswain or 4x+ when a coxswain is also included.

Ribs

The name given to that part of the boat to which the skin of the hull is attached. They are typically made of wood, aluminum or composite materials and provide structural integrity. The riggers bolt to the ribs.

Rigger

A projection from the side (gunwale) of a shell. The oarlock is attached to the far end of the rigger away from the boat.

Rudder

At the stern or adjacent to the skeg and used by the coxswain (or in coxless boats, by a rower using a "toe") to steer the boat via attached cables.

Scull

(a) An oar made to be used in a sculling boat where each rower has two oars, one per hand (b) A boat (shell) that is propelled using sculling oars, e.g., a "single scull,"

Seat

Molded seat mounted on wheels, single action or double action. Single action is fixed bearing wheel, double action is wheel on axle that rolls on track and rolls on horns of seat.

Seating

Seating positions in a racing shell are numbered from the bow to the stern. Generally the foremost rower is called the "Bow" and the aft-most rower the "Stroke". So for instance the crew of an eight would number off from the bow: "Bow", "Two", "Three", "Four", "Five", "Six", "Seven", "Stroke".

Shell

The boat used for rowing.

Shoulders

Load bearing supports that mount riggers and attach to keel of boat. (also *knee*)

Single (or Single scull)

A rowing shell for one person. Written 1x

Skeg (or fin)

Thin piece of flat metal or plastic that helps stabilize the shell in the water.

Slides (or tracks)

Hollow rails upon which a rower or sculler's sliding seat will roll.

Slings (or stretchers)

Folding, portable temporary boat holders. Two are required to hold a boat.

Smoothie

A blade design in which the face of the oar blade is smooth, without the traditional central spine.

Speed coach

A device mounted on the keel that determines the boat's speed based on the speed of a small propeller.

Spoon blade

Traditional U-shaped oar blade. (also *Macon blade*)

Starboard (or Starboard side)

The right side of the boat when facing forward. (Bow-side in UK/Aus)

Starting gate

A structure at the starting line of a race. The shell is "backed" into the starting gate. Once in the gates a mechanism, or person lying on the starting gate, holds the stern of the shell.

Stern

The rear section of a shell.

Swivel

Alternate term for the rowlock/oarlock.

Top-Nut

The nut which screws onto the top of the pin holding the Rowlock in place.

Tracks

(see *Slides*)

Glossary of rowing terms

c) The Stroke

Air stroke

To take a stroke without the blade having been placed in the water, resulting in a complete lack of power.

Backsplash

This term is in reference to the water thrown back toward the bow direction by the blade as it enters the water. Less is best.

Backwater

To propel the shell backwards.

Body Angle

Amount of forward lean of rower's body from hips at the catch.

Bury the blade

Submerge the blade totally in the water.

Catch

The part of the stroke at which the oar blade enters the water and the drive begins.

Catch point

Where the blade enters the water.

Check

The amount of interruption of the forward movement--usually occurs at the catch and sometimes at the release.

Crab

A rowing error where the rower is unable to timely remove or release the oar blade from the water and the oar blade acts as a brake on the boat until it is removed from the water. This results in slowing the boat down. A severe crab can even eject a rower out of the shell or make the boat capsize

Drive

The propulsive portion of the stroke from the time the oar blade enters the water ('catch') until it is removed from the water ('release').

Feather

To turn the oar so that its blade is parallel with the water (opposite of *square*).

Finish

That portion of the pull-through just as the oar is taken from the water.

Hands away

At the close of the drive phase, the hands move away from the body.

Hanging at the catch

The blade is hesitating at the catch point, before entering the water. Not desirable.

Hot seating

When two crews share the same shell during a regatta and switch crews without taking the shell out of the water.

Inside hand

In sweep rowing, the oarsmen's hand nearest the oar lock. This is the feathering hand.

Jumping the slide

A problem where the seat becomes derailed from the track while rowing. Usually caused by poor technique.

Lay-back

What the rowers have when they sit with their legs flat and lean towards the bow of the boat with their body.

Leg Drive

Power applied to the stroke, at the catch, by the force of driving the legs down.

Missing water

A technical fault where the rower begins the drive before the catch is complete.

Pause Drill

Rowing with a pause between each stroke. The coxswain or coach giving commands will indicate where in the stroke this pause should be taken.

Pitch

The angle between a "squared" blade and a line perpendicular to the water's surface.

Puddles

Disturbances made by an oar blade pulled through the water. The farther the puddles are pushed past the stern of the boat before each catch, the more "run" the boat is getting.

Pull through

The portion of the stroke from the catch to the finish (when the oar is in the water). This is the propulsive part of the stroke.

Rate or Stroke rate

The number of strokes executed per minute by a crew.

Ratio

The relationship between the time taken during the propulsive and recovery phases of a rowing or sculling action.

Recovery

The non-work phase of the stroke where the rower returns the oar from the release to the catch.

Release

At the end of the drive portion of the stroke. It is when the oar blade is removed (or released) from the water.

Run

Distance a shell travels during each stroke.

Rushing

Term for when rowers move too quickly along their tracks into the catch. The boat will lose the feeling that it is gliding or "running."

Set (or Setting the boat)

The balance of the boat. Affected by handle heights, rowers leaning, and timing, all of which affect the boat's balance.

Shooting your slide

Term used for when an oarsman's seat moves toward the bow faster than his shoulders.

Skying

Term used to describe a blade that is too high off the surface of the water during the recovery. The rower's hands are too low causing an upset to the balance of the boat (the "set").

Split time (split)

Amount of time it takes to row 500 meters.

Square

To turn the oar so that its blade is perpendicular to the water (opposite of *feather*).

Stroke

- a) One complete cycle through the rowing process.
- b) The rower in the stern of a multi-person shell, whose timing is followed by the other rowers.

Stroke rate

The number of strokes executed per minute by a crew.

Three-quarter/Half/Quarter slide

Shortened strokes, often used during the start of a race or in a warm-up.

Washing out

When an oar blade comes out of the water during drive and creates surface wash that causes the shell to lose power and become unsteady.