



Manchester University Boat Club

HANDBOOK



MANCHESTER
1824

WELCOME TO MANCHESTER UNIVERSITY BOAT CLUB!

Rowing is one of the busiest, exciting and most enjoyable sports the university has to offer!

If you were inspired by the Olympics / want to take up a sport / want to meet tall muscly men / got persuaded by enthusiastic rowers at the sports fair / whatever the reason you will not regret joining the club!

MUBC is an exciting, friendly and sociable club to be a part of. You've probably already heard, but when you come to uni joining a society is one of the best ways to make friends. All our squads integrate on and off the water, during training and socials.



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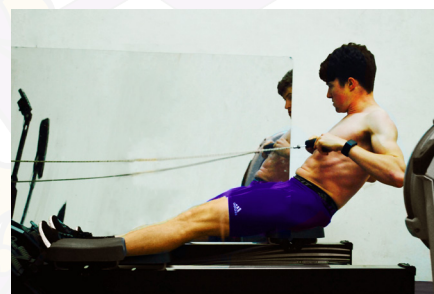
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TRAINING

Rowing involves using the whole of your body, therefore training is varied to strengthen all areas of your fitness.

- Water sessions – Outings on the water will take place on Wednesday afternoon, and Saturday and Sunday mornings on the Bridgewater canal in Sale. Outings will be organised by the captains & posted on the squad Facebook page in advance with all the necessary information. An availability spreadsheet will help us to organise these outings.
- Erg sessions - Here you will learn how to carry out the perfect rowing stroke on the erg so that you can perform it in the boat. You will be coached by your captains, our head coach and other senior rowers.
- Weights sessions – Involves developing your muscle strength through specific exercises focusing on all areas of the body. They are a great way to meet the rest of the squad & get some extra power to go faster on the water!

Rowing is a great sport to get into, whether you are competitive and looking to take part in races, or just want to try something new. It is a great team sport, but there are also individual elements to it.



Tips for Novice Rowers

As a novice you can often be overwhelmed with all the technical rowing language, however you will soon get used to it after a few water sessions.

Remember, you will all be at the same level to begin with, so please don't hesitate to ask questions. You never know, the person next to you may want to know the same thing.

Don't forget, your captains & many other senior rowers were novices at some point. We are all happy to answer any questions & make sure you have a fun novice year!

MEET YOUR CAPTAINS

Alice Peachey – Women’s Captain
Klara Paro – Women’s Vice and Coxes Captain
Celine Vine – Novice Women’s Captain

Miles McEwen – Men’s Captain
Bertie Gregory – Men’s Vice and Coxes Captain
Seb Baylis – Novice Men’s Vice-Captain



IF YOU WANT TO GET CLUED UP ON ALL THINGS ROWING BEFORE YOU START HAVE A LOOK OVER THE FOLLOWING PAGES.

YOU WILL FIND SOME IMPORTANT ROWING LINGO THAT YOU'RE LIKELY TO COME ACROSS DURING YOUR TIME AT MUBC!

MEET HEAD COACH JOHN IMPEY

This is John and he has been our Head Coach now for a year. He has been around rowing for a large portion of his life and has led clubs such as Bedford/Star Rowing Clubs and Milton Keynes Rowing Club in various roles.

He is incredibly knowledgeable from his experiences, so listen to everything he says and take it onboard to improve quickly! John is the overarching figure of authority in the club and his decisions must be respected and adhered to.

He can also help anyone with rowing technique or general boat knowledge so don't be afraid to ask questions!

John also does a huge amount of work for us maintaining and repairing the fleet and equipment, without which we wouldn't have half as much available and in working order.

Over the summer he sorted out all the blades into full usable sets that are set up properly, as well as fixing Persephone into a usable condition amongst other things, such as fixing the speaker systems in most boats. Please lend him a hand if he asks and definitely listen if he asks you change the way you do something. He's always happy for a chat so make the most of him



The Boat

You will learn to row in boat's called "eight's" (VIII). There are 8 rowers, and 1 cox who sits in the stern. This type of boat is referred to as an 8+.

The stern is the front of the boat, & the bow is the back of the boat.

There are two sides of the boat:

Bow – side : 7, 5, 3, Bow (odd numbers!)

Stroke – side : Stroke, 6, 4, 2 (even numbers!)

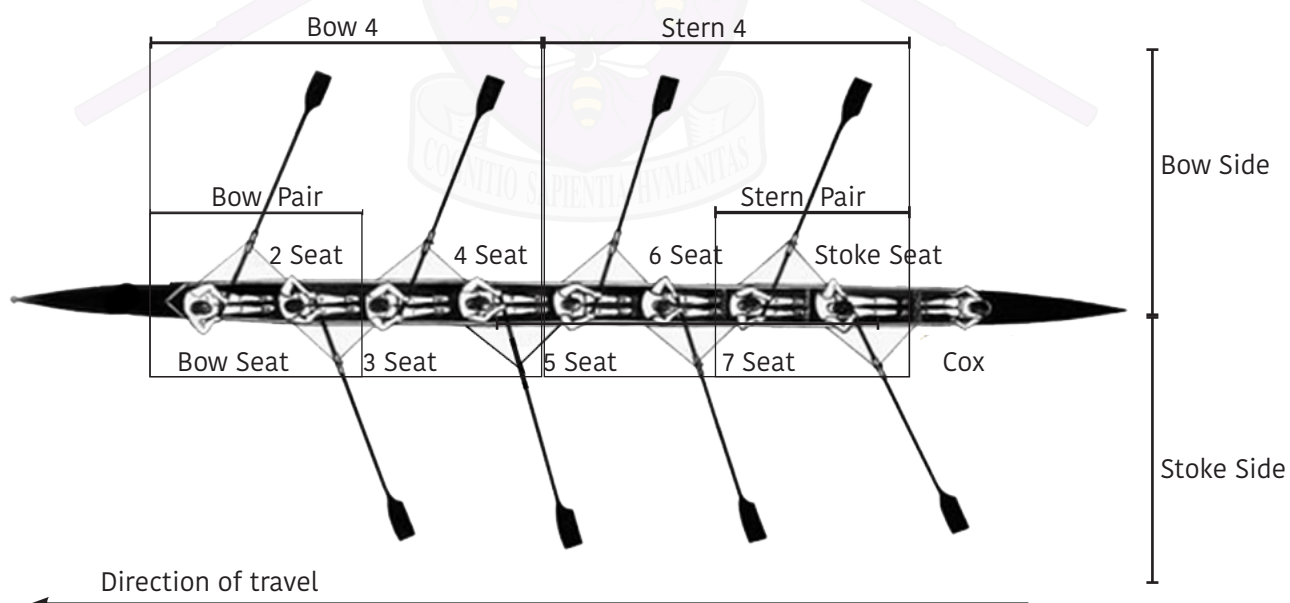
The blades are labelled with a colour so you can easily identify the stroke side & bow side blades:

Stroke side = RED

Bow side = GREEN

KEY ABBREVIATIONS USED IN AN VIII:

- Stern pair - Stroke (8) & 7
- Bow pair - 2 & Bow (1)
- Stern four - Stroke (8), 7, 6 & 5
- Bow four - 4, 3, 2 & Bow (1)
- Middle four - 6, 5, 4 & 3
- Outside four - Stroke (8), 7, 2 & Bow (1)
- Stroke side - Stroke (8), 6, 4 & 2
- Bow side - 7, 5, 3 & Bow (1)



Inside the boat

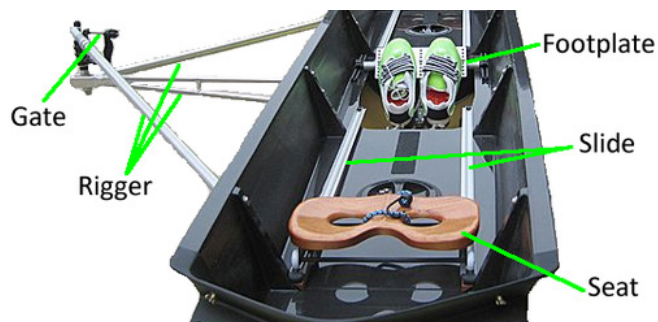
Gate - Holds your blade in place while you row.

Rigger - Supports your blade & provides a point that you pivot around as you row.

Footplate - Plank supporting the rower's shoes. It's adjustable for rowers of different heights.

Slides/Runners - Part of the boat where seat moves backwards & forwards on.

Seat - Where you sit

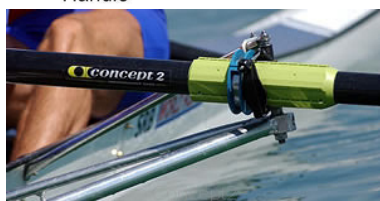
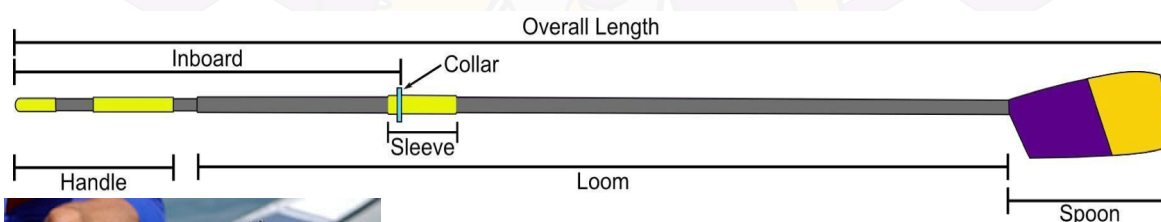


Blade

This is the name given to describe the oar.

- Handles can be wooden or plastic, and sometimes have grips on.
- Blades are side-specific: Bow side blades are different to stroke side blades; the spoon of the blade curves a different way.

REMEMBER: Stroke side = RED, Bow Side = GREEN



The rigger is a metal framework where the oars sit for support. Each rigger has an oar lock, which is the small black plastic part at the end of the rigger with a gate on top. The rower unscrews the gate, places the oar into the oar lock, and then screws the gate tightly shut.

The sleeve fits in the oar lock with the collar sitting on the side of the gate closed to the rower. This allows the rower to twist the oar when they feather and square the blade.

SQUARE BLADE

- Blade is vertical & perpendicular to the water.
- Blade is square when in the water through the drive phase, and on the entry into and exit out of the water.
- Squaring your blade means you turn it to this position.

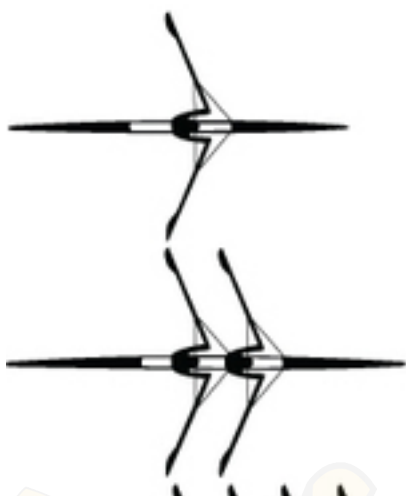


FEATHERED BLADE:

- Blade is horizontal & parallel to the water.
- Blade is feathered during the recovery when the blade is off the water.
- Minimises wind resistance on the oar.

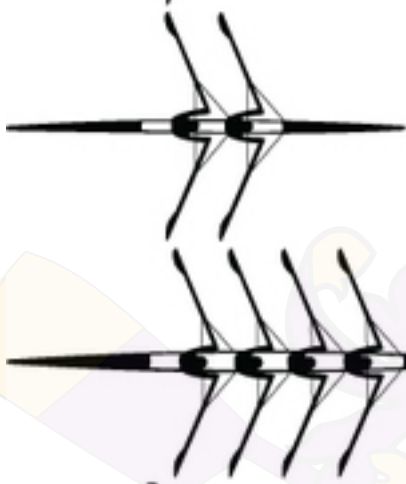


Types of Boats

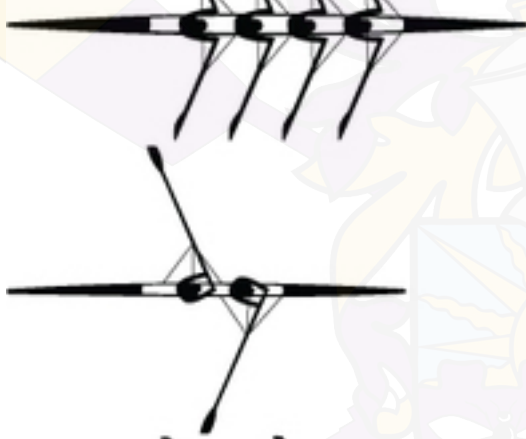


Sculling Boats

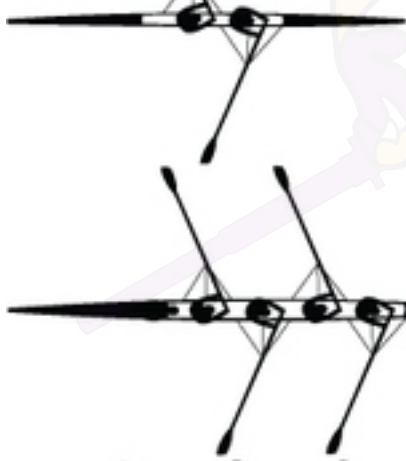
Single (1x): Approximately 26 feet long, 11 inches wide, and about 30 lbs. Rowed by one person using two oars.



Double (2x): Approximately 32 feet long, 13 inches wide, and about 60 lbs. Rowed by two people using two oars each.



Quad(4x): Approximately 42 feet long and about 115 lbs. Rowed by four people using two oars each.

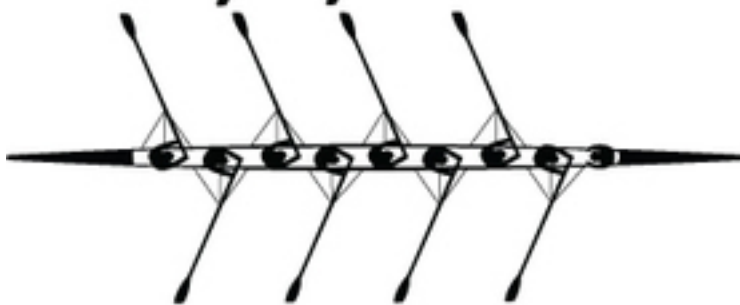


Sweep Boats

Pair (2-): Approximately 32 feet long, 13 inches wide and about 60 lbs. Rowed by two people using one oar each.

Four (4+): Approximately 42 feet long, 21 inches wide and about 112 lbs. Rowed by four people using one oar each. Coxswain can be in the bow or the stern.

A **Straight Four (4-)** is a similar boat but without a coxswain.



Eight (8): Approximately 60 feet long, 26 inches wide and about 210 lbs. Rowed by eight people using one oar each. Coxswain sits in the stern.

Blade – spoon-  shaped part of the oar that touches the water.

Bow Ball – rubber ball attached to the tip of the bow to protect against damage & injury in a collision. Also used to determine the winning team in a race if it's a tight finish.

Collar – plastic piece attached around the sleeve that's pressed against the oarlock keeping the oar in place.

Crab – when the oar is not released cleanly out of the water, & gets stuck in the water at the finish.

Fin – small, flat piece of metal attached to the bottom of the boat to help control the direction of the boat.

Foot Stretcher – adjustable plate where the shoes are attached.

Gate – holds the oar in place on the rigger.

Handle – part of the oar held by the rower.

Oar – the lever used to propel and steer a boat through the water, consisting of a long shaft of wood with a blade at one end

Puddles – made by the spoon in the water when taking a stroke. Run can be judged by the distance between the puddles.

Rate – the number of stokes taken per minute.

Recovery – the part of the stroke where the rower comes slowly up the slide towards the catch

Rigger – a framework attached to the boat to support the oar.

Rigger Jigger – a small spanner for adjusting riggers, with a 10mm spanner on one end, and a 13mm on the other. It is important to have one when attending races. Sold at races, Amazon, eBay, & little store between revs & sainsburys.

Rolling Start – a race start in which boats are timed from a starting point at which they are already travelling at full speed. Head races use this format.

Rudder – found under the shell of the boat & is used for steering.

Rushing the slide – moving up the slide to the catch too quickly causing one weight to be thrown toward the stern, causing the boat to slow down.

Saxboard – the thin wood around the edge of the boat

Sculling – carried out with two oars (or blades) per person. It is done as a single, in doubles & quads.

Shell – a rowing boat.

Skying – coming to the catch with the blade too high above the surface of the water.

Sweep rowing – carried out with one oar per person. Done in pairs, fours and eights. To begin with training will be sweeping at first in eights & later in fours.

Washing out – raising the blade out of the water before the finish of the stroke.

Four Phases

- 1) Catch
- 2) Drive
- 3) Finish
- 4) Recovery



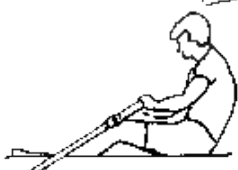
Catch (Entry of blade in water)

- Start of the drive phase.
- Blade is placed square in the water just before the rower is at the position called front stops (shown in the diagram).



Drive ("push" on the blade)

- Extending the legs squeezing your quads & glutes.
- Arms remain straight & relaxed.
- Back is straight & you should be leant forward.
- Back remains straight & still leant forward slightly.
- Arms & body begin to follow the path of the arrow parallel to the boat.
- You should feel that you are hanging off the blade handle (feels like doing a dead lift).
- Legs should now be straight.
- Body swings back.
- Arms used to maintain the momentum of the blade handle.



Finish (Extraction of the blade out of the water)

- Hands drawn into the chest.
- Back is straight with shoulder blades being pushed together.
- Elbows in line with hands.
- Hands make a small tap down to lift the spoon of the blade out of the water – start of recovery!!



Recovery (Movement from finish to catch allowing rower to recover before next drive)

- Arms extend away from the body
- Body rocks over from the pelvis while back remains straight
- Knees lift allowing the seat to move – your hands should be past your knees before you bend your legs.

The Manchester Sweep Technique

- DRIVE

Frontstops (blade in water) – Chest up off the knees, shins perpendicular to the water, seat close into the heels, pivoted from the hips around the rigger, outside arm straight, inside shoulder/arm loose

Leg drive – Initially engaging glutes then quads, slow press off the catch building handle acceleration, keep core taught so shoulders stay in front of hips, hanging off the handle with the skeleton, suspending weight almost off the seat

Body swing – Body starts to open just before legs are flat, arm stays straight, handle still accelerating

Arms – finish off the stroke, outside elbow up and through, outside wrist flat, squeeze shoulder blades together, chest up

- RECOVERY

Tap down – weight in the outside hand, movement pivots from the elbow, body stays still

Feather – inside hand only twists the blade

Arms – move away from the body in a smooth motion, 1:1 speed ratio between arms in and away

Body – arm straight first, outside hand leads the body, swing over pivoting from the hips

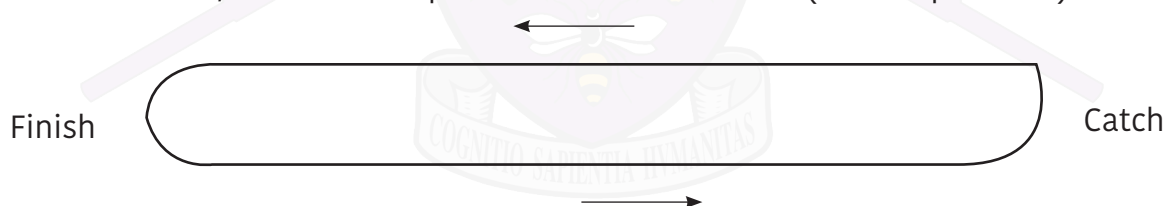
Slide – knees pop up just before body is set with shoulders in front of hips, continuous slide speed into the front

Square – when handle is over shins, no slow roll; flick on, inside hand only moves

Catch – hands raise up in the final moments of the slide (ski tip), dropping the blade in, about double the backsplash compared to frontsplash

- REPEAT

Overall handle/outside hand path should look like this (over emphasised)



THE COX

Cox, short for “coxswain”, sits at the bow or stern (front or back) of the boat (however, not all boats are coxed e.g. pairs, singles and some fours). The cox gives commands generally through the use of a microphone, these commands should be listened to at all times. The cox is responsible for steering, motivation, & strategy. A cox is typically small in size and light, meaning less weight for the crew to move. Coxes must weigh at least 50kgs for a women’s crew, and 55kgs for a men’s crew (but if you’re super small we can give you weights to carry). A good cox is invaluable to a crew. When the coach or the cox is talking no one else should be. The cox should be listened to both in the boat & when moving boats on land.





Here is a basic guide to the most of common commands used in the boat & on land:

Positions

- Backstops/the finish - A position with legs straight so that you are sitting at the back of the slide with the oar handle at chest height. Your blade should be buried in the water.
- Front stops/the catch - Your legs are compressed at the front of your slide, arms straight & ready to catch (place your blade in the water).

Rowing

- Back it down - By flipping the spoon 180° placing it in the water at the finish & pushing the handle of blade away from you enables the boat to be aligned or spun.
- Let it run - A call for all rowers to sit at backstops with blades flat (feathered) on the water. This allows the boat to carry on moving through the water
- Take a tap - A small stroke just using your arms. This is used to align the boat.
- Balance the boat/ set the boat - Balancing the boat involves being conscious of the height your hands are at. Altering your hand height affects how the boat sits in the water. If the boat tips down on bow side then everyone on bow side needs to raise their hands & those on stroke side need to lower them.

Stopping

- Hold it up - Used to stop the boat in an emergency & in general. The whole crew places squared blades in the water to stop the boat.
- Stroke/ bow side pull your blades in - When the cox makes this call pull your blades into your lap. This is to stop them hitting the bank or another boat.
- Easy there - This means to stop rowing. Normally all rowers will simultaneously pause their stroke at the same position - usually at backstops with arms away with blades feathered and off of the water.
- Take the run off - Place your blades in the water with the spoon at 45° in order to gently slow the boat.

The only way to really get comfortable with all these command is to go on a few outings. Within a week or two it will become second nature. The most important part of having a cox is that you pay attention to the cox at all times, this is essential so that accidents can be prevented.

RACING

Racing is the one of most exhilarating & rewarding aspects of rowing. You're also likely to get an awesome cover/profile picture! There are two types of races:

- Head Race – This race normally occurs in the autumn & winter. Boats race against the clock. The timing starts when they pass the start line & ends when the finish line is crossed. White Rose Head Race in York in December will be your first experience of a head race.
- Regatta (side by side race) – The most common type of race in spring & summer. This is what you see at the Olympics. Two or more boats line up along a start line & are started at the same time. The first one to cross the finish line wins. There will be a Novice Race Day in November at Runcorn to give you a taster.



Racing Calendar

Brief outline of the races that we compete in over the year. We may attend other races throughout the year.

14/10/2017
4/11/2017
02/12/2017
24-25/02/2018
24/02/2018
03/03/2018
10/03/2018
05-07/05/2018
16-17/06/2018
22-24/06/2017
04-08/07/2018

Agecroft Head
BUCS Indoors
White Rose Head
BUCS Head
Trafford Head
Runcorn Spring Head
We/HoRR
BUCS Regatta
Reading Amateur Regatta
Henley Women's Regatta
Henley Royal Regatta

Salford Quays
Salford University
Ouse, York
Tyne, Newcastle
Bridgewater Canal
Weaver, Runcorn
Tideway, London
HPP Nottingham
Thames, Reading
Henley-on-Thames
Henley-on-Thames

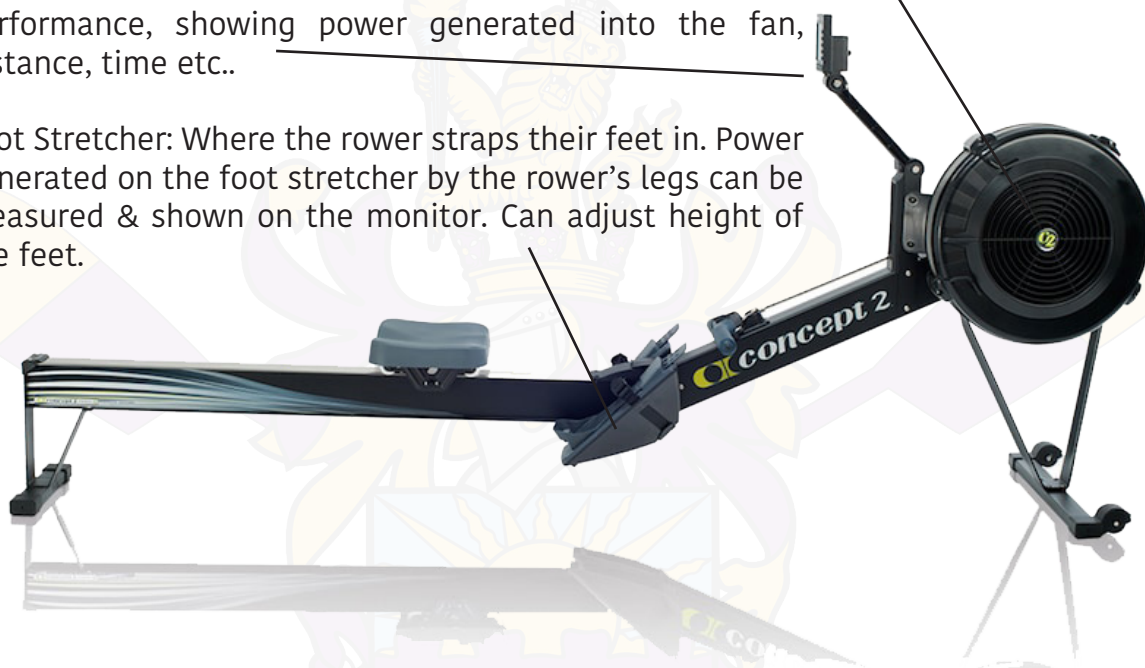
ROWING MACHINE (Erg)

The most commonly used rowing machine is a 'Concept 2'. A rowing machine is often referred to as an Erg, Ergo or Ergometer. North West BUCs Indoors in November is where you can show off your skills on the erg doing a 1k sprint against other rowers from different universities.

Drag Factor: Affects how heavy or light it feels during the stroke. You can adjust the drag factor using the lever on the side. Usually set between 4 - 6.

Performance Monitor: Allows the rower to monitor their performance, showing power generated into the fan, distance, time etc..

Foot Stretcher: Where the rower straps their feet in. Power generated on the foot stretcher by the rower's legs can be measured & shown on the monitor. Can adjust height of the feet.



The Concept 2 Performance Monitor



Time: Either the time completed or the time remaining, depending on the workout.

Rate: The number of strokes you take per minute. Novices typically start at rate 18 - 24 to improve technique.

Split: The time it takes to complete 500m. The lower this number is the faster the rower is going.

Distance: shows either distance completed or remaining depending on the workout.

Lower Half of the Screen: Displays additional information about your workout. The "change display" button allows you to alter which information you want to see during your workout.

WHAT TO WEAR

MUBC kit order usually takes place in October/November. If you want to compete with MUBC the only piece of kit you are required to have is a unisuit.

As this is Manchester it is important you are prepared for cold and rainy weather. It is best to layer clothing during the fall/winter this will allow you to regulate your body temperature during outings.

The following are important for outings in cold/wet weather:

- Many thin layers (leggings, base layers, tech tops, long & short sleeved tops) rather than one thick layer.
- Thin waterproof outer layer (splash jacket can be purchased through the club)
- Leggings
- Trainers or better yet, sliders
- SOCKS (bring multiple pairs because your feet will be wet & cold..dry socks are amazing!)
- Hat



Avoid wearing clothing that absorbs a lot of water (including hoodies) as you will be very cold. Do not wear loose clothing as this can get caught in your blade handle/seat and cause injury.

Bring a spare of everything if it's raining!

It may also be helpful to bring a plastic bag to keep kit dry in the boat or separate wet kit from dry kit.

Additionally, wellies, a visor and sun glasses can come in handy.

It is always good to bring water and food/snacks to avoid post-outing feelings of hunger.

DIRECTIONS

Getting to the Boat House

The boat house is next to M60 Self Storage in Sale (Dane Road (at the junction with Danefield Rd) Sale, Manchester M33 7BP, United Kingdom).

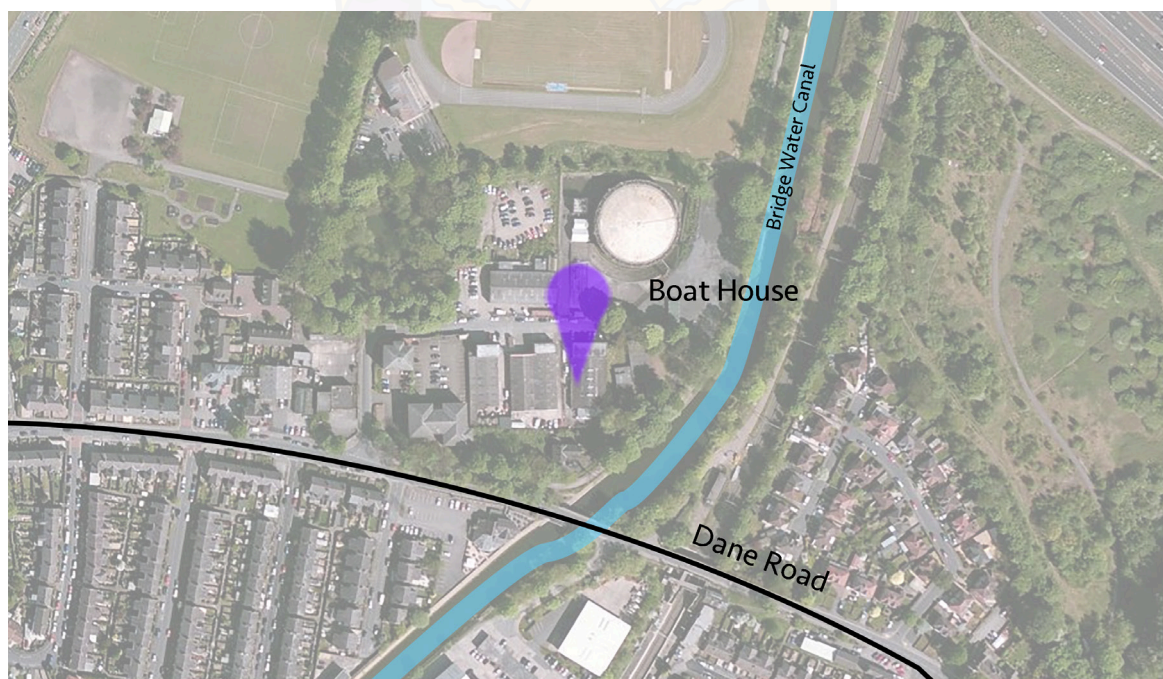
It can be found on google under the name of “Manchester University Boat Club.”

Cycling: By far the easiest & quickest way to get to the boat house from halls. The cycle route goes through footpaths & roads. A map is available at mubc.org.uk.

If you didn't bring a bike to university there are regular second hand bike sales in Fallowfield throughout Freshers Week & term time. Alternatively, the university runs a project called Biko's Bikes that takes abandoned bikes & refurbishes them. Through this program you can rent a bike for £1 a week (with a £40 deposit).

Bus: If you have a Stagecoach bus pass you can take the X41 to Sale; it picks up from the bus stop next to Sainsbury's & drops off in Sale by the Metrolink station. The X41 goes every hour so arrive to the bus stop early to ensure you are able to get the boat house on time. Also you can take the 41 First bus which is more regular, however does not accept bus passes.

Tram: You can take the tram from Piccadilly Gardens located in the city centre. You will need the tram that goes to Altrincham, which stops at Dane Road. From the station the boat house is a 3-minute walk. They are every 12 minutes.

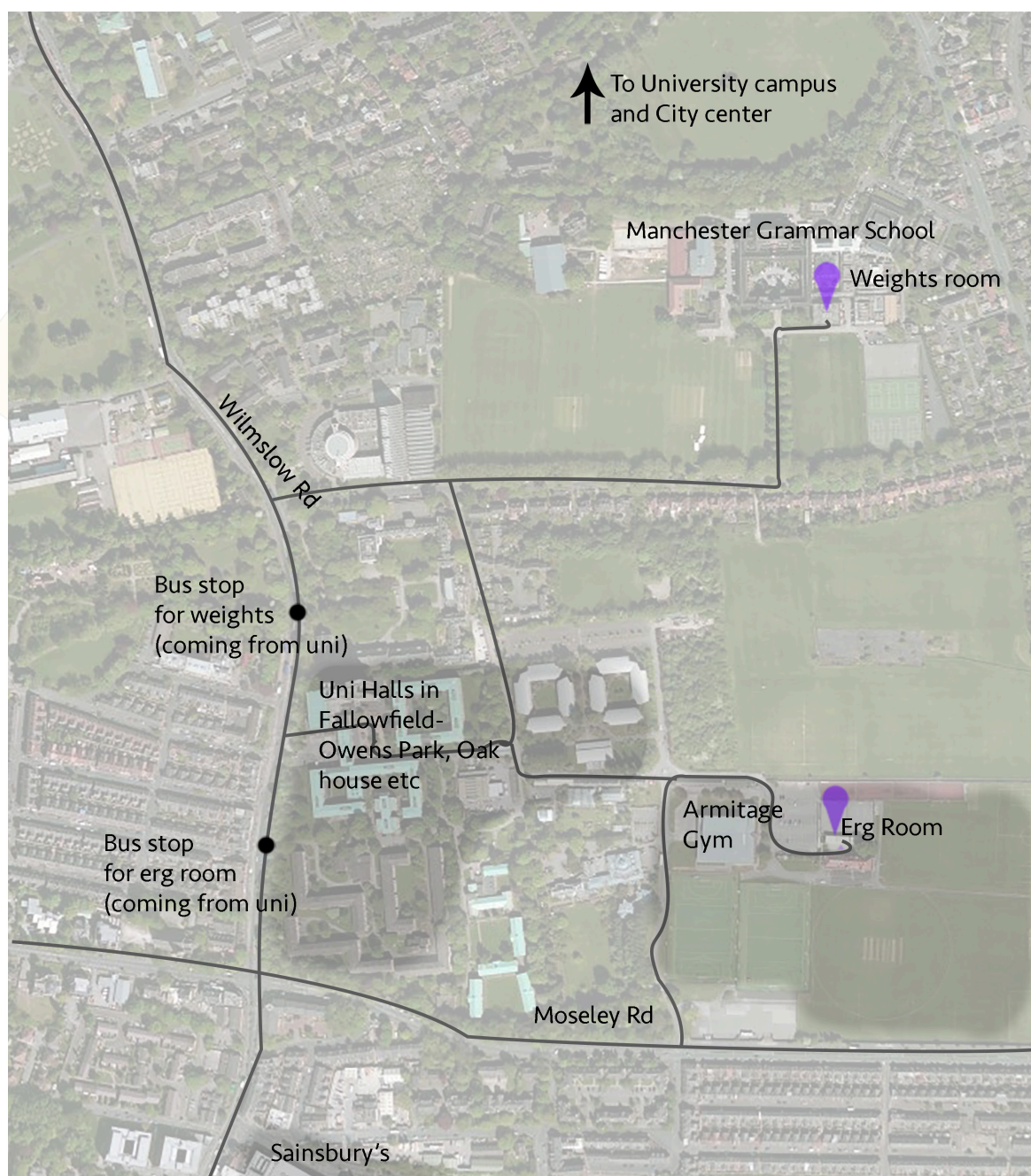


DIRECTIONS (Continued)

Getting to the Erg room and Weights

Erg room : Squash Court 4, Armitage Sports Center, Moseley Rd, Manchester M14 6HE

Weights : Manchester Grammar School, Old Hall Ln, Manchester M13 0XT



Boat Loading

Boat loading is an important part of racing. Here we put all of the boats, blades coxing equipment and everything else we need to race on the trailer and load the tipper. This usually takes place the night before we set off to races.

Before boat loading

Before getting to the boat house a spreadsheet will be posted on the Facebook group, it will look like this, (Photo attached). It is important that you read this before hand, it includes everything you will need to know.

- Trailer plan : This indicates how the trailer should be loaded. The order to which boats should be derigged (taken apart) and put on the trailer can be found at the bottom of the trailer checklist.

- Trailer and Tipper Checklist : These checklists contain everything we need to race. It is important everything on this list is packed in the quantities specified to we don't get to a race without enough blades or clams.

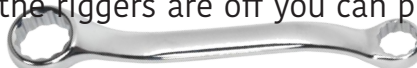


At Boat loading

Make sure you wear lots of layers because we can be stood outside in the cold for a rather long time. In the winter it is useful to bring a torch with you as well as the all important RIGGER JIGGER! This is the most vital tool for derigging. They don't have to be rowing specific - all you need is a 10mm and 13mm spanner.

Boats will be brought out of the boathouse in the order they will be loaded. When they are on trestles it is most efficient if you spread out along the boat with some taking riggers off the boat, others removing seats and if it is an 8 some will

be needed to split the boat (removing the bolts and washers that hold the 2 sections of the boat together). It is important to remember that when taking bolts and washers off at both the riggers and the middle of the boat, that you place them in your nearest shoe so we don't lose anything. Then once the riggers are off you can put the bolts, washers and nuts back into place.



Make sure you tape or tie all of the seats for your boat together and put them in the trailer wheels up.

Tape the boats riggers together. If it is an 8 or quad, tape them in 2 sets of 4.

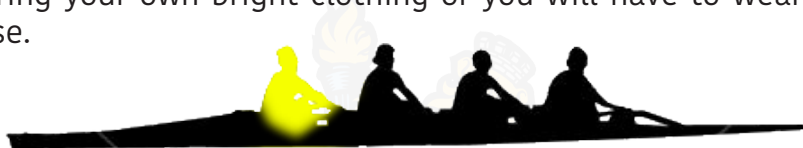
Seniors will show you how to tie boats onto the trailer throughout the year as well as how to get boats on and off the highest level of the trailer.

Make sure that all the boats bits that stick out at the back of the trailer have hazard tape.

The majority of the rules of the canal can be seen in the section below, which is an extract from a safety brief of Trafford Rowing Club.

However the canal is owned by Peel Holdings and has its own rules that we must also abide by- the main ones to be aware of are that we are not allowed to row in the dark (this is classed as sunset and sunrise). We should not row when visibility is exceptionally low (less than 250m)

And we should always have bright colours at bow. If you are at bow in an outing please bring your own bright clothing or you will have to wear a top from the boathouse.



Principles we adhere to as canal users

- Other craft on the water have the same rights to be there as we have. We go out of our way to enable them to enjoy the canal and expect them to do the same for us.
- Almost everyone who uses the towpath or bridges is either neutral or friendly to us. We will avoid obstructing or inconveniencing them in their use of the canal and expect them to do the same for us.
- We will assist in identifying and taking action against the tiny few who behave irresponsibly or dangerously towards other users of the canal and the towpath.

Sale Cruising Club moorings

- Our boats produce little wash but a surprising amount of swell. We have a special dispensation to exceed the canal speed limit of 4MPH **except** in the two places where the Cruising Club have their boats moored: by Timperley bridge opposite the office block, and between Brooklands bridge and Sale. In these areas crews will drop to light pressure, and eights will drop to four oars, to reduce swell.
- People often sleep on these moored boats. On early morning outings do not stop for coaching alongside them, and keep use of loudspeaker systems to a minimum. This also applies to the Oldfield marina area.
- Avoid any stopping on the Brooklands-Sale stretch if possible.
- Cruisers will occasionally emerge from the turning point at Timperley bridge. They have no choice but to do so "blind" and you cannot assume that they will see you. All crews must keep a sharp lookout at that point.

Other water craft when under way

- Remember the "keep right" rule (the cox's right; bow side; starboard). Any other convention is just for rowers and does not apply to cruisers and narrow boats.
- The canal is shallower at the edges: barges and cruisers cannot get in as close as you might think. (Continued...)

- When taking avoiding action in favour of an oncoming narrow boat or cruiser, make it obvious in good time that you're doing so, either by heading clearly towards the bank or by raising a hand (or both).
- Take great care not to stop in the middle of the canal within a narrow boat's large forward blind spot.
- A narrow boat may sound its horn as a helpful gesture, to make sure it has been seen. Do not interpret this as aggression.
- On the other hand if the crew of a narrow boat is abusive take its number and ask an officer of the club to report it to the Cruising Club officials; they will take the report seriously.

Anglers

- When passing anglers, keep to the middle of the canal.
- If possible, do not stop within 50m of an angler.

Animals and birds

In the past the club has attracted criticism when crews have been seen to row at speed through fleets of ducklings. Try to avoid this if possible.

Passers-by on the towpath

- When pulling in with oars on the towpath keep a sharp lookout for passers-by, either on foot or cycling, and make sure to call a warning about the blades clearly and in good time. If the towpath is wide enough, try to position the oars so that there is room to pass.
- When a coach on a bicycle pauses to talk to a crew, make sure that the towpath is not obstructed.



The emergency stop

Occasionally you will be in situations where you are required to stop the boat speed very quickly.

If the cox tells you to hold it hard or stop the boat, this is how British Rowing recommend that crews stop.

<http://thamesrc.co.uk/news/emergency-stop-video/>

Learn how to do an emergency stop.

The key steps are:

- Slap the blade flat on the water at hands away.
- Raise your hands slowly until the water is half way up the loom.
- Rotate the handle towards you SLOWLY until the blade is at 90° to the water.
- Keep control of the handle as it comes towards your chest.
- Back down if you need to.

SAFETY

All members of the club are responsible for checking boats are safe to be used before the session commences
A brief checklist you should use as you are getting the boat out:

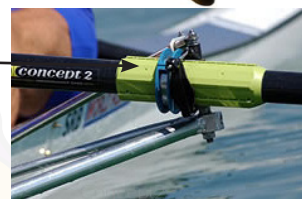
Is the white bowball secure?

Is the steering on the boat working (for eights, fours, quads and the pair)

Are riggers secure and safe to be used?

As you are getting into the boat you should check that your heel restraints are secure (the shoelace at the bottom of each shoe), that your seat is fixed into the boat properly and that your gate is done up tightly.

In the event of coming against another crew on the canal it is both parties responsibility to avoid a collision. If you have right of way but another crew hasn't seen you, you should still shout warning to them, do not just plow on regardless, as this will result in damage to the bow people and boat of both parties. After this, or if they are taking a while to pull in (particularly the case with novice crews) then you should slow down so as not to worry them into making mistakes, and allow them to pull in safely before proceeding.



Lifting Heavy Weights

Boats are heavy, it is important that when any crew is lifting boats in and out of the bays that everyone is quiet so that the crew can hear their cox.

Our boats are fairly snug in the boat bays- it is important that you keep an eye on riggers when walking the boat out and shout a warning if you are about to hit something. When lifting onto and off the rack, make sure that you keep the boat below the riggers above. Boats are expensive (easily ranging up to £20,000 for an eight) so make sure that you don't hit anything, as boats are very fragile for the amount they cost!



It is important that everyone in the crew takes their fair share of the weight of the boat. Boats are heavy and it should not be left to only a few people to take that weight. If you are struggling to lift the boat, tell your cox so that you don't drop it. Communication is vital if you are struggling.

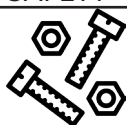
Similarly, blades are up to £500 each, and over the summer most of the blades have been painted.

This has taken at least an hour per blade by the time they have been prepared, checked over and painted. With this in mind please be very careful not to drag them along the towpath- when pulling in make sure the black edge (called a vortex edge) is pointing down so that that is the first thing that will touch the bank when you are stopped. Do not use the blades to slow yourselves down when pulling in. Slow down on the water then come in at a slow speed.

At races

In race situations your boat will be checked by an umpire before you are allowed to boat- therefore you need to check over everything such as the bowball, hatch covers and heel restraints, otherwise you could be disqualified or not allowed to boat.

You are also likely to be sat at the start for a long time before racing, so make sure that you take enough clothes with you to the start- please note that hoodies are not allowed on the water, so make sure you have enough layers without a hoodie.



Basic guide to rigging boats safely

When putting seats on the ground never put them wheels down- always have the wheels in the air and the seat on the floor, if you put the wheels on the ground then it can lead to dints in the wheels which will then need replacing.

Try not to drop nuts and washers- we appreciate that this does happen- but each one lost is a cost to the club that could have been avoided. If you do drop one try to find it, and if not, look in the spares box or ask John or Ruth to get you a new one. Do not put just a nut on the bolt as it can damage the rigger and makes it more difficult next time someone else rigs that boat.

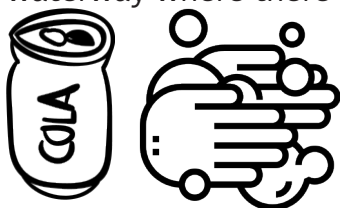
When tightening nuts and bolts this does not need to be done as tightly as humanly possible- this will start to pull the bolt through the shoulder of the boat which will cause major damage. Instead if you place two fingers on your rigger jigger and press down/ pull up then use a medium amount of force this will be tight enough for the boat.

Do not sit in a boat unless it is on the water. They are designed so that the weight is spread evenly throughout the hull when it is on the water. No matter how many trestles you put under a boat, this does not distribute the load evenly, and you can break the hull by sitting in it like this.

A lot of races will require you to carry the boat further than we do at MUBC to get to the water, make sure that you know where you are meant to be standing and give yourselves plenty of time to get to the water.

Weil's disease

We row on a waterway that may have Weil's disease in. Make sure that you always wash your hands after outings before consuming any food. If you do fall in or get splashed on your face it is recommended that you do drink some Coca-cola as this is a simple way to kill any nasty bacteria that has made it to your stomach (this can be found with the first aid kit at the boat house). If you do get flu-like symptoms and they last for longer than two weeks, or you have a high temperature, you should visit your doctors and tell them that you row on a waterway where there have been cases of Weil's disease recorded in the past.



Reporting broken boats or problems

John and Ruth cannot fix boats if they do not know there is something wrong with them.

If you spot something or do damage a boat, there is not a penalty and they will not be cross with you so please either message or tell them directly. Your captain can also report broken boats, so please tell them too. They may ask you how it happened so that they can assess if there are any other unknown problems with the boat, or so that they can put measures in place to stop a similar issue happening again. If all else fails, there is a spreadsheet found in the pinned post at the top of the page on your Facebook group; there is an incident reporting tab, and this can be filled in anonymously. Just please, please report problems when they arise so that they can get sorted before it starts to affect training or races.

This is only a brief overview of the safety section of rowing. There is much more information out there, and the safer you can be on the water and around it the better. Look after yourselves and happy rowing

Links for more information:

<https://www.britishrowing.org/knowledge/safety/collision-avoidance/>

<https://www.britishrowing.org/knowledge/safety/safety-alert-archive/>



As a member of MUBC, I confirm that:

- I will not use the erg room on my own
- I will make sure I bring bright clothing to wear if I am rowing at bow on an outing
- I will not row in a single, double or pair owned by MUBC without a coach on the bank with me
- I can swim at least 50m and can tread water for 2 minutes
- I will respect my Captains and Coxes
- I understand that a breach of these statements forfeits my right to membership of the club

Signed _____

Print _____

Date _____