



# North Bay Rowing Club Junior Crew

## Handbook

### *Why should you row a boat race?*

*Why endure long months of pain in preparation for a fierce half hour  
That will leave you all but dead? Does anyone ask this question? Is  
there anyone who would not go through all its costs, and more, for the  
moment when anguish breaks into triumph – or even for the glory of  
having nobly lost? Is life less than a boat race? If a man will give all  
the blood in his body to win the one, will he not spend all of the might  
of his soul to prevail in the other?*

***Justice Oliver Wendell Holmes Jr.***

*Yale Commencement 1886*

## **Introduction**

Rowing is a sport that can be enjoyed throughout an entire lifetime. It is not an easy sport, but the challenges and trials it presents make the rewards and benefits of the sport much sweeter. Rowing is demanding, both physically and mentally. It requires focus, dedication, hard work, personal sacrifice, and a willingness to work together as part of a team. These are attributes that serve the rower well throughout life. The rewards are many, though they are not at all obvious except to the rower and his/her team. Confidence, knowing success, knowing failure, understanding the value of teamwork, and friendship are among them.

Rowing is a very personal sport, measured mostly by one's own improvement, and occasionally by the sweetness of Victory on the racecourse. It is decidedly character building, and moreover, it is simply fun! We sincerely hope all of you who accept the challenge of joining the North Bay Rowing Club (NBRC) Junior Crew will enjoy your time on the water and your time with your crew members and the coaches.

This handbook was developed by the NBRC Junior Crew coaching staff to provide all members of the Crew and their parents with information regarding the Club, the Junior Crew program, and the sport of rowing. It provides a description of what the rowers can expect from their experience with the Club, and what is and will be expected from them. Please keep this handbook in a safe place, as it provides a great deal of important information that you will undoubtedly want to refer to often.. Paper copies can be requested if necessary.

## **A Brief History of Rowing**

Rowing is one of the oldest sports in existence today. But, as with many sports, it did not originate as a sport, but as a practical means of transportation on the water. Most ancient civilizations that lived near the northern and mid-latitude oceans of the world used rowing to initiate and expand trade and, for some, to engage in war. Victory usually came to those with the fastest and most maneuverable boats. The Vikings are well known for their oar-powered seamanship. Their largest warships, the dragon-ships known as drakkars, often required up to 60 rowers. Competitive rowing undoubtedly started much earlier, probably whenever two boats with spirited captains vied for speed supremacy of local waters along trade routes. Over 2,000 years ago, between 30 and 19 B.C., races between oared galleys were common in Egypt and Rome. It was not until the 1700s, however, that such challenges became popular as a sport among ordinary citizens. This occurred in England, along the Thames River, where river boatmen would race long barges. The oldest documented sport-rowing contest in the world, the Doggett's Coat and Badge Race, has been held annually on the Thames since 1715.

More recently (1829) the annual rivalry of the Oxford-Cambridge race was initiated on the Thames, followed shortly by the equally famous Henley Royal Regatta (1839). The first Yale-Harvard race in 1852 on the Charles River in Boston was the first intercollegiate event of any kind in America. Competitive rowing was part of the original Olympic Games first held in Athens, Greece, in 1896.

# The Art and Sport of Rowing

At first impression, rowing appears to be a fairly simple activity. The rowers get in a boat, albeit a long and skinny one, put out their oars, and row, hopefully all in unison. With experienced crews, the boat moves smoothly and quickly through the water. There is a rhythmic, often poetic cadence of motion as the rowers lean forward for the catch, drive through the stroke, recover, and then repeat the pattern (see glossary below for a list of these and more terms). All the while the coxswain calls out decisive instructions to keep the boat well set, on track, and preferably ahead of any competitors. The same basic motions are also used by novice rowers, but with subtle, and occasionally not-so-subtle, differences. To the careful observer, the novice boat may wobble more from side to side, its rowers' strokes may be less synchronous, the blades of its oars may cause a lot of splashing, its path along the course may be more snake-like, and its coxswain may be much more vocal. Occasionally a rower may "catch a crab" and literally be ejected from the boat by the oar if he or she is not quick enough duck or force the blade out of the water. Mastering all of these motions is the primary objective of rowing - to do so will make the boats go faster, and this in turn makes the rowers and coxswains experience much more pleasant. Rowing is truly as much art as it is sport.

## Rowing Terms and Commands

For the novice rower and parents, understanding what rowing is all about first requires learning a new language. Fortunately, the vocabulary of rowing is not long and it is in English. Key terms and phrases to know are provided below. Please take some time to become familiar with them. It will quickly enhance your understanding of the sport and your ability to converse knowledgeably about it.

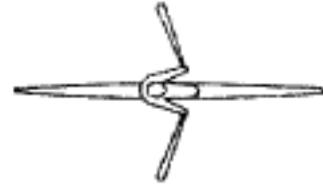
### The Boat (Shell)

There are two types of boats or shells used in rowing, **sweep** boats and **sculling** boats. In sweep rowing, each rower uses only one oar. In sculling, the rower used two smaller oars, or sculls. Sweep boats can have two, four, or eight rowers. Sculling boats have one, two, or four rowers. Each boat may or may not include a coxswain, the person who steers the boat. For brevity, each type of racing shell has a specific designation code as follows:

**Number:** How many rowers are in the shell

**X:** If there is an X, it means they scull. No X means they sweep. + or - A + means there is a coxswain on board. A - means there is no coxswain.

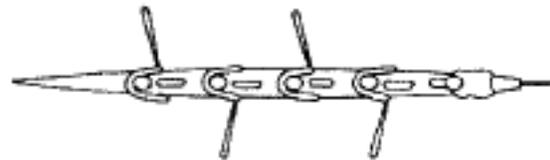
**SINGLE:** One rower, two oars, no coxswain. Designation: **1X**



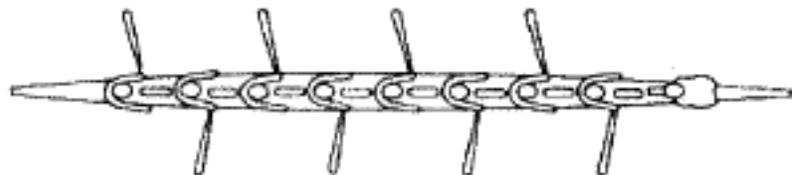
**PAIR:** Two rowers with one oar each. Designation: **2-**



**DOUBLE:** Two rowers with two oars each, no coxswain. Designation: **2x**



**FOUR:** Four rowers with one oar each and a coxswain. Designation: **4+**



**EIGHT:** Eight rowers with one oar each and a coxswain. Designation: **8+**

Each seat in the boat is numbered from the bow to the stern. Coxswains can sit either in the stern or the bow of the boat, depending on how big the shell is and how it is constructed. Steering is accomplished by the coxswain or by a rower using a foot-controlled rudder. However, single and double boats usually steer by changing the pressure applied to the port (left) and starboard (right) oars. The rower immediately facing the coxswain (stern) is called the **stroke**, and works with the coxswain in setting the stroke rate of the crew. Each seat in a boat has a specific role in the strategy and execution of a race plan. Modern racing shells are constructed of fiberglass and different high tech polymers and are very thin (hence the term “shell”). They vary in length from 60 feet for an 8-oared boat to 24 feet for a single scull. The larger shells weigh about 220 pounds. Racing shells reach speeds of up to 15 mph. Oars are usually about 12 feet long, with blades about 24 inches in length. The cost of a new shell can be up to \$40,000.

## Glossary

- Bow:** Forward section of the shell, the part of the shell that crosses the finish line first. Also used as the name of the person sitting nearest to the bow. The crew always faces the stern.
- Stern:** The rear of the racing shell. The direction the rowers are facing.
- Starboard:** The right side of the shell when looking at the bow. Oars on the starboard side of a standard-rigged boat are the Bow, 3, 5, 7.
- Port:** The left side of the boat when facing the bow. Oars from the stern forward are stroke (8), 6, 4, 2.
- Seat:** Where the rower sits.
- Stretcher or Foot Stretcher:** Where the rower's feet go ("D" in the figure below). The stretcher consists of two inclined foot rests that hold the rowers shoes. The rowers' shoes are bolted into the foot rests. The stretchers are moveable forward or backward to allow rowers of different leg lengths maximum slide range.
- Tracks:** The set of metal runners set inside the shell, to accept the wheels on the bottom of each rower's seat (slide).
- Slide:** Both the physical rails upon which the seat rolls, and the part of the stroke when the seat is moving, both during the drive and during the recovery.
- Backstops:** The end pieces of the track that prevent the seat from sliding off the back.
- Frontstops:** The end pieces of the track that prevent the seat from sliding off the front.
- Gunwale:** The top edge of a boat's side: pronounced "gunnel."
- Rigger:** The metal or carbon-fiber arms attached to the exterior side of the shell to which the oarlocks are attached ("B" in the figure above). The rigger acts as the fulcrum. Also used as the name of the person who rigs boats, a "roving mechanic."
- Oarlock:** The device that holds the oar at the end of the rigger.
- Gate:** The metal or plastic rod fastened across the top of the oarlock that keeps the oar in the oarlock.
- Rigging the Shell:** To transport the shells to the Regattas requires the riggers to be removed. Rigging the shell is the act of attaching the riggers to the shell.
- Rudder:** Small, moveable piece on the bottom of the shell by which the coxswain can steer the boat.
- Skeg:** The stationary fin located at the stern section of the boat used to help stabilize the shell in holding a true course. It is not the same as the rudder.

## The Oar

- Oar:** Used to drive the boat forward. Rowers do not use paddles.
- Grip:** The rubber or wood part of the oar handle the rower holds onto.
- Shaft:** The main part of the oar between the grip and blade.
- Blade:** Refers to the business end of the oar, the wide flat part that contacts the water. Sometimes is used to refer to the entire oar. Blades are commonly longitudinally symmetrical (**spoons**) or shaped like hatchet blades (**hatchets**).
- Collar:** Also known as the **button**; this is the ring around the sleeve of the oar that is moved to adjust the load on the oar, and the relative length of the handle.

## The Rowing Stroke

The rowing stroke is what drives the boat forward and a boat will only move as fast as the blades drive it. The stroke is a precise movement requiring the coordinated action of the rower's legs, back, and arms to generate power in one fluid motion. The stroke begins when the rower places the blade in the

water and ends when the blade is removed from the water and is poised to begin another cycle. This cycle can be divided into four distinct phases: the **catch**, **drive**, **finish** (or release), and the **recovery**. The **catch** starts when the blade enters the water at the end of recovery. It is accomplished by an upward motion of the arms only, elevating the grip and lowering the blade into the water. The rower is fully “compressed (knees bent, arms reaching forward) and up the slide (most forward position)”. The blade is fully “**squared**” (perpendicular) to the water at this time.

**Note to parents:** While watching a training session or race, look to see if all eight blades “catch” together. That is, do they all enter the water together? Also watch to see if the crew is moving in unison, or if there is any level of asynchrony. The lack of uniform motion generally results in an unwanted **check**, or deceleration of the shell. The **drive** is that part of the stroke cycle where the rower applies power to the oar. This consists primarily of the leg drive, then straightening the back, and finally pulling in the arms. Most of the power in the stroke is accomplished during the leg drive. At the **finish**, the legs are straight and the hands have finished pulling the oars into the body. The rower is leaning back and pushing down on the oar handle to make it come out of the water. When the blade comes out of the water it is immediately rotated or “**feathered**” so that it is parallel to the surface of the water. The **recovery** consists first of a quick “hands away” motion, pushing the oar handle forward to the full length of the arms, followed by the rower swinging the upper body back to a slightly forward body angle position. The rower then moves slowly back up the slide towards the catch. If the rower slides forward too fast, he/she will check the forward motion of the boat and slow it down. The timing of the slide must be consistent with the forward motion of the boat. Common terms used to describe errors in this phase are “**rushing the slide**” –moving the seat too rapidly to the stern, and “**shooting the slide**” - failing to keep the seat under the rower during the drive, thus increasing body angle inappropriately.

### **Additional Terms**

**Back or backing:** To propel the shell backwards by turning the concave side of the blade towards the bow of the shell and pushing the handle away from the body while the blade is in the water.

Often one side of the boat while the other rows normally in order to spin the shell around.

**Bow splash:** The splash produced by the blade entering the water at the catch while the blade is moving toward the bow.

**Catch:** That part of the stroke cycle where the rower puts the blade in the water while simultaneously reversing direction on the slide.

“**Catching a crab:**” Rower saying, meaning the rower’s blade entered the water at an angle, instead of perpendicular. As a result, the blade gets caught under the surface of the water, usually at the end of the pull through. Most likely to occur in choppy and poor conditions.

**Checking it down or Holding Water:** To place the blades of the oars vertically in the water as a means of slowing or stopping the shell quickly.

**Drive:** That part of the stroke cycle when the blades are in the water.

**Feather:** Rolling the oar handle in your fingers so the blade is parallel to the water.

**Finish:** That point in the stroke cycle immediately prior to the release, where the power is being applied solely by the back and arms.

**Full slide:** Type of stroke where the seat is moved on the tracks, so that the rower used legs, back and arms.

**Half Pressure:** The application of power in a racing shell such that the rowers are rowing half as hard as they can at full pressure. The rowers are pulling harder than they would at paddle pressure, but not as hard as if they were rowing at full pressure.

**Layback:** The rower's act of leaning back toward the bow during the stroke. Layback should not be more than a few degrees past vertical.

**Piece:** A term referring to any period of work performed in the shell. Might be a ten-minute piece, a 500-meter piece, or a 20-stroke piece.

**Puddles:** The marks left by the blade on the water after the release. The puddles indicate the "run" of the boat by showing how far it has traveled since the previous stroke.

**Recovery:** The part of the stroke cycle where the oars are out of the water.

**Release:** The downward motion of the hand that serves to remove the blade from the water and start the recovery.

**Rating:** The number of strokes rowed per minute. Also known as Stroke Rating.

**Run (or Spacing):** The distance the shell moves during one stroke. Good spacing means the crew is letting the boat work while they are on the recovery. By rushing the recovery, the crew will make the shell surge towards the stern immediately prior to catching and shortening the run for that stroke.

**Rush:** A technical error caused by sliding relatively too quickly and abruptly toward the stern.

**Set:** The balance of the boat.

**Settle:** The part of the race (or other piece) where the crew decreases the rating from the initial high stroke to a lower pace that the crew will maintain until the final sprint.

**Skying:** The incorrect action of carrying the hands too low during the recovery, especially when the rower dips his/her hands just prior to the catch (i.e. sort of winding up). This action usually results in the blade being too high off the water's surface.

**Stroke:** The rower who sits closest to the stern and the coxswains. The stroke sets the rhythm for the boat. All rowers behind the stroke must follow the stroke's cadence.

**Swing:** Occurs when the entire crew is moving perfectly in unison and the shell seems to be moving very fast without much effort.

**Washing out:** When the blade comes out of the water during the drive – creating surface waves, losing power and unsteading the shell.

## Coxswain Commands

The coxswain (cox or cox'n) is an essential member of the crew, just as essential as the rowers themselves. The coxswain's primary job is to keep the boat moving straight and the rowers in synchrony. The coxswain calls out instructions and the stroke rate. The coxswain is also responsible for the safety of all the rowers in the boat as well as all of the equipment. The common commands described below will hopefully give the reader a sense of the dynamics of rowing and how the crew works together as a team. However, each coxswain/coach has individual preferences for these and/or other commands. All novice rowers should pay attention to and learn the commands specifically used in training. During a race, the coxswain uses a **cox-box** to monitor the rower's stroke rate and call out the optimal cadence. The cox-box is a small electronic device that amplifies the coxswain's voice and also provides a read out of important rower performance information. There are a series of small speakers in the boat under the seats that transmit the commands of the coxswain to the rowers.

**"SIT READY TO ROW:"**: The command to begin rowing. The coxswain generally gives specifics on the type of warm-up or drill, otherwise rowers row regularly on hearing the final command, "Row".

**"HOLD WATER!"** or **"CHECK IT DOWN!"**: The coxswain's call that tells the rowers to drag their oar blades through the water perpendicularly, effectively stopping the boat.

**"LET IT RUN!"** or **"LET IT GLIDE!"**: The coxswain call for all rowers to stop rowing and to pause at the finish oars off the water, letting the boat glide through the water and coast to a stop. Used as a drill to build balance. This command is used in some programs interchangeably with "weigh enough" although originally it meant something different.

**"POWER 10 (or 20 or 30 etc.)"**: The coxswain calls for a specific number of power strokes. A power stroke is a stroke that musters all the strength you can give. This is often a tactical move in a race, used to focus the rowers' energy for a surge.

**"WEIGH ENOUGH!"**: All rowers stop rowing with blades dragging on water. This call actually sounds like "way nuff".

**"SLOW THE SLIDE"** or **"ADJUST THE RATIO"**: This command is used to correct either a rush or sluggishness on the recovery. The ratio compares the time used on the drive to the time spent on the recovery.

**"BACK IT DOWN"**: The command to row backwards. The blades do not need to be turned around in the oarlocks although they can be.

**"PADDLE"** or **"ON THE PADDLE"**: Row at no pressure or to stop the drill/ piece. Instructing one side to paddle through will turn the boat to that side assuming the other side is rowing regularly."

**"HANDS ON!"**: Grab onto the boat and prepare to move it.

## Becoming a Rower on NBRC Junior Crew:

**Tryouts:** Tryouts typically happen after returning rowers begin practice. They are usually held just after Labor Day and are held for 1 week. There is a small charge for tryouts which, if accepted on the team, is applied to Registration Fees.

**Registration:** Registering your rower is done online through the North Bay Rowing Club's website, [www.northbayrowing.org](http://www.northbayrowing.org). Look for the "Juniors" tab and follow the instructions to register your rower for the team, tryouts, or the Learn-to-Row Program.

Every season begins with a registration/team night where the coach talks to the parents and rowers about the coming season, regattas, special events, expectations, and answers questions from parents and rowers. Team officers are there to answer questions as well. Parents are strongly encouraged to volunteer for assorted team parent's positions which are outlined at registration night.

**Fees:** There is a one-time registration fee that is non-refundable. Crew is a Fall & Spring season sport with a 9 month payment schedule. Fees are due by the 10<sup>th</sup> of each month. This is a **payment schedule** and fees are due whether or not your rower attends practice/races. Fees are due regardless of vacations, injuries or other activities. Only an official drop from the team releases the family from monthly fees. A drop form needs to be signed from the coach to have an official drop date.

### Other Expenses:

- Uniforms: there is a basic racing uniform and practice attire that is required. They are ordered online through the "team store" with JL Racing. Information on ordering process and dates will come at start of season. Another source is used for team gear such as gear bags, sweatshirts, caps etc.
- Travel: Longer over-night travel is an extra expense for lodging, food, and depending on distance, transportation. It can vary by regatta. Every effort is made to keep the costs to a minimum.
- A small fee is collected at registration to enroll all families in the NBRC Juniors Boosters Club. This is a small fundraising arm of the juniors team.
- End of year Banquet: This amount covers the catering of food and room rental for the Juniors end-of-year banquet and awards night. Collected at the end of the season.

# Racing

## Types of Races

There are three basic types of races in rowing: Head Races, Indoor Rowing Races, and Sprint Races. **Head Races** are typically held in the fall on a 3000-6000 meter racecourse and are raced for time. Boats are stagger-started and the boat with the fastest time wins. The courses often have turns and bends and take 15-25 minutes to complete. **Indoor Races** are usually held during the winter and are on rowing machines called ergometers. At an indoor race, multiple ergometers are set-up side by side and the rowers race for time for 2000 meters. The climax of the rowing season is the **Sprint Race** season in spring. These races are also 2000 meters, but the boats line-up side by side as opposed to the single file approach of Head Races. The Sprint Races are either **Duels**, where two to three clubs/teams will meet, or **Large Regattas** involving up to fifty teams. The Southwest Regional Junior Championship Regatta at the end of the year is a Sprint Race, attended by crews from all over the Southwest (Arizona, California, Colorado, New Mexico, Hawaii, Nevada, and Utah). The current schedule of NBRC races is provided as a supplement to this handbook.

## Rower Guidelines for Regatta

### Evening Prior to the Regatta

Typically, NBRC will have the scheduled practice at the NBRC Boathouse the night before the regatta. All rowers and coxswains are expected to attend this practice session. Rowers not attending the pre-race practice without the prior consent of the coach may not be allowed to race at the regatta. The coaches will go over and finalize the following items:

- Rower and coxswain shell assignments
- Regatta race schedule
- Departure times, meeting places and car-pooling requirements
- Other regatta specifics

The crews will also de-rig the shells and load all of the racing equipment and shells onto the trailer.

**Parents note:** It is not uncommon for this practice session to run beyond the normal practice time. Rowers and coxswains should eat a healthy meal the night before the race (carbohydrates - pasta and breads) and get a good night's rest. A clear and focused mind is crucial in competitive rowing.

### Morning of the Regatta

All rowers, coxswains, and parent drivers will meet at the pre-established meeting area for car-pooling. Depending on the location of the regatta, departure time may be as early as 5:00 a.m. It is *very* important that everyone be on time so they are not left behind. For safety reasons, rowers are not allowed to drive to regattas. At least one of the coaches will transport the racing shells and equipment independent of the team.

### At the Regatta

It is critical that coxswains arrive at the regatta on time for the coaches, coxswains, and officials meeting. The race officials will go over the regatta rules, protocols, and course, and the coxswain will weigh-in. Upon arrival, all rowers are to assemble at the NBRC shell transport trailer and begin rigging the shells. After the coxswains, coaches and officials meeting, the coaches will go over the regatta schedule with rowers. All rowers are then expected to warm up together and be prepared to launch at the appropriate time. As the day progresses, the rowers and coxswains will de-rig the shells as they are no longer needed and load them back onto the trailer for transport.

## **Personal Items**

All rowers and coxswains should consider bringing the following items to each regatta:

- 1) Racing uniform (mandatory),
- 2) Water bottle,
- 3) Change of clothes,
- 4) Layers of clothing (windbreaker, sweatshirt, sweatpants, etc.),
- 5) Extra socks
- 6) Homework
- 7) Sunscreen
- 8) Some spending money

## **Caravan Home**

NBRC will caravan home as a team. Any rowers and coxswains that need to leave earlier should coordinate with the coaches. Prior to departure the team may decide on a lunch/dinner stop. The rowers/coxswains will meet at the boathouse after the regatta to unload and re-rig the boats.

## **Parent Guidelines for Regattas**

### **Within the week prior to Regatta**

The carpool coordinators will contact parents asking if they can drive to the regatta and how many seats will be available. **Please do not allow your rower to set carpools.** It is the responsibility of the Team Managers.

### **Morning of the Regatta**

Coaches require that parents drive to and from the regattas (minimize the potential of any accidents). Parents will need to pick up rowers and coxswains at predetermined locations on the morning of the regatta. Drivers, rowers, and coxswains need to be on time. One or more of the coaches will transport the racing shells and equipment independent of the team (earlier departure than the rest). It is not uncommon for the NBRC crew to be on the road by 5:00 a.m. (dependent upon regatta location).

### **At the Regatta**

The team will arrive early in the morning, well in advance of any of the first races. Parents should expect considerable waiting time before the first race and should plan accordingly. Bringing reading material and/or paperwork to occupy oneself while waiting for NBRC races is recommended. In head race regattas, the crews race only against time, and the race results are learned usually only after they are posted. In the sprint race regattas, however, the crews race directly against other crews (typically six shells per heat). These races offer more excitement and spectators normally can determine which team won at the finish line. The sprint regatta course is usually 2000 meters, but spectators generally only can clearly see the final 500 meters of the race (if you are at the finish line), unless you have binoculars. Most spectator viewing is located at the finish line, although some (e.g. Redwood Shores and The Port of Sacramento) offer vantage points on bridges that allow views of longer portions of the racecourse.

**Personal Items:** To make the day more enjoyable consider bringing some of the following items: 1) various layers of clothing (the day is long, weather conditions change throughout the day, and there is sometimes as much as a 15-20 minute walk to get to the location from the parking area); 2) reading material and/or paperwork; 3) pair of binoculars; 4) snack and water (the team provides basic breakfast and healthy lunch); 5) stop watch; 6) writing pen; 7) camera; 8) camp chair, 9) spare

key to vehicle (minimize an unexpected vehicle lock out); 10) some spending money (some of the racing clubs run small concessions stands at the Regattas offering bagels, fruit, coffee, tea, juices, etc. and Regatta T-Shirts. Note: Regatta t-shirts are popular with the Rowers and Coxswains.

**Caravan Home:** Typically the team will caravan home together. Rowers and/or coxswains that need to leave earlier or are not able to join the caravan must coordinate with the NBRC coaches.

**Drivers should plan on dropping the rowers and coxswains riding in their vehicle at the NBRC boathouse to unload the trailer and rig the boats.**

## Rules and Expectations

### Rules

**Be on Time:** Rowing is a team sport, we need everyone present before we can begin most activities. Be prompt for races, practices, carpools, meetings, and all other NBRC functions.

**Treat the Equipment with Care:** Everything in the boathouse is expensive. Everyone is responsible for every piece of equipment they use.

**No Talking in the Boat:** The coach and the coxswain should be the only voices heard on the water. The rowers' safety depends on everyone concentrating and remaining focused on rowing.

**Put Things Back Where They Belong:** The boathouse and equipment are used by NBRC members other than just the junior crew. Make sure everything is replaced for the next user.

**Let the Coaches Know When Something is Broken or Might Break:** In order to make the necessary repairs, the coaches must be informed of any problem as soon as it develops.

**Respect the Coaches' Gear and the Private Boats:** Not everything in the boathouse is for general use. Spare parts, coaches' equipment, and launches are for coaches' use only. If you need something, let a coach know. Also, some boats at the boathouse belong to individual members and are not the property of NBRC. These should not be used or touched by others without the owner's permission.

**No Swearing:** It demeans you and is disrespectful to those around you.

**No Alcohol, Tobacco, or Illegal Drugs.** Any athlete caught consuming alcohol, smoking, or using illegal drugs during practice or any NBRC event or function will immediately be removed from the practice or event and asked not to return. Dues will not be refunded.

### Expectations of the Athlete

#### **Make the most of the time we have**

With only two hours of practice a day, time is short and we need to make the most of it. Please show up to practice on time and ready to work. If you show up late, please make every attempt to get ready as quickly as possible. If boat assignments are open, latecomers will quite possibly be left on shore with an erg workout. If you need to use the restroom or fill a water bottle, please do it before the boat seatings have been given out. It is understood that stretching time is the social time of practice, but the coaches may continue practice if crews were late getting on the water. Each day the coaches have a workout planned that takes about one hour. This does not include stretch time on land or warm up on the water. Also, though we have a long season, success requires hard work and every practice counts. Once in a boat, focus on rowing only - get into the "zone" and do your best to improve.

### **Try your hardest every day**

No coach expects all rowers to show continuous improvement every day. There will be off days. But if you try your hardest each day, good results will follow. Your goal should be to get stronger and faster every day. Make today's 100% effort tomorrow's 95% level. As long as you try your hardest, no one can expect any more from you. But also remember that you are part of the team and the boat will move only as fast as the slowest rower. Everyone in the boat has the capacity for improvement and you are expected to make use of every opportunity to both learn and get better. Ask questions of your coaches and teammates after practice, especially if something said during the workout did not make sense. Occasionally some things in practice may seem trivial and a waste of time, but your coaches do know what they are doing. Trust them to help you excel at the sport.

### **Represent North Bay Rowing Club Proudly**

Many good people have put a great deal of time into building NBRC into what it is today. Be proud of that and that you are part of it. The way you conduct yourself at a regatta and around the novice rowers will affect other's perception of both you and the program. Take pride in who you are and where you come from. Be gracious to your opponents, whether they win or lose, and congratulate them on racing well. They have undoubtedly trained just as long and hard as you have.

## **Expectations of the Coaches**

### **Keep everyone safe**

The primary concern of the coaches is to make sure no one gets hurt while at practice, traveling to an event, or at an event. They will do everything they can to prevent injuries by coaching proper technique and making sure proper precautions are taken. On the water, they will be aware of potential hazards and will make sure the crews can avoid them. They will not put crews in a situation where they are subject to injury by other boats, both rowing and otherwise. Nor will they allow crews on the water if conditions are not safe including during high wind, fog, and/or lightning. They will make sure they carry safety equipment in the launches and that the rowing shells are properly equipped for the environment.

### **Make the most of the time available**

Coaches will do their best to get practice going promptly and finish on time. They will come to practice with a specific plan for the day and a general plan for the week and month. They will try to make every practice count by giving the crew their full attention and best effort.

### **Be fair and impartial when making boat assignments**

The coaches' goal at the races is to make the fastest boats. *Period*. At championships, the eight fastest rowers will be in the Varsity Eight (or Novice A), the next eight fastest will be in the Junior Varsity Eight (or Novice B). Fours, the Lightweight Eight and the Freshman Eight are secondary to these two boats, and coaches will do everything they can to make these two boats as fast as possible. Their judgment on who will race in what boat will be based on several factors: erg testing, seat racing, and their own evaluation of a rower's skill level. While erg testing is not an absolute measure of how fast someone rows, it is an indicator and a tool to be used by the coaches. Erg times substantially slower than the average will affect the rower's opportunity to get seat raced. Seat racing allows the coaches to determine more precisely how well a rower actually moves in a boat. Coxswains are also chosen to make the boats the fastest. The coach will evaluate the coxswain's ability to motivate and encourage a crew, make good decisions that keep his or her rowers and equipment safe, as well as the coxswain's knowledge of rowing and ability to convey to

the crew the important aspects of drills and technique.

### **Promote and develop North Bay Rowing Club and the sport of rowing**

NBRC will accept anyone wanting to learn to row through NBRC within the size limitations of the club. The coaches are active ambassadors of the sport and will do everything they can to promote rowing in a positive light and make sure everyone is having an enjoyable experience rowing.

## **Expectations of the Parents/Guardians**

### **Participation**

While it is not required, parents and guardians are *strongly* encouraged to participate in the Club activities and support their rower or coxswain's participation in rowing. North Bay Rowing Club is primarily a volunteer run organization and relies on the participation of all of its members. Families will often be contacted throughout the year to volunteer time, talents, or money in preparation for an event or during an event. This could include driving in a carpool, calling local businesses for food donations for regattas, organizing parent participation in an event, working at a regatta, and/or serving on the parent board or a sub-committee. Participation in these activities helps to further the success of each rower or coxswain's hard work on the water.

### **Support the coaches**

Understand that the coaches are doing their best to provide a supportive and competitive environment for each rower and coxswain. The coaches are striving to motivate each participant to reach his or her goals in a safe and encouraging environment. NBRC is committed to the personal and athletic excellence and the growth of each rower as an individual and as part of a competitive rowing program. The coaches have all been a part of competitive rowing teams and understand the struggles that the rowers/coxswains face. If, as a parent or guardian you have a question or concern about your rower or coxswain's ability or participation on the team, please speak with the coach outside of practice time or a racing event. While the coaches would appreciate the parents' support regarding training, they also understand the importance of academic excellence for all participants, and will support any parent's decision to determine their rower's participation based on academic performance.

## **Practices**

**Days and Time:** The practice time and days are determined by the coaches at the beginning of each season (fall and spring). Typically, juniors practice in the afternoon, after school. The both varsity and novice normally practice five days per week in the fall (Monday, Tuesday, Wednesday, Friday, Saturday, with Thursday being a personal work out day). In the spring, both groups have practice five days per week with regattas replacing practice on some of the weekends. Practices normally last about two hours and include a combination of land work (including running, circuits, and lifting), ergometer work, and water work. Practice generally takes place at the North Bay Rowing Club Boathouse. Every effort is made to finish practice at or before the stated end of practice time. However, there are occasions when practice times and/or days need to be adjusted because of unforeseen circumstances. Rowers and parents are asked to be flexible and every effort is made to notify parents and rowers as far in advance as possible.

**Transportation:** Transportation to and from practice is the responsibility of the rower/coxswain and/or his or her parents or guardians. Carpooling is *strongly* encouraged.