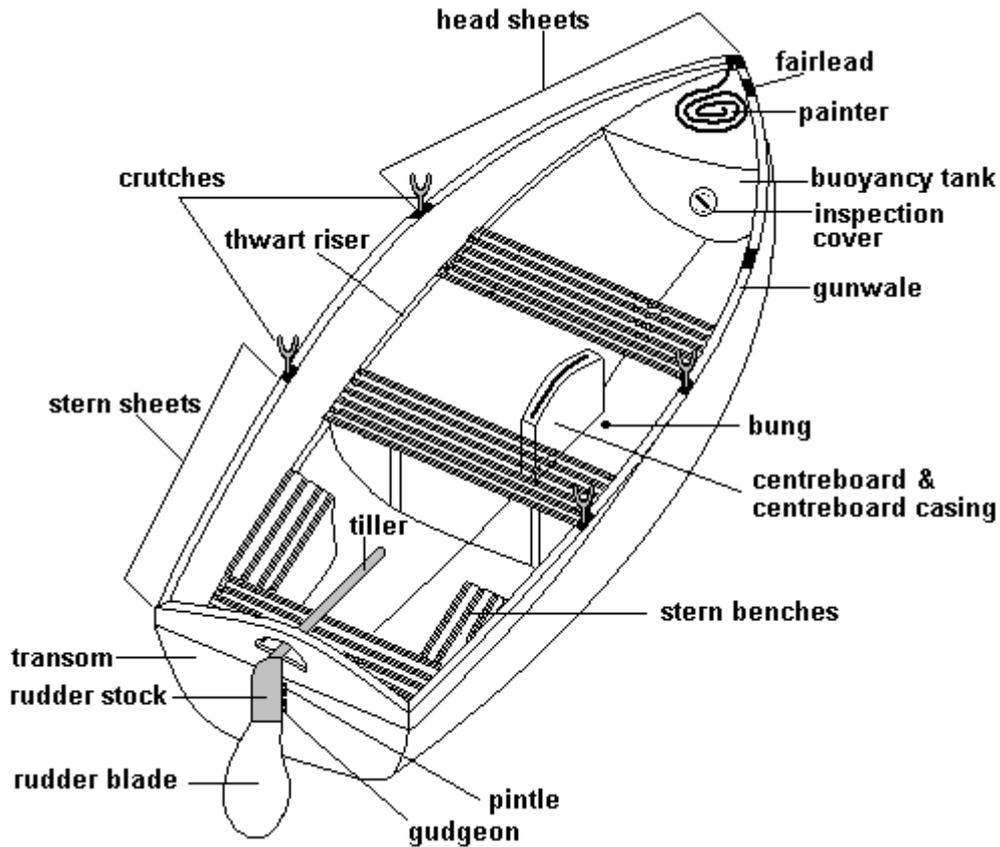


PULLING:

PARTS OF A PULLING BOAT:



NOTES ON ROWING:

A complete stroke is broken into four basic points as follows:

CATCH Placing the blade in the water ready to pull.

PULL Sweeping the blade back to get headway.

FEATHER Blades come out of the water at a 45° angle, and as you come forward, the oar blades are flat with the water's surface.

RECOVER Swinging the oars to the CATCH position, then a slight pause before the CATCH again.

Common mistake to be rectified by:

- Shift position of the hands outwards.
- Keep elbows to the sides.
- Keep arm parallel.
- No hands under the oar.
- No hands over the end of the loom.
- Wrong angle of the oar blade.
- Two-thirds of the oars' blade in the water – NO MORE!
- On recover stroke, keep the oar parallel to the water and feathered (this is done by twisting the wrist down and away from you).

PULLING COMMANDS:

“LOOSEN UP FORE AND AFT”

No’s 1 and 6 loosen fore and aft painters and pass them behind the bollards and back into the boat. No’s 1 and 6 loosen, then take up their positions in the boat, holding the painters firmly to keep the boat steady. **There must be no talking by the crew or passengers.**

“SIGHT YOUR OARS”

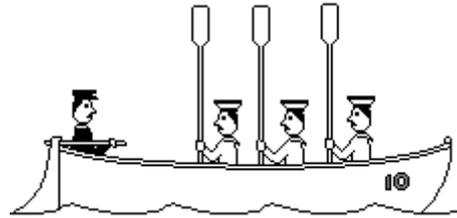
Oars to be checked and selected. **Note:** No1’s oar lies on the centre line of the boat with the blade facing forward. The oars of the rest of the crew lie with the blades aft.

“SHIP YOUR CRUTCHES”

After the crutches are fitted and positioned fore and aft, with the long lip towards the bows, and when the coxswain is satisfied that all is ready...

“TOSS YOUR OARS”

This is the order to bring the oars smartly to a vertical position, with the looms resting on the bottom boards and the blades fore and aft. It is also given for a salute, but before this is given, the caution “STAND BY TO TOSS OARS” should be given.



“LET GO FORWARD”

Bowman hauls in the painter and gives a firm push to allow the bows to swing clear.

Aft painter holds the stern back.

“BOAT YOUR FENDERS”

“LET GO AFT”

No.6 hauls in the painter.

“BEAR OFF THE BOAT”

If necessary, by using the loom (**NOT** the blade) of the oar or a boat hook.

“SHIP OARS”

Oars are placed in the crutches where the shaft joins the blade, and are pushed out parallel to the water. Bowman and No.6 coil up painters and take up their positions.

“STAND BY”

All lean aft with arms straight in front of the body, hands shoulder width on the hand grip and loom of oar, blade of the oar just above the water with blades at an angle of 45 degrees – top of the oar aft.



“GIVE WAY TOGETHER”

The whole crew starts pulling. Keeping in time with the stroke oar.

“OARS”

Given when the blades are in the water – complete one further full stroke and bring the oars to SHIP OARS position, blades parallel with the water.



Watermanship 20

“HOLD WATER”

This command is obeyed immediately and is used to stop the boat by holding the oars at right angles to the water against the forward movement of the boat.

“HOLD WATER PORT” or “STARBOARD”

“GIVE WAY PORT” or “STARBOARD”

“BACKWATER PORT” or “STARBOARD” or “TOGETHER”

“CROSS OARS”

Oars are slid across so that the looms rest on the opposite gunwale.

“TRAIL OARS”

To avoid an obstacle, whichever side is indicated or both sides bringing the oars fore and aft, by leaning back and passing the loom over your head, being ready to lift oars inboard out of the crutches, if necessary.

“EASY ALL”

Slow or ease the stroke.

“WAY ENOUGH”

One more stroke of the previous order, then the crew lean back and pass the loom of the oar over their heads – blades being aft.

“OUT FENDERS”

“BOAT YOUR OARS”

From the position of WAY ENOUGH with the blade of the oars close up to the crutch, the oar is lifted up out the crutch and laid (blade aft) in the centre line of the boat, except the Bowman’s oar, who lays his oar with the blade forward.

“BOWS”

The Bowman prepares to fend off bow from the wharf and on contact moves boat forward to bring it alongside. No.6 must be prepared to either throw or receive a line.

“BOAT YOUR CRUTCHES”

“MAKE FAST”

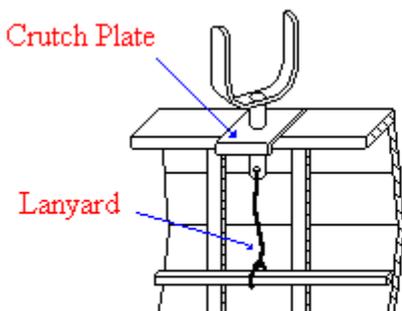
Bowman and No.6 make painters fast on the bollards.

“FALL IN”

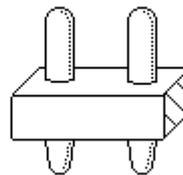
Crew fall in on the wharf, Stroke No.5 in charge. Coxswain remains in the boat to check that all is secure. Boats the rudder and tiller, collects the crutches, leaves the boat, checks the mooring (making sure that Bowman and No.6 have allowed for the rise and fall of the tide). Coxswain then reports to his Watch Officer that all is secure.

REMEMBER: Always keep eyes in the boat and no talking.

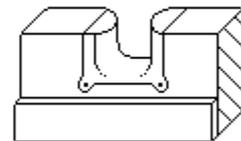
Note: When coming up to a mooring or a buoy, always make your approach into the wind, but if the current is running stronger than the wind, then come up against the current.



CRUTCH



THOLE PINS

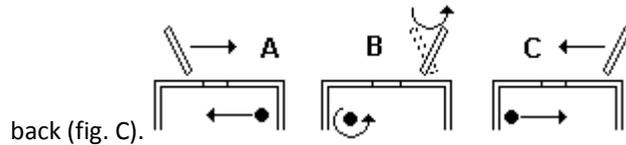


ROWLOCK

SCULLING OVER THE STERN:

NB: do NOT use the rudder to scull – you WILL damage your rudder.

Sculling over the stern is not particularly easy, but it is straight forward if the mechanics of it are understood. It is usually harder work than rowing, so if a pair of oars are available and there is enough room to use them, rowing is preferable. The oar gets its thrust by being levered across with the blade at an angle (fig. A). At the end of the stroke, it is turned with the same side aft (fig. B) and drawn



The tendency to move the boat sideways is cancelled out by the changing directions, but the forward component of the thrust remains. The difference between the two angles of the blade is about a right-angle. The effect is obtained by bending the wrist fully forward when pulling across (fig. F) and fully backwards the other way (fig. E).



Concentrate on one hand and regard the other as merely providing extra power. As soon as the elements of sculling are mastered, try standing sideways and sculling with one hand while looking forward. Steer by pulling harder one way or by alternating the blade angle.

