Torridge Pilot Gig Club Development Programme “Best Practice Rowing Procedures”

Aim:Individual Development Plan for all Rowers
Objective: Build Confidence, Technique & Power to Increase Boat Speed.

TPGC Best Practice Rowing Procedure

Introduction

This document has been put together by The Development Team of Torridge Pilot Gig Club to help both New and Existing Members understand the basics of Gig Rowing through brief descriptions of:

Best Practice Rowing Procedures

so that Members can Build their Confidence, Technique and Power with the ultimate aim of increasing Boat Speed for both Social and Competitive Regatta Rowing.

The Processes described are not fully comprehensive or rules, but an introduction which will help you understand the Basics of Gig Rowing.

These procedures will be developed further by TPGC Coaches/Coxes (also known as Coxswain) together with the existing members of the Club during your Rowing experience.

It is suggested that you have a read, digest what you can and then:

GET OUT ON THE WATER TO PROGRESS!!!

As time in a boat is the best way to enjoy and improve your rowing.

We are all learning and improving during each Row, so don't be afraid of making mistakes, as we have all probably made that mistake previously, so please do not feel intimidated if you do get something wrong, don't apologise either, just try to learn from that mistake and put it right with help from the Cox (also known as Coxswain) and other members before you make the next mistake and repeat that learning process again.

Content:

1. Basic Boat Knowledge
2. Boat Preparation & Launch
3. During a Row
4. The TPGC Stroke
5. Boat Recovery and Storage
6. Progress Achievement Record Sheet

TPGC Best Practice Rowing Procedure

Basic Boat Knowledge

Once you have decided to give gig rowing a go, we have on hand experienced and seasoned Coaches/Cox to help answer any questions that you may have. You will also be given a named Mentor who will be available for your guidance and help with any questions you may have.

What should I wear / bring?
Depending on the weather: T shirt long or short sleeve, sports vest all ideally made from a moisture wicking material i.e. not cotton. On the bottom half, shorts, track suit bottoms, sports leggings that should be stretchy and comfortable. Bring a sweatshirt, fleece, windproof jacket, showerproof jacket to suit the weather as you can get cold at the end of the row, and it can take time to warm up at the start.

A peaked cap, sunhat, bandana, beanie is good to protect the head from rain, wind and sun.
Sunglasses are also good to protect the eyes. Sports bra, sports underwear should be worn as chaffing is a problem in fact it's a pain in the arse!

Wellington boots or crocs for launching the boat as feet do get wet and trainers to row in. A waterproof bag is a good idea to keep anything you bring dry.

It's a good idea to bring a water bottle to keep hydrated when rowing. In the summer months it's a good idea to apply Sun block. Anyone may choose to wear a life jacket or buoyancy aid if they wish (supplied if requested).

Who is in charge? The Cox (Coxswain) is in charge of the boat at all times and will give clear instructions on the quayside, on the slipway, and on the water.

Pre-Rowing Checks:

Health: Ensure that your coxswain is aware of any long or short-term health issues.If you have an existing back problem, please be aware that you will need to be able to lift your share of a 600 kilo GRP (**Glass Reinforced Plastic**) training boat during launching and recovery.

Medication: Inhalers, make sure you have yours with you and that the coxswain is aware.

Hydration: Ensure that you are adequately hydrated pre row & always bring water with you.

Fuel: Food = fuel. You can't run on empty. Allow adequate time for digestion though.

Alcohol: Stays in the blood for a long time please do not turn up under the influence or hungover

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How do we prepare the boats before a row (fully explained later).

Experienced members will guide you in actual preparation of the gigs, but just to give you a rough outline of the essentials a boat needs:

1. Oars: 6 of them, numbered according to each seat position. The blade is the end in the water.
2. Pins: 2 per oar, one 'hard' and one 'soft' to locate the oar. Their differences will be explained.
3. Cushions for the seats to protect your delicate bottom (and it may well feel delicate after rowing).
4. Stretchers: adjustable wooden footrests, 1 for each rower.
5. Fenders. Blue oval plastic. 2 usually required, left in the boat.
6. Lubricant to grease the leather on the oars.
7. Bung. Very useful to stop the boat sinking! This is found in the stern and is removed after each row to allow for drainage. (Best if we remember to put it back in before rowing again.)
8. Cox's supplies. The cox's bag contains VHF radio, flares, first aid kit, etc. The cox will also have a VHF radio.
9. Buoyancy aid for the cox and for anyone else that wants one.

How do we get the gig to the slipway?
Trollies/wheel/ bogey's are different names often used by Cox's and are placed under the bow and stern at the instruction of the cox. The boats are wheeled to the slipway on the wheels . Great care and attention are needed when manoeuvring the boat to the slip. The cox will give clear instructions to walk alongside the boat, away from the wheels, at suitable spacing to hold/push the boat. Please be aware of members of the public on the pavement and on the slipway and of cars in the road.

What did the cox say? (And what the cox wants you to do!)

Gig rowing is a technical sport with its own terminology. As a beginner, listen to the cox, concentrate on getting your timing in tune with the rowers ahead of you – relax and enjoy yourself out on the water. It takes plenty of time and practice to start feeling comfortable with what you are doing. Don't worry about making mistakes – we all make mistakes in rowing.

Here are some things you will hear the cox say. Try to learn them before rowing you will get familiar with what they mean over time. It's not always easy to hear everything the cox says, particularly at the back of the boat. Don't be afraid to ask the cox to speak up.

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Term / phrase	Explanation
Adjust your stretchers	Move the stretcher to suit your leg length
And Row	Well, you get it! Drop your oar in the water, keep your arms straight and drive your body back with your legs (that's where the power comes from).
Back water	Reversing method. Row in opposite direction ie drop oar in when handle close to body and push away through the water
Bow	Pointy bit at front of gig
Bow pair	Rowers No 1 & 2
Bow side	Left hand side of the boat facing towards the bow. Seats 5, 3 & 1. Or the rowers with oars out to their right hand side. No. 1 being in the bow.
Catching a crab	Not what you do on the quayside. If you don't tap down, the glide of the boat will tend to pull your oar blade deeper under the water and alongside the boat. It happens to us all. If you catch a crab, just raise the handle of the oar straight up over your head then pull the oar out of the water hand-by-hand. But please go crabbing on the quayside after rowing if that floats your boat
Crab drill	An exercise to get your blade out of the water.
Easy up	On dry land this means STOP and support the boat. In the water this means STOP ROWING
Feather	Instruction to tilt (30-45 deg)the blade whilst it's out of the water to reduce wind resistance.
Fenders in/ out	Hang fenders from the thole pins to protect the side of the boat.
Harder on bow Softer on bow	Instructions for bow side to increase or decrease power on the bow side.
Hard on stroke Soft on stroke	Instructions for stroke side to increase or decrease power on the stroke side.

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Hold water	Jam the blade into the water and push against the handle. This is the boats braking system/ emergency stop/ turning aid
Listen up	The cox requires your attention, now!
Middle of the boat	Rowers 3 & 4
Number 1	The rower furthest from the cox (in the bow).
Number 6	The rower nearest the cox also known as the STROKE – sets the rate of the stroke at which we all row.
Oars up/ stow oars	You will be expected to lift the oar vertically with the blade in the air and the handle resting on the floor of the gig. You will then lay the oar down into the gig.
Oars in	When you need to avoid hitting something you will need to bring the oar Inboard.
Ready to row.	Come to the catch position
Recovery	After tapping down, you bring your arms straight, then bring your body forward and bend your knees ready for the catch. Recovery is the controlled movement of the body from the finish of the stroke to the catch position of the next stroke. It should take at least twice as long to affect the recovery as it does to affect the stroke.
Row	Commence rowing.
Square blade	Move the blade into a vertical position when entering and exiting the water and move without feathering.
Stern	Blunt bit, Aft/ back end of gig where rudder is located
Stroke	Rower 6
Stroke pair	Rowers 6 & 5
Stroke Rate	Strokes per minute. Up the stroke rate =increase spm. Take it down = decrease spm.
Stroke side	Right hand side of the boat facing towards the bow. Seats 6, 4 & 2. 6 being immediately In front of the cox.

TPGC Best Practice Rowing Procedure

Tap Down	At the end of the stroke tapping down is using your hand to push the oar handle down and away from you – this will bring the blade of the oar out of the water. It is the outer hand that taps down not the inside one. Inner hand controls depth/ feathering and to push the handle away.
The Catch	Dropping the blade of the oar in the water at the end of the stroke before pulling the next stroke. The catch= the drop/ placement of the blade in the water at the start of the stroke
The Stroke	Placement and movement of the blade in the water to create motion.
Three to get us going	3 shorter strokes to get the boat moving.
Timing	All 6 blades must enter the water at the same time. If the cox calls “timing” it’s generally because 1 or more rowers are not in time with the stroke.
Watch your depth	No, you are not expected to be wading. The top of the oar blade should be only slightly out of the water throughout the stroke. Takes ages to get this right. Some of us never do. Watch your depth = the blade should only just be covered.

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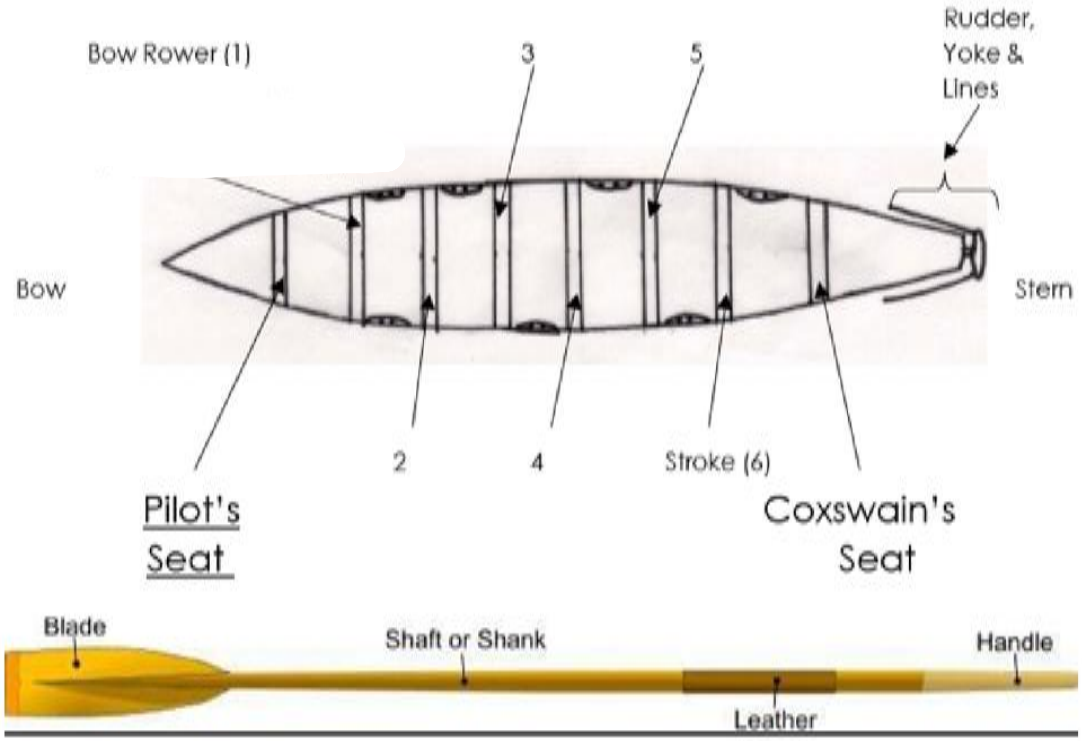
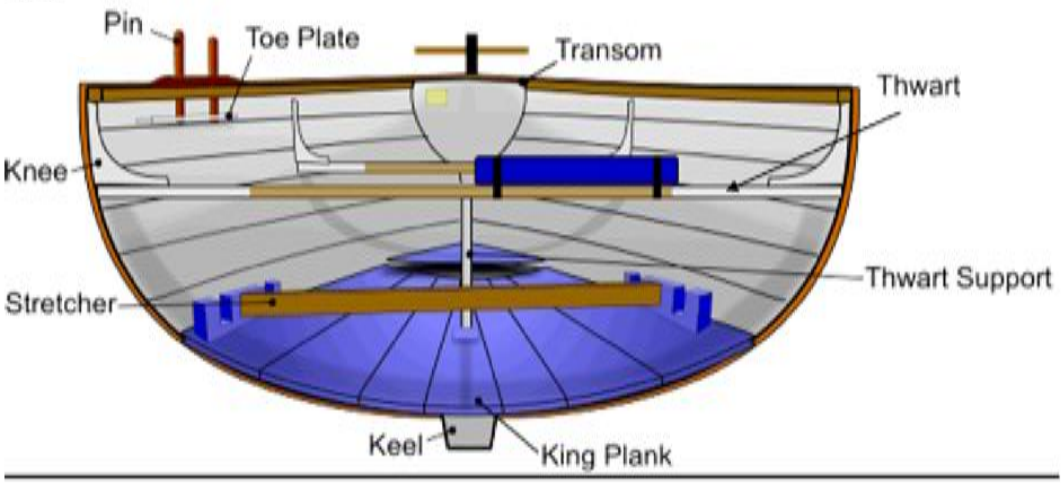
The Boat



Internal Parts of a Gig



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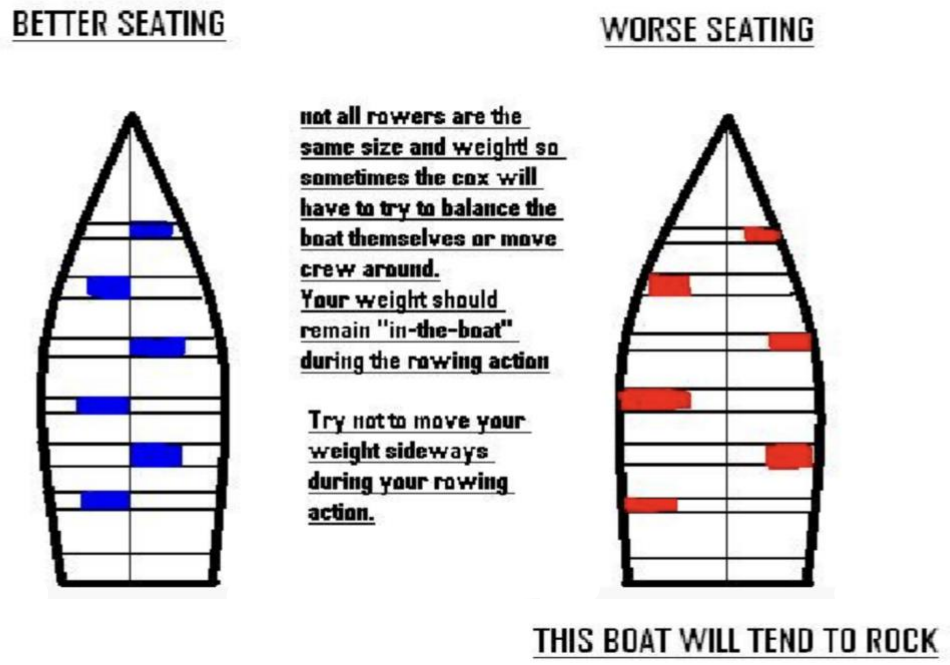
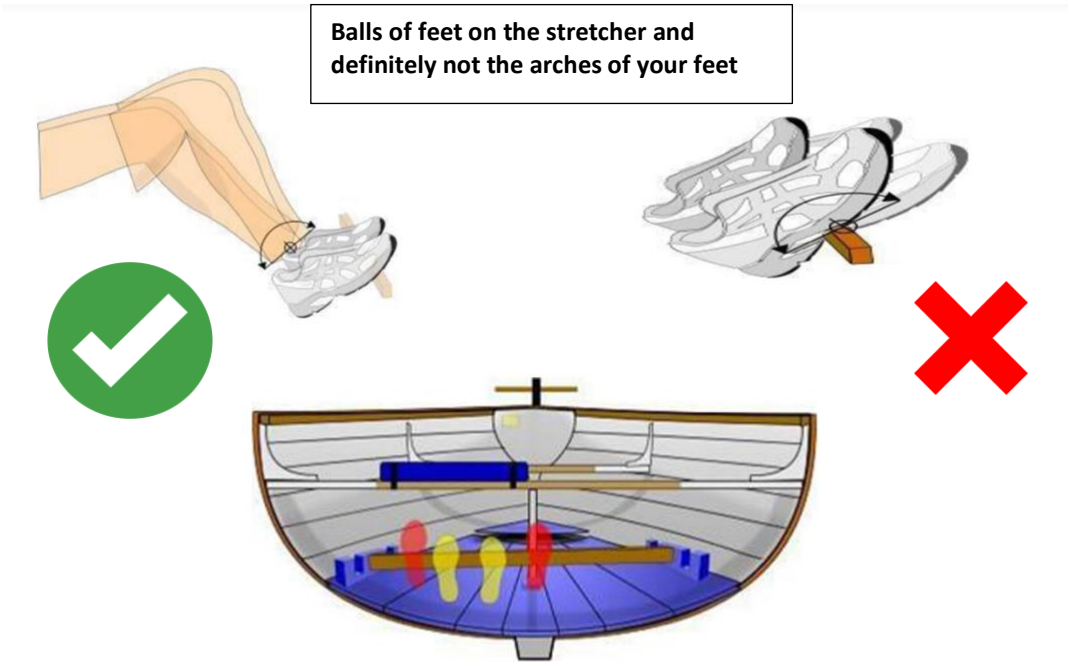
Weight Distribution in the boat



Getting your feet right on the Stretcher



The ball of your foot should be on the stretcher not the arches (middle) of your Foot. If you do place your arches on the stretcher your feet rotate and so losing power and do not engage the right muscle group for the leg drive.
Feet on the stretcher should be slightly apart (shown yellow above) not spread (shown red above).

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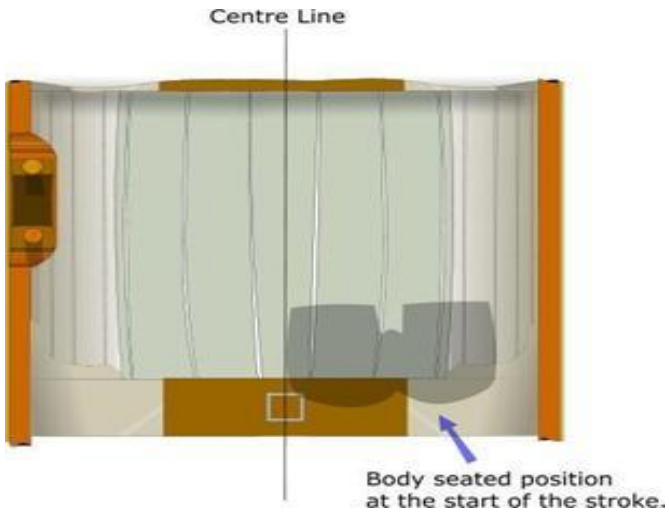
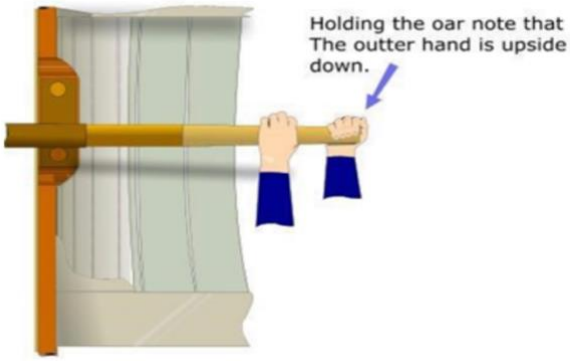
Seat position;



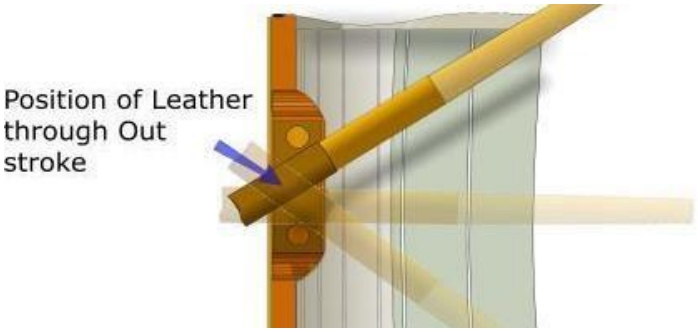
Your bottom should be on the front edge of the seat and on the leg drive be lifted slightly of the seat.

Holding the Oar



Stroke side hands shown above, for Bow side hands are reversed.

Oar position between the pins.



The leather should be positioned half way out between the pins and pivot on the hard pin.

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Boat preparation for manoeuvre to the water

The Launch and recovery of the Gig Boat can be the most dangerous part of the row and the whole Crew must listen to and act immediately on instructions from Cox at all times.

Note: Trollies/wheel/ bogey's are different names often used by Cox's for the equipment used to transport the boat on dry land.

1. Untie the cords along the boat and pass them back over the boat, fold the cover from the bow about 600mm back and then keep folding back to remove the boat cover until approx 1000mm from the stern, then fold the stern end back over the roll (this requires two people one each side). Lift off and store the cover in a safe position leaving room for additional equipment and ensuring there is no danger to other members or members of the public.

2. Remove the longitudinal Timber Cover supports and the Bow & Stern wooden supports. Carefully slide the oars through the woodwork supporting the handle of the oars and remove the wooden support, now slide the oars back from the other wooden support (blade end) and remove the support. Remove any covers fitted to the oars, Oars are then to be placed and spread down sides of boat (6,4,2 stroke side & 5,3,1 bow sides) or down the centre of the boat dependant on Coxes instruction.

3. Check the condition of the oars to ensure there is no damage. Report any findings to the Coxswain who will make the final decision. Note: The coxswain should report any maintenance issues to the club maintenance officer.

4. Locate seat cushions and secure tightly with the Zip to the rear and fixed straps on top with clips underneath the seat. Seats 6, 4 and 2 are fitted to Bow side and seats 5, 3 and 1 are fitted to Stroke side. Seat 1 has the longer cushion.

5. Fit the Thole pins to all locations ensuring that the hard pins {1 groove/light blue} are fitted to the holes that are closest to the Bow for each location and the soft pins {2 grooves/dark blue} are fitted to the holes closest to the Stern for each location. Do not knock down the Pins as this will inhibit removal if one breaks during rowing. Ensure that a spare soft pin is placed adjacent to each seat.
   Tip 1: if the pins have no markings on them, knock them together the hard wood will "ring" while the soft one will sound "dull"
   Tip 2: remember, soft to stern.

6. Check that the Bung is fitted and is tight; fit the Bung if it is not in place. If the bung is missing the Cox has access to a spare located in the cox's bag

7. Liaise with the coxswain and agree the seating positions for the crew. Adjust the stretchers to the correct setting for each individual rower.

TPGC Best Practice Rowing Procedure

8. At this stage ensure a grip ("*hands on boat*" is the instruction given by the Cox) on the boat is maintained at all times until the boat is on the water.

9. Following the Coxswains instruction's remove the Stabilisation wedges (chocks), only once the boat is lifted onto the trollies.

10. On the coxswains Command lift the boat with bent knees and straight backs and place onto the trolley, the bow and or stern rope to be wound around handle of top trolley to prevent boat slipping off trolley when on downward ramp (not just on Churchfield slip). Remember to lift with bent the knees and a straight back.

11. When directed by the Coxswain manoeuvre the boat to the specified launching point. Continue to maintain a good grip on the boat and utilise the ropes to avoid movement on the trollies.

12. The Cox will instruct the launch position of the boat i.e. Stern or bow first, which may require the boat to be turned around before moving down the slip, clear instructions will be given by the Cox with regards to any movement which requires the boat to be taken onto the highway giving way to traffic as necessary.

13. The boat will be taken down the slip whilst holding back the boat and the lower trolley will be taken into the water to a depth that the Cox is comfortable with, the crew will move down the boat to lift off the trolley keeping both hands on the boat to keep it steady.

14. On the command of the Cox the boat will be lifted with bent knees and straight backs,, the trolley removed and the boat placed carefully on the slip. The boat will be lifted (hand over hand) into the water until it floats with the rope of the launch end held by a crew member.

15. The boat is pushed into the water by the top trolley until fully afloat, the rope must be held by a crew member (not by trolley operator).

16. The boat will be pulled by the rope back alongside to the slipway and fenders (minimum 2no) placed as the boat passes the bottom of the slip.

17. Just before the boat passes the bottom of the slip the Cox will install the Rudder and unwind the rudder ropes.

18. The Trollies are to be left high enough up the slip ramp allowing for the high point of the tide during the row.

19. With the boat held at the Bow and Stern by ropes (including the slipway rope if necessary) the Cox will instruct rowers to board the boat to their pre-determined seat position without stepping on the seats.

TPGC Best Practice Rowing Procedure

20. Rowers should be seated as soon as possible and wait instruction to raise oars and place on water ready for casting off.

21. The Cox will issue instructions as to who/how rower should pull stroke or hold water as appropriate to conditions.

22. The Cox will take the boat away from the Quay a safe distance as instruct "*easy up"* to allow final adjustments before the row commences.

During this operation circumstances can change, and decisions will be made by the coxswain to ensure safe passage to the water.

The above Procedure details the GPR boats only, additional instructions for the removal of boats from the Travelling Trailers will be explained by the Cox prior to you taking out a Wooden boat.

TPGC Best Practice Rowing Procedure

During your first few rows

During the Row various manoeuvres and exercises will be explained to you by the Cox, below are listed critical ones which you must complete to progress.

1. **Manoeuvres:** to be completed;
    - Crab recovery (see diagram later)
    - Emergency stop
    - Stop the boat
    - Bow turn
    - Stroke turn
    - 360 turn
    - Backing Up
    - Man overboard process
    - Broken Pin replacement drill
    - Pivot around hard Pin
    - Racing start
    - Dab me up
    - Dab on Bow or stroke side
    - Buoy turns
    - Race finish Victory Salute (hopefully)
    - Race finish "three cheers for ……. Boat" (the boat you've just beat!).

2. **Oar Control:** Exercises to be completed:
    - Correct hand grip (loose hold, hook not tight grip)
    - Oar balance (mid leather) at catch and let go of the oar show find natural balance of oar
    - Blade through the stroke is a Rectangle shape and not an Oval shape
    - Dipping in time at the catch
    - Blade position at catch *(slightly hooded over by 10deg)*
    - Catch presentation
    - Square blade through drive
    - Blade position at exit (slightly hooded back by 10deg as item at catch is acceptable but should not be feathered until clear of the water)
    - Exit and Tap down
    - Hands away
    - Single hand rowing (inside hand then outside hand)
    - Feathering control (10 strokes feathering 10 strokes square repeated)
    - Height control – Skimming & 150mm above water level.

3. **The stroke:** fully explained in detailed Stroke document see page 17-20.
   The key elements being:
    - Timing - critical for all parts of the stroke
    - The Catch – Easy drop into water don't force.
    - The loading of the oar- feel the weight of the water on the blade
    - The Drive - Engage the weight of the water before driving

- The Power – comes from the legs not the arms
- The Exit - Clean positive exit no washing out
- The Slight pause – before body movement (the hands are moved away before the body movement not everything is paused during the stroke).
- The recovery – Never rush must be smooth
- The Boat run – Hands & body sit-up smoothly
- The Body movement- Crew moving as one
- The Feather – Smooth hand control
- The Presentation for the catch

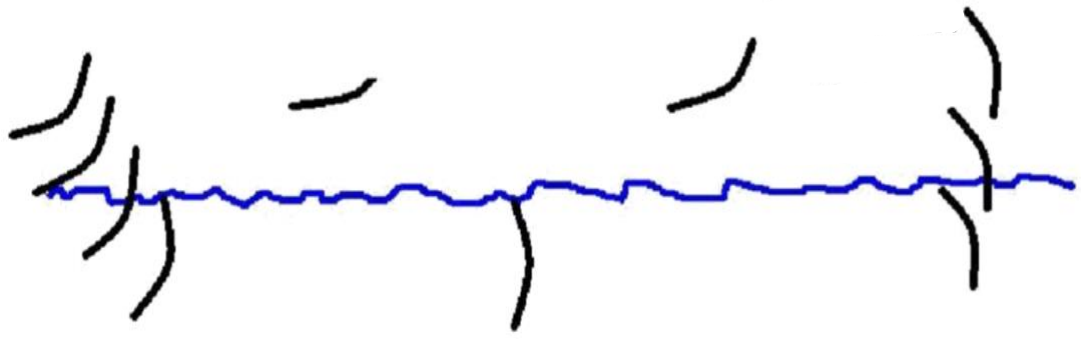
4. **Seat positions:**

   Make sure you can row both Stroke and Bow sides. Try to ensure you row in all seats during your first rows: **6, 5, 4, 3, 2 & 1.**

   Cox Seat
   You will also be asked to take and short period in the Cox seat taking control of the Boat steering so that you experience how the boat handles and steers.

5. **Blade Control in the Water**

Correct Oar Presentation & Control: the Blade enters the water at the correct angle and maintains correct depth in the water through the stroke.



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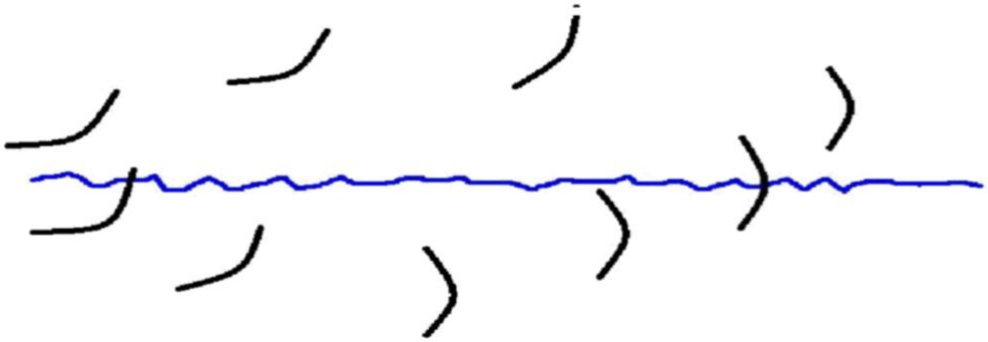
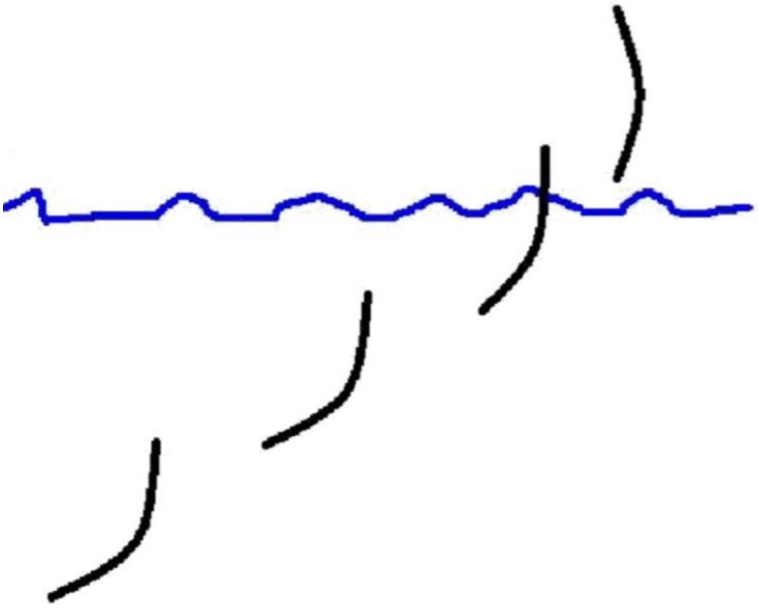
Poor Oar Presentation & Control:the Blade enters water at wrong angle it will cause the oar to dive too deep in the water through the stroke, it is then difficult to exit the water and washes out on exit
Or causes you to Catch a Crab.



Catching a Crab: poor Oar control can cause the Oar to dive in the water and it will run around to the Stern of the boat. This known as “catching a crab”. When this happens (and it happens to us all !) lift your hands vertically above your head, to move the Oar out of the Pins. Then use hands over hands up the Oars shank to pull the oar back in, and place back between the Pins to get ready for the next stroke.



TPGC Best Practice Rowing Procedure

The TPGC Stroke

The Placement & Catch

Body Position:
The back of inside hand / wrist should be flat (no bend at joint) and perpendicular to the oar blade, facing upwards.
The outside hand should be underneath the handle with the fingers ‘hooked’ around the oar and
no bend in the wrist and at the very end of the oar and the thumb on the end of the oar.
The hands should be a minimum of one fist width apart. The arms should be locked straight through the elbow joint, no bend or flex.
The oars should be held lightly with the hands acting as a hook around the handle rather than gripping the handle tight.
The oar should be positioned between the pins with the pins approx halfway down the leather. The body trunk should be rocked forward from the hips, keeping a straight back.
The shoulders should be low, held back -and not hunched, or stretching forward.
The core muscles of the back, stomach and bottom should be tensed and engaged.
The legs should be bent close to 45 deg with the balls of the feet firmly placed on the stretcher approx. hip width apart.
The heels should be down on boards and the rowers bottom should be perched on the front edge of the seat.

The Catch;
The placement of the oar is affected by lifting the hands and arms whilst keeping them straight, with no forward or backward movement of the shoulder.
This allows the blade to drop into the water.
The blade should be just covered with water and by keeping the hand and wrist positions fixed, it should be square in the water.

Important Note. The blade when unsupported in the water finds and floats at the correct depth for the “stroke”.

Once the blade is placed and at the correct depth, the legs should engage (push) to make the catch, and resistance should be felt on the blade, (the blade ‘latches’ onto the water).
The legs are then driven from flexed towards straight.
There should be a distinct feeling of ‘hanging off the oar’ as the legs are driven, and the rowers bottom should feel ‘light’ or ‘unweighted’ on the seat.
The core muscles of the back, stomach and bottom should still be engaged and the back straight throughout.

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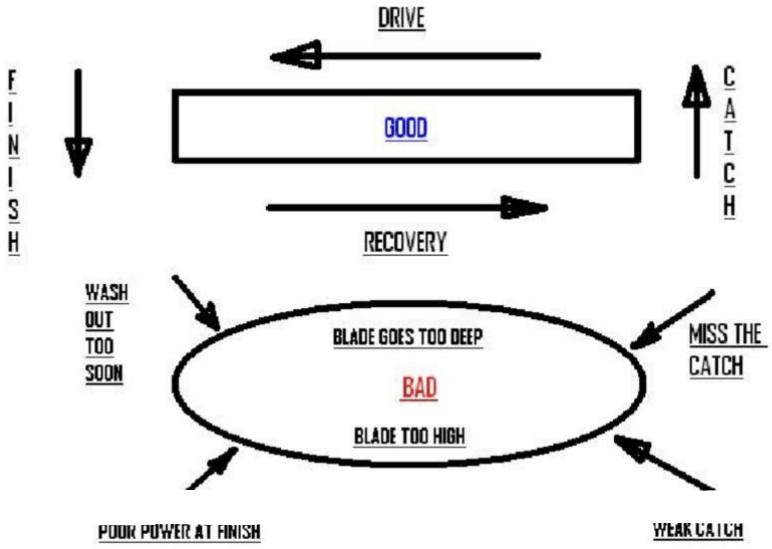
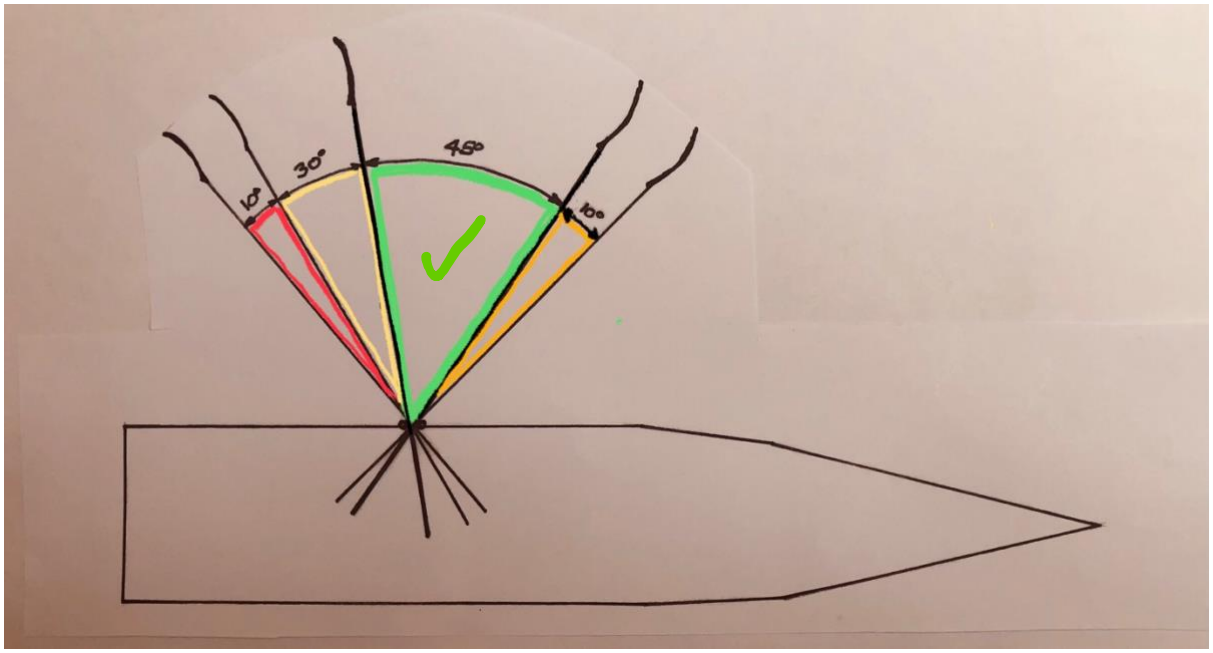
Good Blade work during the stroke:

The Oar should move forming a Rectangular shape not an Oval shape



The most important and effective part of the Drive:



The Oar movements should be smooth and continuous throughout the stroke
The 1st 10deg of blade movement in the water is the Catch and engage, then most effective powerful part of the Drive is the 45deg from behind the rower until just past the pins, during the next 30deg power will be lost and the tap down should be completed no later than within the next 10deg with a square blade throughout the stroke.This applies to all seats on both sides of the boat.

TPGC Best Practice Rowing Procedure

The Stroke continued:
The blade should accelerate through the stroke from the catch to the finish. There should be distinct phases to the stroke, the legs drive first with no opening of the back or arms so that all the momentum from the straightening of the legs is transferred to the oar handle and the feeling is of driving the hips backwards.

As the legs are approaching straight, the back is 'released' and the shoulders forced backwards using the body weight. Again, there should be no change of position in the arms or hands. The outside hand is used to transfer the majority of the force to the oar and should act as a 'hook' through which the force is transferred to the handle.

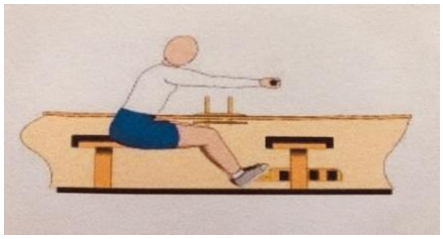
Finally, as the trunk is swung back dynamically and over the hips to near straight the arms enter the stroke to affect the finish. The blade should remain at the same depth throughout the stroke and the feeling should be of the oar pulling round the pin, with the outside hand.

The hands stay at the same level throughout, relative to the boat gunnels to ensure the blade remains at the same depth and does not start to 'wash out' or lift clear of the water towards the end of the stroke. The oar should maintain its position with the pins being halfway down the leather.

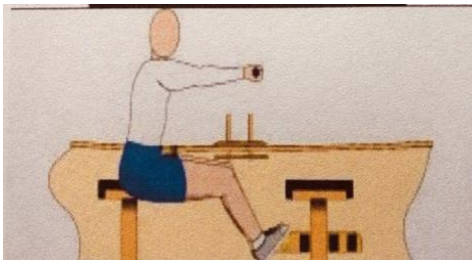
Throughout the stroke the trunk should be square to the seat with any rotation being through the shoulders. The feeling through the drive should be of placing the blade behind the rower and of pushing the boat through the feet and stretcher, past the locked in blade

Hand & Body positions through the Stroke (oars omitted for clarity)

The Catch; Ball of the feet on the stretcher with arms locked straight and sit up with your Back straight and shoulders square.

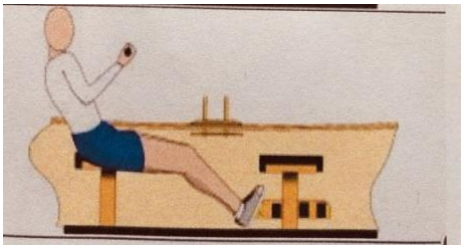


The Start of Drive; Slight lift of arms to drop the blade into the water, feel the weight of the water on the oar and Push on your feet to straighten your legs with straight arms and look down the boat for the timing of the drive on the legs/body movement of the stroke pair (seats 6 &5).

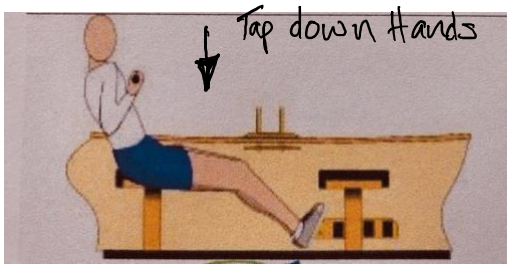


TPGC Best Practice Rowing Procedure

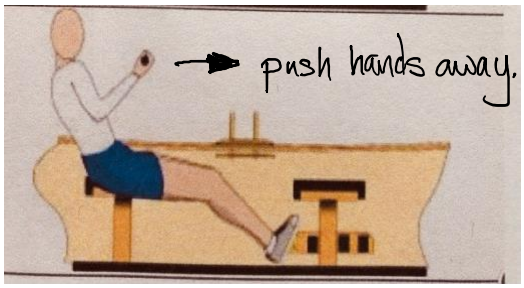
The Middle of the Drive; Lean the Body back with a straight back and shoulders only when the legs are straight to an approx angle of 45deg



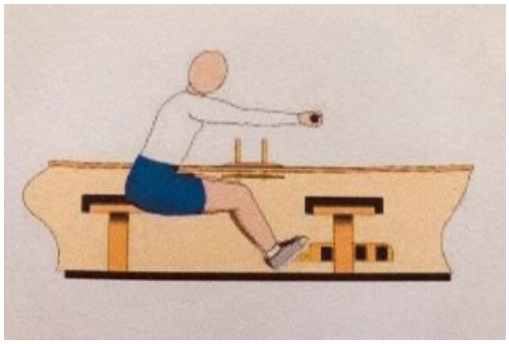
The Finish of the drive: Continue to lean back with legs/back straight to approx angle of 45deg and finish the stroke with strong hands to the centre of the chest.
Tap down the hands to get the Blade out square of the water



The Start of the Recovery: Push the hands away before any body movement, once arms are straight sit up smoothly in sync with the Stroke pair and rest of the crew.



The Finish of the recovery; Pivot on the Hips to bring the shoulders over the knees and then forward to the catch position keeping the back straight, shoulders square and arms locked straight.



TPGC Best Practice Rowing Procedure

The Boat Recovery and Storing.

Boat recovery & storing:

The Cool down:
Around 5 minutes before the end of the row the Cox will call for Cool down row, during which the power of the Stroke will be greatly reduced but the technique kept to “row out the muscles “.

The Last Easy up.
Just before returning to the Quay the Cox will call for an easy up, giving the chance for all rowers to put on a layer of clothing and change footwear if appropriate.
Cox will then give instructions as to how to row towards the slipway.

Stowing of oars in boat:
Cox will instruct seats 1 & 2 to stow oars either down middle of the boat or down both sides (6, 4, 2 stroke side & 5, 3, 1 bow sides) to distribute weight along boat (ie Blade to stern in Plastic boats and Blade to bow in Wooden boats) with blade adjacent to own seat to save raising oars vertically.

Followed by seats 3 and 4 leaving seats 5 & 6 for the final few meters to the quayside.
Seat 6 will then raise their oar vertically and seat 5 will leave their oar ready to stop the boat or give a final “dab up” once the boat is alongside the slip Seat 5 will raise the oar and 5 & 6 will stow oars.

Final Approach to slip way:
Cox will instruct Seat 1 not to stand but after stowing own oar to turn while staying seated, to face quay ready to throw Bow line to shore prior to dismounting boat once Cox gives instruction.

All Arms/Hands to be kept inside boat as it approaches quay until boat is almost stopped before grabbing quayside ropes, Cox to give instruction to take hold of quayside rope.
Fenders to be placed on quay side of boat by hooking over Pins.

Cox to instruct rowers to leave the boat from Seat 1 to Seat 6. Leaving all bags etc. in boat (unless boat hand over to ANO Crew). The Cox will remove the Rudder before leaving the boat.

The boat will be taken down past the end of the slip and the lower trolley will be taken into the water to a depth that the Cox is comfortable with, the crew will move down the boat keeping both hands on the boat to keep it steady on the command of the Cox the boat will be lifted onto the trolley.

The process of recovery from here is a reverse of the launch.

TPGC Best Practice Rowing Procedure

Progress Achievement Record:
available as Hard or Electronic copy to record your progress

TPGC Boat Knowledge and Rowing Skill Progress Achievement Record

Add the dates when you think you have achieved knowledge, a skill consistently and completed a Task.
You can then ask a Cox to Assess and sign off this achievement.

		Self Assessment Dates		Cox Assement Sign off date	Comments
Basic Boat Knowledge you can Expliane:					
1	Bow & Stern of the boat				
2	Bow & Stroke side of the boat				
3	Difference between Hard & Soft pins				
4	Hard & Soft Positions				
5	The Cox's basic instructions				
6	Cox's Role & Responsibilities				
Rowing Technique & Skills:		**Flat Water**	**Rough Water**		
1	Grip on handle of Oar				
2	Position on seat				
3	Position of feet on stretcher				
4	Stretcher / leg position				
5	Blade angle on placement				
6	Straight outside arm				
7	Inside arm close to body end of stroke				
8	Holding shoulders back				
9	Hands away before sitting up				
10	Rocking over hips				
11	Timing				
12	Pivot around hard pin				
13	Tap down and not drifting out				
14	Feathering				
15	Leg drive				
16	Power of stroke				
17	Blade depth through stroke				
18	Length of stroke				
19	Drop to catch				
20	Height of oar to water on return				
Basic Tasks to complete:					
1	Boat preparation				
2	Use of trolly wheels to launch				
3	Boat launching				
4	Crab drill				
5	Broken pin replacement				
6	Emergency stop the boat				
7	Balance of the Oar				
8	Backing up				
9	Tapping boat along				
10	Racing start				
11	Bouy Turns				
12	Man overboard procedure				
13	Stowing oars in boat				
14	Boat recovery				

TPGC Best Practice Rowing Procedure

Seat positions occupied:		**Flat Water**	**Rough Water**		
Stroke Pair					
	Seat 6				
	Seat 5				
Middle Pair					
	Seat 4				
	Seat 3				
Bow Pair					
	Seat 2				
	Seat 1				
Cox seat	Spend 15mins in Cox seat to get the feel of the boat from the Cox's				**NB.Only when Cox feels it's safe to do so**
Fitness Indicators:					
Ergo Training distance		**Time**	**Stroke rate**	**Split time**	
	500m				
	2000m				
	6000m				
Other fitness/stamina training		**Times /week**	**Lengths/ milage**		
	Swimming				
	Cycling/Bike Trainer				
	Jogging/running				
	Weights				
	Circuit Training				
	Other please soecify				