

# St.Catharines Rowing Club Handbook



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# 1. Athletes

## 1.1 Expectations:

It is expected that athletes continue to show gratitude and respect to their coaches and fellow athletes at all time. Continued effort to improve and be prepared to take on challenges will produce positive results both on the water and off. This handbook has been produced in an effort to have athletes, coaches and all rowing club members understand the policies and guidelines of the rowing club. Athletes need to read and understand this handbook so that they can be prepared for a successful rowing experience.

## 1.2 Athlete Code of Conduct:

When representing the St.Catharines Rowing Club it is understood by all members that a high level of maturity and responsibility will be maintained. While away at events, regattas or conferences; at home in St.Catharines, on the island or in the grandstand, members are expected to be courteous to self and fellow members of all clubs. Members will respect all property, and follow the rules of common sense and order. Moving outside of these guidelines could result in the immediate suspension or expulsion of the member.

As an athlete with the St.Catharines Rowing Club it is understood that at all times, safety is the number one concern. At all times athletes should be aware of their surroundings so that they are not endangering themselves, others or equipment belonging to any rowing club. Proper precautions are necessary at all times to minimize the likelihood of these hazards becoming a threat. Once this is achieved athletes need to keep in mind that those around him/her are volunteers and are at the rowing club to help the sport. Athletes are so very lucky to have the equipment, coaches, volunteers and infrastructure that is present at the St.Catharines Rowing Club.

The rowing club has zero tolerance for under age drinking, theft, bullying, and harassment. These actions will result in immediate and adequate consequences beginning with the swift suspension of the offending participant(s) for an undetermined period of time.

## 1.3 Athlete Representative

Annually the head coach will find a female and male senior athlete to represent the competitive athletes. In this role the chosen athletes will introduce themselves to all competitive programs and make themselves available to all athletes. This position is in place as an outlet for young athletes who feel they need someone to speak with about a concern. All athletes are strongly encouraged to communicate directly with their coaches; this position is in place as a second alternative only. Names and contact information of the chosen male and female will be sent out to the rowing community.

## 1.4 Miscellaneous

### 1.4.1 Equipment use and care

It is the responsibility of the athletes to have oars and coach boat prepared for practice at the time specified by the coach. Care for the equipment is an ongoing process by being aware of surroundings so that boats are not knocked into other obstacles, on and off the water. Continued washing of equipment is a necessary part of being a rower. Take care of the equipment, and the equipment will take care of you. Every time an athlete gets into a boat they should step in the appropriate place with toes over the edge of the deck and without shoes on. Once in the boat with their water bottle that is covered with a sock the athlete should hand tighten every nut and bolt in their station. This is also good practice for the coxswain as they also have many nuts and bolts in their station.

The athletes also have the responsibility to assemble or prepare the coach boat and motor for their coach. The procedure for this is listed below. Once the practice session is over again it is the responsibility of the athlete to disassemble and remove the coach boat. This should happen after every practice session so that others are not removing the boat in their place.

### **1.4.2 Coach boat assembly**

#### **On a cart:**

- Place a lifejacket bag, fuel can, paddle and any other safety equipment in the boat
- Roll the boat down the ramp into the water so that most of the boat is submerged
- Untie the boat from the cart
- Shove the boat off of the cart holding onto the bow line
- Paddle the boat to the dock going as close to the ramp as you can
- Return the cart to in front of the motor shed or oar trees

#### **Not on a cart:**

- Flip over the coach boat and bring over a motor on a dolly
- Tilt the motor so that it will go onto the transom of the boat without hitting the ground
- Tighten the motor bolts so that the motor is tight to the transom
- Attach the engine safety chain to the boat
- Place a lifejacket bag, fuel can, paddle and any other safety equipment in the boat
- Place the assembled boat on a cart and follow the same steps as above or
- Four or more people pick up the boat and walk it down the ramp, putting the stern in the water
- Shove the boat into the water, holding onto the bow line
- Paddle the boat to the dock going as close to the ramp as you can
- If a cart was used return it to in front of the motor shed or oar trees

## **2. Coaches**

### **2.1 Expectations:**

The St.Catharines Rowing Club is grateful to all of the coaches, past and present. It is understood and appreciated that the amount of time that coaches bring to the club is priceless and without those hours the club would not be what it is today. It is the coaching staff that has guided athletes to the wins; it is the coaches that the club owes a great amount of gratitude.

In order to maintain a high level of club unity it is expected that all athletes in a program practice at one time with one program head coach and as many assistant coaches as are necessary to maintain a safe and effective coaching environment. The program head coach communication with the club head coach will find a suitable time slot for practice and work together to assign equipment for the program. This handbook has been produced in an effort to have athletes, coaches and all rowing club members understand the policies and guidelines of the rowing club. Coaches need to read and understand this handbook so that they can be prepared for a successful coaching experience.

### **2.2 Coaches Code of Conduct:**

When representing the St.Catharines Rowing Club it is understood by all members that a high level of maturity and responsibility will be maintained. While away at events, regattas or conferences; at home in St.Catharines, on the island or in the grandstand, members are expected to be courteous to self and

fellow members of all clubs. Members will respect all property, and follow the rules of common sense and order. Moving outside of these guidelines could result in the immediate suspension or expulsion of the member.

As a coach with the St.Catharines Rowing Club it is understood that at all times, safety is the number one concern. At all times coaches are looking for the hazards of water traffic, water conditions, weather conditions, and the health and well being of the athletes. Proper precautions are necessary at all times to minimize the likelihood of these hazards becoming a threat to the coach and the athlete(s). The goals of the coaches of the St.Catharines Rowing Club should be to develop athletes, themselves and the sport of rowing. This way coaches are effectively working towards the improvement of the sport of rowing, the continuing education of themselves as well as the education of the athletes. As a coach care and thought should be put into how much influence one can have with a young athlete as well as the great effect they can have on the ability to keep a youth occupied from otherwise inappropriate activities.

The rowing club has zero tolerance for under age drinking, theft, bullying, and harassment from any of its members. These actions will result in immediate and adequate consequences beginning with the swift suspension of the offending participant(s) for an undetermined period of time.

### **2.3 Education and Certification:**

The National Coaching Certification Program (NCCP) provides an educational forum for coaches to learn how to coach a particular sport or to enhance their knowledge about the sport. It is expected that all coaches as a minimum have the first level of coaching education from Rowing Canada and Canadian Coast Guard Boating Certification. As RCA continues to develop this phase of coaching education, the rowing club will provide a basic coaching education workshop that is specific to SCRC. This workshop is valid for only one year, so coaches that wish to continue coaching need to take an accredited RCA course after one year time. By January 1, 2009 it is law that all boat drivers have a license. These certifications can be acquired by attending courses provided by the rowing club or by checking for other courses on the RowOntario website. The boating certificate can be acquired from online options such as:

- <http://www.boaterexam.com>
- <http://www.safeboater.com>
- <http://www.boatsafe.com>

NCCP technical clinics can be found at the Annual Rowing Canada Coaches Conference, through the NCCP or the rowing club hosts clinics annually.

Other websites that offer information are:

- <http://www.rowontario.ca/content/home.asp>
- <http://www.coach.ca>
- <http://www.coachesontario.ca/>
- <http://www.ccg-gcc.gc.ca/>

For information on the Rowing Canada annual coaching conference, go to the RCA website. A calendar of NCCP clinics hosted by the St.Catharines Rowing Club and other rowing clubs can be found on the RowOntario website calendar.

- <http://www.rowingcanada.org/>
- <http://www.rowontario.ca/Content/Calendar/Index.asp>

In the winter of 2008 the rowing club created its own coaching education clinic due to the changes to the RCA system. In an effort to encourage first time coaches to be educated on the protocols of the SCRC a two hour in class and two hour in workshop clinic was created and administered in 2008 with

great success. It is highly encouraged that should a coach wish to continue coaching after a full year of coaching with only the SCRC clinic, they should seek out and take a RCA sponsored clinic.

## **2.4 Coaching Education Reimbursement**

In order to gain reimbursement for coaching education it is recommended that you contact the Head Coach/Club Captain/Club Manager prior to paying the registration fee. The rowing club highly endorses club coaches continuing their rowing coaching education however the rowing club must be aware of who is doing so and maintaining that the coaches are not taking advantage of the rowing club. Minimum qualifications to gain coaching education reimbursement are that the coach has already coached a club season and can say with certainty that they will be coaching a second club season in the following year.

Each coach with the club coaching experience to qualify for reimbursement is eligible for one conference reimbursement per season. A conference season is understood to be the fall and winter of the same off season. At this time the club is in a position to assist with conference registration fee only and not the overnight hotel fee.

Courses, clinics and conferences that might qualify for reimbursement are:

- NCCP clinics
- Rowing Canada Coaches Conference
- Rowing Canada Annual General Meeting
- Coaches Association of Ontario Coaches Conference
- Joy of Sculling Conference

## **2.5 Miscellaneous**

### **2.5.1 Equipment use and care**

The program head coach and the head coach of the rowing club will work together to assign equipment to the program. If other equipment is needed then the program head coach should approach the head coach of another program or the club head coach. At all times if different equipment is being used it is good to inform the club head coach so that he/she is not assigning it to another program. It is primarily the responsibility of the athlete to care for the equipment but the coach can play a large role in the fine tuning of this process. Be aware of the proper placement of all boats back on the rack, as well as correct placement in and out of stretchers and the water.

Much of the same applies to the care and use of the coach boat and motor; it is the responsibility of the athlete. However, it is good habit to check that they have assembled the boat correctly so that the coach does not get into trouble with problems such as a missing drain plug or the motor is not properly secured to the transom. Another good habit is to ensure that the athletes take the coach boat out of the water after every practice session. It is not fair to others that would take apart the coach boat in their absence. If a coach feels that a piece of equipment is in need of repair please report it to the Head Coach/Club Captain/Club Manager as soon as possible and/or place the motor in the Parts Room.

### **2.5.2 Coach Boat Use**

#### **Reminders:**

- Stay clear of shore to avoid rocks that will damage the propeller
- Check to make sure that cooling water is flowing out of the back of the motor; weeds can often clog the intake
- Mind your wake; always have an eye for where you are going and where you have been

#### **Start-up checklist:**

- Kill switch toggle is attached to motor and operator
- Plenty of fuel in the tank

- Choke is pulled out all the way, once running push back in ½ way and let idle for 5 minutes before pushing in all the way and putting the engine in gear
- Fuel line is firmly attached and the can lid is slightly open to allow air flow
- Engine is flooded; if you have been trying to start the motor repeatedly without success, let the motor sit for 10 minutes, and try again

**Minimizing wake suggestions:**

- Pull away from and come into the dock at slow speeds
- When possible stay in lane 3 so that wake is evenly dispersed
- Avoid traveling all the way to the start and the finish areas to avoid congestion
- When a crew is approaching a coach boat, point the bow of the shell at the motor
- Remember that someone is coming up behind you

## 3. Parents

### 3.1 Parent Expectations:

The St.Catharines Rowing Club is a highly competitive rowing club. Rowing in the top boat is not a right – it is earned through effort, achievement in practice, experience and the ability to get the job done under pressure. Athletes are given many hours of practice and instructional time to further their development. The decision of who rows in top boats will be made in order that the team may be successful and achieve program and club goals.

Which athlete is in which boat is exclusively the decision of the coaching staff. The coaches practice with your athlete and know their strengths and weaknesses in the sport of rowing. They alone have the right to decide who rows in which boat and when.

Athletes are encouraged to discuss their strengths and weaknesses with their coaches during practice sessions at appropriate times such as during an on water break or on shore. We ask that such discussions be limited to practice times only and not to approach the coaches during a regatta. We also ask that at all times the inside of the boathouse and the dock is off limits to parents and friends.

Parents will please not approach coaching staff during regatta days with questions regarding line-up, race strategies, or boating positions. Should you have questions, the coaching staff will be happy to set up a time to discuss your child's progress with you. Discussions will be limited to your athlete's performance only. Coaches will not comment on other player's performances as well as other coach's actions.

The rowing club is grateful to all parents for their numerous ways of contributing to the rowing club. Without parents the rowing club would be short of many volunteers for all aspects of the club. There are many areas in which parents can contribute to the club as well as contribute to the success of their child. Once again, the rowing club is very appreciative of all that a parent can do to contribute to the success of rowers and the rowing club.

### 3.2 Booster Club

Currently the rowing club is raising money to purchase a tent or tents and a trailer to transport the tent(s) and barbeque(s) to away regattas. It is the hope of the rowing club that parents of current and former athletes will organize a booster club in the name of the rowing club to use and maintain this equipment. It would be a great asset to the athletes to have this kind of support and shelter at the away

regattas. Currently away regattas that the Club attends are in Welland, Boston MA, and Saratoga Springs NY.

### 3.3 Volunteering

If the booster club is not for you then below is a list of the many different areas of rowing and regattas that require volunteer assistance.

Medical	Officials
Safety Boats	Clerk's Booth
Parking	CAT Crew
Finish Tower	Dock Marshall
Official Boat Drivers	Boat Holders

Appendix A – 2 is a volunteer form that can be filled out and returned so that a person will contact you regarding how you can help at a regatta or at the boathouse.

## 4. Practice

### 4.1 Work Ethic

Following are some expectations and challenges regarding work ethic during practice:

- Being on time means being early
- Give 100% each day. Some days this means pushing a little harder or concentrating a little more than other days, depending on your physical and mental state of fatigue. Still, strive to give maximum physical and mental effort each day;
- Have pride in how hard you and your teammates work. Develop intensity - it can be contagious;
- Push yourself. Only you can make yourself work harder. The coaches can guide and help you, but ultimately you control the level of your intensity;
- Make every stroke a quality one, regardless of whether it is during a time trial or rowing into the dock;
- Strive to be better than you were the day before. Learn something new each day and try new things with patience and an open mind;
- Attempt to perform each drill with precision, regardless if the drill is slow or fast paced, complex or simple;
- Maintain an attitude that allows you to do your best. This includes being patient with yourself and your teammates, remaining positive, and keeping the sport in perspective;
- Know and understand your responsibilities, as a team member, during practice - both on and off the water. Take the initiative to ensure these responsibilities and tasks are fulfilled before leaving or asking to leave.

### 4.2 Coach-ability

The coaches are here to help you become a better rower and can help you become as good as you want to be. It is expected that you should be active in your own improvement by helping find ways to aid in the process. Practice and training are not things the coaches do to you. Rather, it is something you do to yourself with the assistance and guidance of the coaches. Coachability of each member of the team is vital to the success of this notion and therefore each crew and the team as a whole. Following are expectations and challenges to meet regarding coach-ability:

- Be respectful of the coaches and listen when they are speaking;
- Know that your coaches are trying to help you improve. They're part of the team, too, so trust in their abilities;
- Be willing to try new ideas;
- Have patience with yourself and your teammates. Allow yourself to make mistakes. Simply strive to improve upon them;
- Ask questions. Use the coaches as a resource. The more informed the team is and the more its members understand rowing, the more successful we will ultimately be;
- Come to practice ready to learn and grow as a person and a rower. Have an open mind and an eager heart;
- Remember that input on your daily rowing performance is not input on you as a person. In turn, remember that input on coaching should be the same. Keep the sport in perspective;

As an athlete it is best not to coach other athletes. Be aware of the difference between coaching and communicating an idea or suggestion to another rower. When in doubt speak to our coach about the difficulties that you feel a fellow athlete may be having.

### **4.3 Practice Attire**

It is strongly suggested that the rowing club uniform not be worn during practice or training times. The horizontal cerise and blue stripes are to be worn on race day only. Understandably an athlete might have many uniform singlets since you get one annually at registration. Having more than one singlet is opportunity to trade for singlets from others.

#### **4.3.1 Warm Weather**

Practicing in the heat and humidity of July and August requires proper dress as well as proper conditioning. Normal practice would take place in the early morning or in the evening to try to avoid extreme temperatures. However racing will take place in extreme conditions so it is beneficial to sometimes train during peak times of heat and humidity. Below is a list of warm weather gear:

- Snug fitting clothing to wick moisture away from the body
- The torso must be covered at all times
- Sunscreen and sunglasses
- Plenty of water – water bottles in the boat must be put in a sock or other cover
- Baseball cap or head cover to keep the sun off

#### **4.3.2 Cold Weather**

During the early high school season and sometimes training through the winter, rowing takes place in extreme cold conditions. St.Catharines has a moderate climate which allows on water training for the majority of the year, but only if athletes dress properly. It is strongly suggested that long tights and long sleeves are worn when the on water temperature drops below 50°F/10°C. This will allow for better performance as the muscles of the body will be warm and stay warm through the training session. Below is a list of cold weather gear:

- Snug fitting long tights and long sleeve shirt to wick moisture away from the body
- Long sleeve shirt that is long enough to stay tucked in, covering the low back at all times
- Outer shell to break the wind
- Toque and pogies if necessary
- Plenty of water – water bottles in the boat must be put in a sock or other cover

- Sunglasses

## 5. Selection

### 5.1 Eligibility and Divisions

#### 5.1.1 High Schools

##### 5.1.1a Canadian Secondary School Rowing Association (CSSRA)

Seniors: Under 19 years of age on 1st January, of the competitive year.

Juniors: Under 16 years of age on 1st January, of the competitive year.

Lightweight for women 59kg events the maximum individual weight is 59kg

Midweight for women 63kg events the maximum individual weight is 63kg

Lightweight for men 66kg events the maximum individual weight is 66kg

Midweight for men 72kg events the maximum individual weight is 72kg

No weight averaging is required.

The minimum weight for coxswains for men and women is 45kg

##### 5.1.1b Scholastic Rowing Association of America (SRAA)

Seniors: Must not have attained the age of 19 years prior to September 1<sup>st</sup> of the competing academic year.

Juniors: Must not have attained the age of 18 years prior to September 1st of the competing academic year.

Lightweight boys shall weigh no more than 150 lbs

Lightweight girls shall weigh no more than 130 lbs

No weight averaging is required.

Coxswains are not required to weigh in.

#### 5.1.2 Club

##### 5.1.2a Women

Junior B (Under 17) Women – Athletes that choose this program are female, have rowed at least one season with their high school and will NOT turn 17 years of age during the current calendar year. Coxies must follow the same age requirements but can be of either sex.

Junior A (Under 19) Women - Athletes that choose this program are female, have rowed at least one season with their high school, are at least 17 years old but will NOT turn 19 years of age during the current calendar year. Coxies must follow the same age requirements but can be of either sex.

Senior B (Under 23) Women - Athletes that choose this program are female, have rowed at least one season with their high school or university, are at least 19 years old but will NOT turn 23 years of age during the current calendar year. Coxies must follow the same age requirements but can be of either sex.

Senior B (Under 23) Lightweight Women - Athletes that choose this program are female, have rowed at least one season with their high school or university, are at least 19\* years old but will NOT turn 23

years of age during the current calendar year. Athletes that choose this category recognize that they must weigh less than 59kg (130lbs) during the Royal Canadian Henley Regatta. Coxies must follow the same age requirements but can be of either sex.

\*Younger athletes that meet the weight requirement should discuss their participation with the program head coach.

Senior A Women - Athletes that choose this program are female, have rowed at least one season with their high school or university, and will turn 23 years of age or greater during the current calendar year. Coxies must follow the same age requirements but can be of either sex.

Senior A Lightweight Women - Athletes that choose this program are female, have rowed at least one season with their high school or university, and will turn 23\* years of age or greater during the current calendar year. Athletes that choose this category recognize that they must weigh less than 59kg\*\* (130lbs) during the Royal Canadian Henley Regatta. Coxies must follow the same age requirements but can be of either sex.

\*Younger athletes that meet the weight requirement should discuss their participation with the program head coach.

\*\*Those athletes that are interested in competing in the 52kg weight class should also select this program.

Competitive Female Masters – People that choose this program are female, will turn 27 years of age or greater during the current calendar year, are training consistently and are competing during the current calendar year. Age categories are described as of the current calendar year.

A – 27 to 35	B - 36 to 42	C - 43 to 49	D - 50 to 54
E - 55 to 59	F – 60 to 64	G – 65 to 69	H – 70 & over

### **5.1.2b Men**

Junior B (Under 17) Men – Athletes that choose this program are male, have rowed at least one season with their high school and will NOT turn 17 years of age during the current calendar year. Coxies must follow the same age requirements but can be of either sex.

Junior A (Under 19) Men - Athletes that choose this program are male, have rowed at least one season with their high school, are at least 17 years old but will NOT turn 19 years of age during the current calendar year. Coxies must follow the same age requirements but can be of either sex.

Senior B (Under 23) Men - Athletes that choose this program are male, have rowed at least one season with their high school or university, are at least 19 years old but will NOT turn 23 years of age during the current calendar year. Coxies must follow the same age requirements but can be of either sex.

Senior B (Under 23) Lightweight Men - Athletes that choose this program are male, have rowed at least one season with their high school or university, are at least 19\* years old but will NOT turn 23 years of age during the current calendar year. Athletes that choose this category recognize that they must weigh less than 72.5kg (160lbs) during the Royal Canadian Henley Regatta. Coxies must follow the same age requirements but can be of either sex.

\*Younger athletes that meet the weight requirement should discuss their participation with the program head coach.

Senior A Men - Athletes that choose this program are male, have rowed at least one season with their high school or university, and will turn 23 years of age or greater during the current calendar year. Coxies must follow the same age requirements but can be of either sex.

Senior A Lightweight Men - Athletes that choose this program are male, have rowed at least one season with their high school or university, and will turn 23\* years of age or greater during the current calendar year. Athletes that choose this category recognize that they must weigh less than 72.5kg\*\* (160lbs) during the Royal Canadian Henley Regatta. Coxies must follow the same age requirements but can be of either sex.

\*Younger athletes that meet the weight requirement should discuss their participation with the program head coach.

\*\*Those athletes that are interested in competing in the 64kg weight class should also select this program.

Competitive Male Masters – People that choose this program are male, will turn 27 years of age or greater during the current calendar year, are training consistently and are competing during the current calendar year. Age categories are described as of the current calendar year.

A – 27 to 35	B - 36 to 42	C - 43 to 49	D - 50 to 54
E - 55 to 59	F – 60 to 64	G – 65 to 69	H – 70 & over

### **5.1.2c Coxswains**

Those that are interested in coxing for a particular program first must meet the age requirements, unless participating with a master's crew. Second, the coxswain must meet with the head coach of the program to see if there is a need for a coxswain and if he/she fits with the program. Minimum weight requirements for coxswains are:

Minimum weight of an athlete coxing a female crew is 50kg.

Minimum weight of an athlete coxing a junior male crew is 50kg.

Minimum weight of an athlete coxing a male crew is 55kg.

## **5.2 Procedures**

### **5.2.1 Ergometer Racing**

At the beginning of the summer and fall competitive seasons an ergometer racing day will be scheduled for all athletes to participate in. The summer ergometer race will be 2000m and the fall race will be 6000m (developing athletes might be suggested to complete a 5000m race). In order to be considered for selection an athlete must have completed the erg race for that season. If an athlete is unable to race on the scheduled day that athlete and their coach will arrange for the race to be completed on another day. The summer ergometer race day will be held the Saturday following the end of the Canadian Secondary School Rowing Association (CSSRA) Regatta, and the fall race will be the Saturday following Labour Day.

### **5.2.2. Skill Assessment**

As a method of ranking athletes in the program, the coach(s) will conduct skill assessment of each athlete. This will consist of assigning a number rank to each athlete in the order of which the coach(s) believe the athlete falls. For example to rank 12 athletes, the coach(s) would assign the ranking of one to the athlete that they feel is the most skilled of the group and 12 to the least skilled athlete. If working with sweep athletes it would be beneficial for the coach to rank port and starboard

athletes separately. Using the same example of 12 athletes, the starboards would be ranked one to six and same for the ports.

Once the assessment is complete coaches should be setting up quick meetings with each athlete to explain the results. This is an excellent opportunity for the athlete to learn what parts of their stroke need improvement and how to go about progressing in the program.

**5.2.3 Seat Racing**

After the ergometer race and skill assessment the coach(s) will have a good idea as to who will be eligible for seat racing. There are no set rules as to how many athletes can or can not be put into seat racing. However, the less people there are, the easier it is to get concrete numbers on who is best moving the boat. At this time a seat racing matrix will be set up by the program head coach in conference with the rowing club head coach. For sculling boats, singles and/or doubles will be used. For sweep boats, pairs and/or coxed fours will be used. If using coxed fours, coxswains should be instructed to only steer and give feedback on stroke rate.

Seat racing varies between summer and fall due to the distance raced. In the summer season if time allows 1500m is the suggested distance for seat racing. In the fall it would be ideal to use a long distance course such as 3000m or 4000m again, time permitting. For both seasons, the longer the distance used in seat racing the more accurate an assessment can be made on which athletes will be better for success.

Seat racing is a necessary part of a competitive rowing program such as that at the St.Catharines Rowing Club. Seat racing is a big part of the selection process but it does not finalize the process. Coaches reserve the right at anytime and for any reason to make changes in the boat. There are dates that are outlined annually to determine when the majority of the selection process will be complete so that fine tuning of boats can take place to prepare for major regattas.

**5.2.4 Ergometer Racing Standards**

These are suggested standards for the program head coach to consider when deciding how many athletes will be put into the seat racing matrix. This is represented by the time under the heading selection. The time under the heading of development represents those athletes that should be strongly considering developing their skills/fitness before taking part in selection. For senior athletes this number indicates that the athlete should be strongly considering developing their skills/fitness level.

			Selection	Development
Jr B	Women		8:05.0	8:30.0
	Men		7:05.0	7:30.0
Jr A	Women		7:50.0	8:15.0
	Men		6:50.0	7:15.0
Sr B Lwt	Women		7:45.0	8:05.0
	Men		6:45.0	7:05.0
Sr A Lwt	Women		7:40.0	8:00.0

		Men		6:40.0		7:00.0	
	Sr B	Women		7:40.0		8:00.0	
		Men		6:40.0		7:00.0	
	Sr A	Women		7:30.0		7:50.0	
		Men		6:30.0		6:50.0	

These numbers are produced because as much as the rowing club wants to have everyone row, safety, coaches and equipment don't always allow that to happen. Those that fall under the category of development might be asked to train with the intention of participating the following year.

### 5.2.5 Coxswain

The selection of the coxswain is just as important to the success of the boat and program as athlete selection is. Selecting the coxswain can be more difficult to do. Seat racing two or more coxswains against each other brings forward a wide range of variables, more so than athlete seat racing. If coxed fours were used in seat racing during athlete selection coxswains should have been instructed to only steer and give feedback on stroke rate. Athlete response to a coxswain should not be a part of athlete selection. Therefore, coxswain selection comes from the following:

- Communication with the coaching staff
- Organization and preparedness
- Ability to motivate the athletes
- Athlete feedback

The coxswain seat is just as important as all other seats in the boat and will be filled as such. The St.Catharines Rowing Club is a competitive rowing club and so are the coxswains. The best coxswain for the seat will get the seat.

## 6. Competition

### 6.1 Travel

Travel to and from regattas is the responsibility of the senior athlete for all regattas. Junior athletes are responsible for their own transportation for non overnight regattas. Coach bus or van transportation will be organized for large overnight regattas for juniors, especially fall regattas. Athletes should re-read section 1.2 Athletes Code of Conduct as this also applies to bus and hotel behaviour. When traveling with a team to an away regatta or at anytime, random bag checks might be done by coaches. As athletes are being dropped off at the bus, coaches will ask parents to do one last bag check. This is a necessary step so that inappropriate items are not being transported over the border.

#### Athlete Race Day Guidelines and Etiquette:

- Boats must be strapped down at all time, whether you are rigging, de-rigging, storing between races or overnight.
- Shirts must be worn at all time regardless of gender; torso covered.
- Bring oars down to the dock or oar trees prior to race and return them either to the trailer or bay after each race even if your crew is racing again later that day.

- Be quick and courteous on the dock
- Be respectful of competitors, coaches and officials
- Wait until all boats have past the finish line before returning to the dock
- All boats must be strapped to the trailer and communicate with your coach before departing from the regatta site

### **Coach Race Day Guidelines and Etiquette:**

- Work with each other; be helpful, we are all on the same team
- Work together to ensure every boat has the best race possible
- Check boat before they launch for each race
- Be respectful of competitors, coaches and officials

### **6.2 Uniform**

It is an honour and a privilege to wear the cerise and blue stripes that is the St.Catharines Rowing Club uniform. Through warm seasons the uniform of the rowing club is the cerise and blue striped singlet or unisuit. During cooler seasons the uniform is a white long sleeve with one cerise and one blue stripe going diagonally across the torso from bottom left to top right with a left chest SCRC club logo. The SCRC uniform is well recognized through out the rowing community and is sometimes highly sought after by other competitors. Trading of the uniform is permitted, provided you have already raced or have another to wear for competition. Also because the uniform is sought after, it is highly recommended that your uniform is not left hanging to dry or not properly stored as it may go missing. Take care of them, and please take them home and wash them before tomorrow's race.

## **7. Equipment and Facilities**

### **7.1 Equipment**

All club equipment is assigned to athletes and coaches by the Head Coach/Club Captain/Club Manager. Each season a new equipment allocation list will be created and posted in the display case between the two boathouses. Equipment is assigned to groups or crews based on the following in no particular order:

- Competitive level
- Need
- Boat speed
- Proven effort
- Availability

#### **7.1.1 Boats and Oars**

The rowing club owns a variety of boats and oars. Through generous donours over the years and working closely with area high schools, the rowing club has one of the largest fleets in the world. The rowing club owns on their own or with a high school, boats from Empacher, Filippi, Fluidesign, Hudson, Kaschper, Stampfli, and Vespoli. Club owned oars are from Concept2.

New boat purchases are done by the rowing club only, cost sharing is done in a manner that the high school purchases half of the boat from the rowing club. New boats will be white in colour with rowing club colour pin striping on the bow deck, and high school striping colours on the stern deck. Certain exceptions may apply such as the purchase of a former national team boat. Naming rights follow the same pattern, the rowing club names the bow and high school names the stern. Certain exception may arise such as a single agreed upon name. Exceptions are made by the discretion of the Board of Directors. New club owned or cost shared Concept2 oars coming into the club will be

painted club colours. The blue stripe is four inches wide, four inches from the end for sweep blades and three inches wide, three inches from the end for sculling blades.

It is in everyone's best interest to help to maintain the equipment as best as possible. Please report any concerns about equipment, such as damage or loose parts. After every row please wipe down or wash the boat. It is the hope that the club will continue to add to the fleet instead of needing to replace boats due to unnecessary disrepair.

### **7.1.2 Private Boat Storage**

Club members have the option of storing their private single in the boathouse for a rental fee. This option is only available if there is a rack open for use. If there are no open racks then a name will be put on a waiting list until a rack becomes available. The waiting list is created based on a first come, first serve basis. Racks are made available for those that intend on using their boat. Prime racks are for those that use their boats 3 times per week or more.

If you are interested in obtaining a rack for your single or are considering buying a single contact the Head Coach/Club Captain/Club Manager well ahead of purchase to inquire about rack availability. The rowing club will not store boats that arrive unannounced. Time is needed to properly make accommodations for private singles. Privately owned boats other than singles are not considered for storage inside the boathouse.

Racks are also available for storage only purposes and will therefore not allow easy access to the boat. In this case the rigger might need to be removed from the boat. Costs for these services can be found at: <http://stcatharinesrowingclub.org/index.php?page=membership/membership>

### **7.1.3 Ergometers**

Coming Soon

## **7.2 Boathouse**

The existing boathouse was built in 1966. Consisting of 10 bays and a workshop, the boathouse stores all club and privately owned boats of the St.Catharines Rowing Club. Every season programs are assigned boathouse chores so that the boathouse can be kept clean and tidy. However, it is everyone's responsibility to look after our boathouse so please do your part to pick up loose trash, clothing and water bottles.

## **7.3 Trailering**

For away regattas trailer(s) will have to be loaded and driven to the regatta site. Trailering information can be found on the chalkboard located on the outer boathouse wall between bays 6 and 7. The Head Coach/Club Captain/Club Manager will provide information that includes when the trailer(s) will be loaded, which trailer(s) and boats will travel and when the trailer(s) should be unloaded by.

### **7.3.1 Truck and Trailer Drivers**

Only experienced trailer drivers shall be permitted to drive the truck and trailer to the regatta site. If interested in gaining experience in driving the trailer, the Head Coach/Club Captain/Club Manager can take you out with an empty trailer to familiarize you with how it is done. Short or local trips such as Welland, SilverLake and Buffalo will be the best way to get to know trailer driving. All truck and trailer trips require a driver and a co-pilot. Longer trips, such as Boston and Philadelphia or farther require a co-pilot with trailer driving experience so that the driving can be shared. Athletes are not permitted to travel with the truck and trailer or any other groups of persons that might be a distraction to the driver. Driving the truck and trailer is a huge responsibility not to be taken lightly.

Overnight trips will require hotel and meal subsidies from the rowing club. All hotel expenses will be paid by the rowing club as well as \$30 per day for meals. All receipts for gas, tolls, meals and

hotel must be kept and handed in upon return to St.Catharines. A cash advance will be provided from the Head Coach/Club Captain/Club Manager before the trip. This applies to club sponsored regattas only.

A detailed list of all club owned boats will be provided for all cross border trips. It is recommended by United States Customs that driver(s) pull over and declare all boats and equipment before entering into the United States. This is the responsibility of the driver(s) if they so desire.

The truck is not to be used as a mode of transportation for athletes to or from regattas/events. Athletes, especially junior/high school athletes can be a distraction to the driver of the truck and trailer. One senior athlete might make the trip with the driver as a spotter (secondary set of eyes) is a responsible way of driving the truck and trailer.

#### General procedures for trailering:

- The trailer will not leave the compound until boats are securely strapped
- Check and recheck the strapping of your boat before leaving the compound
- Oars are placed closer to the truck, blade end closest to the truck, riggers at the other end
- Check chalk board for where your boats should be placed on the trailer
- All boat parts travel with the trailer, do not bring parts in a private car
- Make sure that Cox Box wiring is secure so it does not dangle from the boat during travel
- Make sure that all vent caps are closed
- Either bungee seat into boat or take seats out and place them in trailer
- Place stretchers in the back of the truck after de-rigging boat
- Find straps and slings in parts room located to the left of the workshop
- There should only be one set of oars per boat in the trailer. If you are sharing a boat with someone, share oars as well. There is not enough room in the trailer for everyone to bring their own oars
- Return slings and straps to the parts room when de-loading trailer after regatta
- Trailer must be unloaded the day after the trailer returns to the compound, even if you are not practicing that day
- Ensure that everything that your crew used loading the trailer is taken out and put back in the proper place
- Stretchers should be returned to the boathouse not left outside

#### 7.3.2 Non Club Regatta Truck and Trailer Use

SCRC will permit authorized coaches/drivers to use the truck and trailer for other regattas on a fee-for-service basis. Regattas that fall into this category are high school regattas that the club does not provide a truck and trailer for. Annually the club transports equipment for the Stotesbury Cup Regatta and the South Niagara High School Invitational Regatta, all others fall under this need. Other regattas could be non supported club regattas or provincial and national regattas, and March Break training camps.

- Fee for the trailer: **\$150** (single use; one day or 10 days)
- Fee for the truck: \$. **30 cents a kilometer**

Payment for these events is due before the truck and trailer leaves the compound, paid to the Head Coach/Club Captain/Club Manager, cheque made out to the St.Catharines Rowing Club. For

community events such as high school boat christenings, the rowing club is happy to help out as much as possible with no charge.

### 7.3.3 Transporting Non SCRC Boats

Transporting boats other than those that are SCRC owned or those of SCRC members, a fee will apply to offset costs. This applies to all transport including to regattas or to a manufacturer for repair. Below is a list of costs, if different destination is required a cost will be discussed on a case by case basis with the Head Coach/Club Captain/Club Manager.

#### Boston, Philadelphia, Pittsburgh

Eight:	\$200	one-way	\$100
Four/ Quad	\$100		\$50
Pair/ Double	\$75		\$40
Single	\$50		\$25

#### London (Hudson and/or Kaschper)

Eight:	\$50	Note: This is a flat fee applicable to any shell and would be less
Four:	\$50	then transporting a boat to a London regatta. This is
Double:	\$50	because a trip to a manufacturer is normally with only a few
Single:	\$50	boats and not a full trailer like when travelling to a regatta.

### 7.4 Parts Room

The Parts Room is located to the immediate left (to the south) of the workshop bay door. Inside the parts room is a wide variety of spare parts for coaches to make small repairs to boats. Most obvious spare parts are many sizes/types of nuts, bolts and washers. Other items available in the Parts Room boat straps, small boat slings, new pitch plugs. The door to the Parts Room is locked but can be unlocked using the key pad and code distributed from the Head Coach/Club Captain/Club Manager to coaches. Also in the Parts Room is the motor repair shop. If a motor is in need of repair please put it in the Parts Room.

With your help we can keep the Parts Room well stocked at all times. If you notice that an item is getting low please inform the Head Coach/Club Captain/Club Manager.

### 7.5 Workshop

The workshop is run and operated by the St.Catharines Rowing Club boatman. It is the boatman's responsibility to see to it that as best as possible, the workshop is stocked so that boats can be repaired quickly and accurately. The boatman will work directly with the Head Coach/Club Captain/Club Manager to see that boats and the boathouse are maintained and if necessary repaired as best as possible. During the summer months a summer student will be hired to assist the Boatman and Head Coach/Club Captain/Club Manager with chores.

At all times the workshop is off limits to everyone except for those that have keys to the workshop. All athletes and coaches are not to be in the workshop looking for parts etc. Most spare parts can be found in the Parts Room. If other parts are required contact the Boatman or Head Coach/Club Captain/Club Manager.

## 8. Training

## 8.1 Environment

In St.Catharines we are very lucky to train on Martindale Pond, home of the Royal Canadian Henley Regatta. We are lucky because of the permanent starting gates, 500m pylons, and finish tower. These are rare structures on rowing courses in the province, country and the world. The luxury of not having to work around other boat traffic such as jet skiers, water skiers, dragon boats, and other recreational water craft is also rare. We have a dock that does not come out of the water allowing us the opportunity to train all year long should the weather allow it. These are all points of which we should not take for granted and continue to take advantage of them so as to better ourselves as athletes and competitors.

## 8.2 Understanding Your Training

Refer to appendices A – 2 to see a chart(s) of training categories that is followed by the coaches of the SCRC. From these charts you can see the 6 different categories of intensity used to organize training sessions. The categories are unique to each other by the measured amount of lactate produced during the session. Examples of workouts, heart rate range, recovery to work ratio, and duration of the session can be found on the chart.

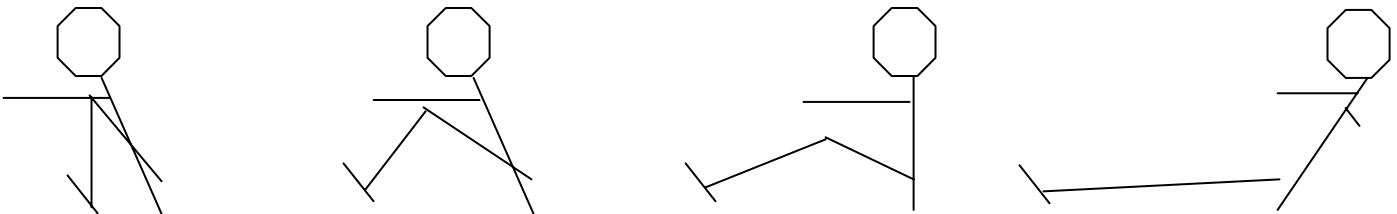
## 8.3 Monitoring Training

Monitoring of training is necessary to do so that the coach and athlete discover whether or not the training being completed is producing results. If the training is not producing results, modifications need to be made, either to the type of training or to the intensity categories that are being used. Monitoring happens in a variety of ways, the most accurate being ergometer racing, but also used is timed pieces over a specific distance on the water. The comparison of two or more results will indicate whether or not the training is producing the desired results or changes need to be made.

Personal monitoring of you as an athlete is also a good idea. This can be done by keeping a journal of your practice sessions, as well as recording your resting heart rate every morning. By recording your resting heart rate before you get out of bed every morning you are tracking your own health. Over a prolonged time, your training should slowly lower your resting heart rate. If you are becoming ill, your resting heart rate will slightly increase. If your rate has risen and stayed there for a prolonged period of time, then it is time to consult a physician.

## 8.4 The Basic Rowing Stroke

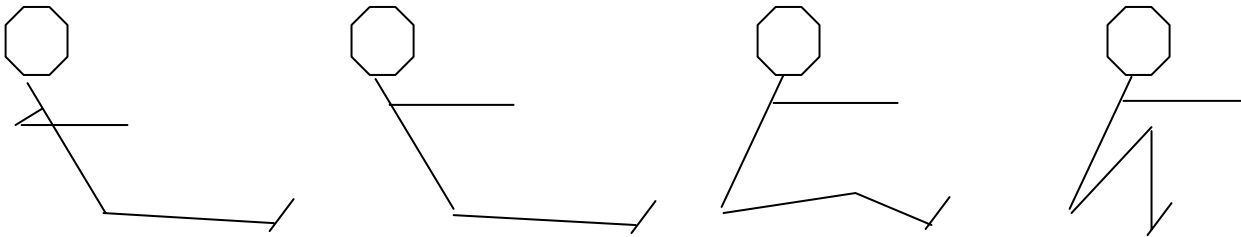
### 8.4.1 The Drive



- Body weight on the stern edge of the seat and on the balls of your feet (heels down as much as possible)
- Elbows are locked, shoulders are loose and relaxed
- Inside shoulder is relaxed as you are leaning into the pin/rigger/oar lock
- As pressure is applied against the foot board with both feet by pushing from the hips and quads, you should feel that you are hanging off of the handle; the load pulls your arms away/out from your shoulder and stretches it as you maintain the forward body/torso angle
- Loose shoulders, locked elbows, firm core and maintained body/torso angle; there is a millisecond pause due to a counterbalance between the load of the water and your body weight
- Keeping the shoulders on a level plane, draw them and the handle straight back
- Push the seat to the bow with your legs making the handle move at the same time because your torso is firm and elbows are locked
- By half-slide, begin to open up the torso by pivoting/prying from the hips toward the bow, therefore shifting body weight to the bow edge of the seat
- Keep the seat underneath, being careful to not let it roll to the stern by holding a firm core
- Follow through with the arms with a flat wrist, forearm parallel to the water
- Squeeze in the handle, point the toes to stay in contact with the foot board
- Continued slight lean into the pin/rigger/oar lock

### 8.4.2 The Recovery

#### The Recovery



#### Reach, Rock & Roll

- Reach forward to the stern while maintaining posture and a slight lean to your rigger/pin/oarlock
- Apply light downward pressure on the handle
- Rock forward by pivoting from the hips to transfer your body weight onto the stern edge of the seat
- Maintain light downward pressure on the handle
- Feel the seat roll slightly to the bow (1/4 turn of the wheel)
- Your body angle should not change after this point
- Allow the seat to move you into the catch
- Roll forward by bending/lifting the knees and allowing yourself to drift/float into the catch
- Lightly gather weight onto the foot stretchers
- Shoulders stay square to the handle, the inside shoulder is relaxed, the outside shoulder draws a circle up and around the pin, eyes looking out to the shore over the rigger
- Square the blade early to be prepared for the catch
- Hands stay level
- As knees approach 90°, gently lift the outside wrist and thumb to place the blade in the water
- Placing the blade is part of the recovery

## 9. Safety

### 9.1 At the Boathouse and On the Water

As an on water sport, rowing is a dangerous sport therefore safety is always of the highest importance. Every year new measures are taken to improve our ability to stay safe on the water and around the boathouse. We must stay proactive when it comes to keeping everyone and everything safe. Along with the points and reminders listed below, the Rowing Canada Aviron (RCA) safety video is an excellent source of safety education. This DVD must be watched annually by all high school student/athletes.

### 9.2 Equipment

It is common practice to be constantly aware of your surroundings when moving the shell from the boathouse to the water, rowing on the water, and returning the shell to the boathouse. Often overlooked or forgotten is the dangers of the coach boat and motor. In order to protect the driver, the athletes and the equipment, the coach boat driver must always be wearing the automatic shut off tether that is attached to the motor. Wearing this tether saves lives and equipment.

Controlling the wake from your coach boat (if you are a coach), is good way to keep things safe on the water. Some helpful low wake tips are listed below:

- Leave and approach the dock with no wake so that boats are not waked up onto the dock.
- Always have a look for faster moving shells that are coming up behind the coach boat. If the shell is staying straight, point the bow of the shell directly at the engine, then cut away slowly so that the shell gets minimum wake.
- The starting gates and finish areas are often congested with shells turning around; avoid going into these areas, meet the crew in designated spots
- When passing a slower moving shell do so with courtesy at low speed

### 9.3 Traffic Pattern

It is always important to follow the posted traffic pattern when on the water. Always be courteous to others and offer advice to out of town guests. Give way to faster moving shells, yield to those on the course when crossing the course, travel all the way to the end of the course before turning, and move off the course when stopping. Suggested stopping areas are Stokes Bay, the area east of the first 500m's, and the large bay as you head from the grandstand towards the island bridge, towards the west.

When away at other regattas or waterways it is best to research traffic patterns before arrival, to be prepared. Once at the site, ask questions of the locals or at the coach's and coxies meeting before the regatta.

### 9.4 Weather

Here in the Niagara Region in Southern Ontario we get a wide range of weather, ranging from extreme cold and wind to extreme heat and humidity. As coaches and athletes we must be aware of the weather and the danger it imposes on us in such cases. Very quickly we can be exposed to frost bite, heat stroke and dangerous water conditions such as large swells and lightning.

Staying proactive to weather conditions will help to keep athletes, coaches, and equipment safe.

Proper dress by the athletes was mentioned in section 4.3, but proper dress of the coaches was not. In the summer time coaches should follow the guidelines presented to athletes by wearing a hat, sunglasses, and sunscreen so as not to be over come by heat stroke. During the colder days and

especially during cold water rules, coaches should be wearing a survival suit. Not only are they warm and comfortable to wear in the coach boat, they will help to keep the coach a float should they fall in the water.

Using the internet is always a good way to research potential weather hazards for the day. Local weather forecasts are a decent way to see what weather might be coming as well as local radar. Listed below are websites used to see what weather is on the way.

- <http://www.theweathernetwork.com/weather/caon0638>
- [http://www.weatheroffice.gc.ca/radar/index\\_e.html?id=WKR](http://www.weatheroffice.gc.ca/radar/index_e.html?id=WKR)

## 9.5 Lights

During the early mornings of the spring and fall, as well as some early spring evenings, lights on boats are mandatory. Lights are needed for the observance of other boats on the water. If going on the water during these times, all shells and coach boats must have a bow and stern light. Single diode LED lights are not suitable. Lights must be large and contain multiple diodes to be efficient enough to be seen by others on the water. Flashing lights and lights of colour are better on the water as they do not blend into the street lights on shore. Side mounted lights on big boats such as eights are also a good idea so that if turned at the end of the course on coming traffic can spot the boat.

Coaches in their boats must also have plenty of lights. As mentioned earlier all boats must have a bow and stern light. It is not enough to have one flashlight that illuminates the shell that you are coaching. On coming crews need to see where you are, so the flashlight would be an extra light for coaching, not for signaling the boat. If using a large floodlight be careful as to not temporarily blind athletes by pointing the light into their faces.

## 10. Staff

### 10.1 Board of Directors

Taken from the constitution of the rowing club which can be found on the rowing club website:  
<http://stcatharinesrowingclub.org>

- The entire management of the affairs of the Club shall be vested in a Board of Directors. The Board of Directors will have full power to take whatever steps they may deem advisable in its interests, and to repeal, pass or amend such rules or regulations as from time to time they think necessary, providing that doing so they do not infringe upon the Constitution and By-Laws.
- The Board of Directors shall consist of Seventeen (17) members elected annually by the membership and Past Presidents of the Club.
- All rules or regulations passed or amended by the Directors shall be posted on the Club bulletin board.
- The Directors enforce the observance of the Constitution, By-Laws, rules and regulations and shall have control of all Club funds with power to invest any part of them in such securities as they deem advisable.
- The Directors shall be responsible to the Club for their actions. The entire Board of Directors, or any Director or Directors, shall be liable to expulsion from the Club by a two-thirds (2/3) vote of a meeting of the Club, called to consider such action, and of which all Directors and

members have been given twenty-one (21) days notice and full particulars as to the given action proposed to be taken.

- No person other than a member in good standing shall be eligible to be a Director.
- Provided notice has been given to all Directors, a quorum for a meeting of Directors shall be ten (10) Directors.
- The Board of Directors shall establish committees as from time to time are deemed necessary for the welfare of the Club.

### **10.1.1 The Executive**

The Executive of the Club shall be an Immediate Past President, President, First Vice-President, Second Vice-President, Third Vice-President, Captain, Secretary and Treasurer.

- The Immediate Past President shall be appointed by virtue of his position.
- The President, First Vice-President, Second Vice-President, Third Vice-President and Secretary shall be elected annually by and from within the Board of Directors.
- The Captain and Treasurer shall be appointed by the Directors. If the Captain and/or the Treasurer appointed by the Directors are not themselves Directors, they shall be ex-officio members of the Board of Directors with full power to vote on all matters.

## **Duties:**

### **President**

It shall be the duty of the president at all meetings of the Club and the Directorate, to generally supervise and direct the business and activities of the Club and to oversee the successful development of the Club.

### **First Vice-President**

It shall be the duty of the First Vice-President to perform the duties of the President in the absence of the President and to oversee all financial interests of the Club.

### **Second Vice-President**

It shall be the duty of the Second Vice-President to oversee all rowing interests of the Club.

### **Third Vice-President**

It shall be the duty of the Third Vice-President to oversee all special projects the Club endeavors to undertake.

### **Captain**

It shall be the duty of the Captain to be responsible for the general supervision of all rowing interests in the Club. The Captain shall, subject to the approval of the Directors, control and manage all Club rowing events. The Captain shall, after consultation with the coaches, select and place all crews to represent the Club. The Captain shall be responsible for the continued proper maintenance and repair of all rowing equipment. The Captain shall be responsible for all allocation of all Club equipment to coaches and crews. The Captain shall be responsible for the conduct of the members while in, on or

about Club premises, with full authority to take disciplinary action as may be required, pending confirmation by the Board of Directors.

### **Secretary**

It shall be the duty of the Secretary, on instruction from the President or from the Board, to call meetings of the Club and the Board of Directors; conduct all correspondence; post all notices, By-Laws, rules and regulations; to record all rowing matters of interests to the Club; to keep minutes of all meetings of the Club and of the Directorate; and generally advance the welfare of the Club. The Secretary shall also keep and be responsible for all the books and records of the Club, except those of the Treasurer. The Secretary shall notify all candidates for association with the Club of their election and shall notify individuals desiring to withdraw, of the action taken on their resignation.

### **Treasurer**

It shall be the duty of the Treasurer to receive and account for all monies belonging to the Club, and to disburse the same under the instruction of the Directorate; to prepare an annual statement; and cause it to be printed and distributed at the Annual General Meeting of the fiscal year.

## **10.2 Head Coach/Club Manager – to be written**

All duties as required.

## **10.3 Boatman**

Repair all damaged boats, oars and other equipment unless so severe that transportation to the manufacturer is required or repair is not possible. Stock the workshop of materials and spare parts for as much as possible. This includes but is not limited to, all nuts, bolts, washers and fasteners as well as parts specific to boats such as wheels, fins, oarlocks, pins and seats.

## **10.4 Summer Staff**

Annually the club applies for a summer student employment grant. Upon receiving this grant the club is able to hire an assistant for the Head Coach/Club Captain/Club Manager. A hiring process takes place in order to find a suitable candidate for the position. In order to continue to support rowing club participants, the position will be filled by a person that is currently holding a position with the club as an athlete, coach or volunteer. The position calls for full time availability of odd hours and a variety of jobs around the boathouse. The successful candidate reports directly to the Head Coach/Club Captain/Club Manager.

Also during the summer is the staff for the Youth Rowing School. This staff consists of six instructors and one head instructor. The Youth Rowing School Instructors must be current athletes with the club. Possible exemption from this could be the head instructor of the rowing school. The instructors report to the member on the Board of Directors that is organizing the school as well as the Head Coach/Club Captain/Club Manager. The position lasts for four weeks in July before Canadian Henley and for three weeks in August, following Canadian Henley.

Summer staff positions will be advertised during the spring high school season. Resumes will be collected and interviews may have to be done in order to fill all positions. Positions are not guaranteed to interested returning student athletes. It is the purpose of the summer staff positions to financially assist St.Catharines Rowing Club student athletes. Exceptions were listed above otherwise it is understood that employees will be current and returning students as well as current club athletes.

The high school portion of the rowing calendar year is a highly important time of year. The rowing club is strongly built on the support of local high schools that row out of the club as they develop the young athletes that turn into successful club rowers. The strong relationship between the high schools

and the club comes from a long history of cooperation, communication and good will. The high school program is an outstanding time to see how well athletes, coaches and volunteers can work together for the betterment of our sport.

### **11.1 Coaching Staff and School Representative**

Each high school must have in place an in school representative for the rowing team. This is a staff person that assists with the administration of the rowing team. It is not critical that this person has rowing experience as they are not required to be coaching on the water. The high school is responsible for finding its own coaches for the high school training and on water seasons. Before taking on new coaching personnel check with the Head Coach/Club Captain/Club Manager as all coaches must be in good standing with the rowing club.

Suggestions for finding coaches are to communicate with alumni of the high school, or parents of alumni. Contact Brock University Rowing Head Coach to see if any members are interested in coaching. Best advice is to start building the coaching staff early in the training season.

### **11.2 Coaching Education**

All high school coaches must have some form of rowing specific coaching education before going out on the water on their own with a crew or sculler. This is done for the safety of the athlete, the coach, the equipment and athletes and equipment around them. The rowing club routinely offers Rowing Canada Aviron coaching education courses as well as its own basic level coaching instruction. The RCA course is a Friday evening, all day Saturday and all day Sunday with a cost that sometimes will be reimbursed by the high school. The rowing club clinic is two hours per evening over two days, one evening in class and one in the workshop at the boathouse. There is no charge for this basic course but it is expected that after one year of coaching the coach moves on to the RCA course. It is the responsibility of the high school to stay on top of which coaches have what coaching education. As of 2009 it is law that all people driving a coach boat have a boating operator's card. All coaches must have one when operating a coach boat and motor or they will not be permitted on the water. It is also strongly suggested that all coaches read and stay up to date with the entire St.Catharines Rowing Club Handbook, with emphasis on the High School portion.

### **11.3 Meetings**

Early in the calendar year a meeting will be called by the Head Coach/Club Captain/Club Manager for ALL high school coaches. It is important that ALL coaches understand that they are to be in attendance to review any and all changes that may have occurred since the previous season, including safety changes. This meeting is also when a majority of information is handed out including dates and deadlines of future meetings, regattas and planned first day(s) on the water.

The week before the first week on the water begins the coaches meetings at the boathouse. It is important that at least one member from each high school coaching staff be present at these weekly meetings. After each meeting the representative should report back to the high school staff any concerns that arose from the meeting. Once regatta season begins the representative needs to come to the meeting prepared with the requested boats for the upcoming race. At the meeting prior to the regatta a boat draw will be done in cooperation with all high schools and the rowing club to determine who is racing which boat and the transport of boats to away regattas.

### **11.4 Start up, Training and Skill Development**

The earlier in the school year you can start to recruit for rowing the better. Communication with grade 9 students about the process of the rowing team and getting them interested in our sport provides a launch pad to a good future with our sport. It also provides an early focus for potential new rowers at a

time when they are choosing and prioritizing their extra-curricular activities. Recruiting video is available online at:

<http://www.youtube.com/watch?v=9-hzcTAdXsk&feature=fvvr>

<http://www.youtube.com/watch?v=1y9h97DSXC8>

In the fall the rowing club allows for the introduction of rowing by bringing new students to the boathouse to see the boats, boathouse and other equipment. At this time it is encouraged that new students participate in some on water time to better understand what they are about to partake in. It is suggested that these new rowers spend some time on the erg before getting into a boat so that they know some very basic skills. Either in the boat, in the tank or on the erg, the early parts of the training season needs to be focused on proper skill development. Especially with novice rowers but also with experienced athletes the proper performance of basic skills is crucial to future success. The three basic skills are:

- 1 – How to hold the handle(s)
- 2 – How to sit in the boat
- 3 – How to move with the proper sequence

Once these three skills are mastered alongside steady endurance/aerobic fitness training, the athletes could move on to some of the finer skills of the rowing stroke. Take the time required to do these things very well by spending time working drills, continuous rowing and various video and review techniques.

### **11.5 Shift, Shell and Crew Choices**

During the months of winter training work with the high school head coach and the Head Coach/Club Captain/Club Manager to start putting together some ideas of what the spring could look like. No doubt plans will change but it is good to get an idea of what events you would like to try to prepare for. Should it be eights, or doubles, what weight categories and which regattas are best suited for the talent level that you are working with. Again it is very likely that these plans will change as the spring moves closer but it is best to be prepared.

In communication with the athletes and the high school head coach, put together a request for the shift that you would like to coach in as well as the shell type (8+, 4+, 4x, 2x). The high school head coach gathers all requests from the coaching staff and fills out an Equipment Request Form 11.5.1 that has been sent from the Head Coach/Club Captain/Club Manager. This normally takes place in early to mid March so that there is limited time between the release of equipment assignment and getting on the water. If any changes need to happen, communication needs to occur with the high school head coach and the club Head Coach/Club Captain/Club Manager. The shift times are:

- Shift One Dawn\* to 7:00am
- Shift Two 3:30pm to 5:00pm
- Shift Three 5:00pm to 6:30pm
- Shift Four 6:30pm to Dusk

\*Not permitted to leave the dock before 5:30am and no athlete should be on the island before 5:00am

#### **11.5.1 Eligibility**

The following outlines age and weight eligibility for the major regattas.

**11.5.1a Canadian Secondary School Rowing Association (CSSRA)**

Seniors: Under 19 years of age on 1st January, of the competitive year.

Juniors: Under 16 years of age on 1st January, of the competitive year.

Lightweight for women 59kg events the maximum individual weight is 59kg

Midweight for women 63kg events the maximum individual weight is 63kg

Lightweight for men 66kg events the maximum individual weight is 66kg

Midweight for men 72kg events the maximum individual weight is 72kg

No weight averaging is required.

The minimum weight for coxswains for men and women is 45kg\*

\*If a coxswain weighs less than the posted minimum weight the athlete may have to carry weight (usually sand in a plastic bag) so that the minimum weight is made. This creates a balanced playing field for all competitors. For safety reasons some regattas will have a maximum weight to be carried by coxswains. Always check the posted rules of the regatta well in advance so that you are aware of what will be expected on race day.

**11.5.1b Scholastic Rowing Association of America (SRAA)**

Seniors: Must not have attained the age of 19 years prior to September 1<sup>st</sup> of the competing academic year.

Juniors: Must not have attained the age of 18 years prior to September 1<sup>st</sup> of the competing academic year. Senior (12<sup>th</sup> grade) students may not compete in junior events

Lightweight boys shall weigh no more than 155 lbs

Lightweight girls shall weigh no more than 130 lbs

No weight averaging is required.

Coxswains are not required to weigh in

**11.5.1c Stotesbury Cup Regatta**

Seniors: Must not have attained the age of 19 years prior to September 1<sup>st</sup> of the competing academic year except that each eight may contain two competitors and each four or quad may contain one competitor who must not have attained the age of 19 years, 6 months prior to September 1<sup>st</sup> of the competing academic year

Juniors: Must not have attained the age of 18 years prior to September 1<sup>st</sup> of the competing academic year. Senior (12<sup>th</sup> grade) students may not compete in junior events

Lightweight boys shall weigh no more than 155 lbs

Lightweight girls shall weigh no more than 130 lbs

No weight averaging is required.

Coxswains are not required to weigh in

**11.5.2 Equipment Request Form**

Forms will be submitted to one representative from each high school and only one set of forms will be accepted from each high school back to the rowing club. It is expected that each high school will have organized their own equipment how they see fit and will then requested equipment from the club. If a high school has a request for a specific club owned shell the request can be made but must remain

willing to use other shells. Equipment requests are completed on an as needed basis in an effort to boat all student athletes with no bias. Criteria used to determine who might get which boat are experience, preparation or training completed, coaching, availability and history.

- All coaches must have with them at least four athletes. I.e. a quad, two pairs or doubles, or any other combination totaling four athletes. Exceptions will be made for the two less popular afternoon shifts.
- There is a maximum of two big boats per coach. The coach boat will always be together with both crews. It is up to both the athletes and the coach to stay together.
- Boats/crews will not go out in unfilled boats; all seats must be filled.
- One qualified coach per boat, with a maximum of one additional passenger.
- No more than 30 High School shells on the water at one time.
- One day off per week will be implemented to ease traffic if required.

### **11.6 Getting on the Water**

Traditionally the first days on the water for high schools are during the last week of March. However with the increasing demand for water time, this date could be moved depending on weather. Often the Head Coach/Club Captain/Club Manager will need help with spring set up chores so an hour of chores can be done in exchange for an hour of on water practice. This is all depending on the weather and is done so at the discretion of the Head Coach/Club Captain/Club Manager.

### **11.7 The Coach Boat and Motor**

As part of the equipment assignment, each coach will be assigned a coach boat and motor. It is to the Head Coach/Club Captain/Club Manager's discretion as to who gets a coach boat on a cart. Best efforts are made to spread them out to each high school as well as to spread out the use of each coach boat so that the risk of over use is minimized. Each athlete is to watch a short DVD on how to assemble a coach boat and put it into the water. This DVD along with the RCA safety DVD will be distributed at the ALL coaches meeting in the early part of the calendar year.

#### **11.7.1 Coach Boat Assembly**

##### **On a cart:**

- Place a lifejacket bag, fuel can, paddle and any other safety equipment in the boat
- Roll the boat down the ramp into the water so that most of the boat is submerged
- Untie the boat from the cart
- Shove the boat off of the cart holding onto the bow line
- Paddle the boat to the dock going as close to the ramp as you can
- Return the cart to in front of the motor shed or oar trees

##### **Not on a cart:**

- Flip over the coach boat and bring over a motor on a dolly
- Tilt the motor so that it will go onto the transom of the boat without hitting the ground
- Tighten the motor bolts so that the motor is tight to the transom
- Attach the engine safety chain to the boat
- Place a lifejacket bag, fuel can, paddle and any other safety equipment in the boat
- Place the assembled boat on a cart and follow the same steps as above or
- Four or more people pick up the boat and walk it down the ramp, putting the stern in the water
- Shove the boat into the water, holding onto the bow line
- Paddle the boat to the dock going as close to the ramp as you can

If a cart was used return it to in front of the motor shed or oar trees

### 11.7.2 Coach Boat Use

#### Reminders:

- Stay clear of shore to avoid rocks that will damage the propeller
- Check to make sure that cooling water is flowing out of the back of the motor; weeds can often clog the intake
- Mind your wake; always have an eye for where you are going and where you have been

#### Start-up checklist:

- Kill switch toggle is attached to motor and operator
- Plenty of fuel in the tank
- Choke is pulled out all the way, once running push back in ½ way and let idle for 5 minutes before pushing in all the way and putting the engine in gear
- Fuel line is firmly attached and the can lid is slightly open to allow air flow
- Engine is flooded; if you have been trying to start the motor repeatedly without success, let the motor sit for 10 minutes, and try again

#### Minimizing wake suggestions:

- Pull away from and come into the dock at slow speeds
- When possible stay in lane 3 so that wake is evenly dispersed
- Avoid traveling all the way to the start and the finish areas to avoid congestion
- When a crew is approaching a coach boat, point the bow of the shell at the motor
- Remember that someone is coming up behind you

## 11.8 Safety

Safety is always of the highest priority at the rowing club. There are many dangers to our sport that we often forget about and take our safety for granted. Take the time to familiarize yourself with all safety procedures and equipment available to you. A great deal of time will be spent talking about safety at the SCRC coach's clinic. Rowing Canada has produced a DVD that reviews safety procedures for the athletes and the coach. SCRC has produced a DVD that reviews how to assembly and launch a safety boat. Both DVD's must be viewed by all athletes before getting on the water each spring. All athletes must also annually complete a swim test before getting on the water. Protocol for the swim test can be found in the appendix.

Rowing in the early morning requires that the shell(s) that you are coaching **MUST** be well lit with very bright and highly visible lights. The lights must be on the bow and stern of all boats with ideal colours being red and green on the bow and white on the stern. The coach boat must also have these lights before leaving the dock.

In any case of emergency dial 911 and give the address 70 Henley Island Drive.

### 11.8.1 Coach Boat

At all times the following items should be in the coach boat:

- Paddle
- Lifejackets; enough for all in the crew and coach boat
- Lights on bow and stern (morning shift)
- Bailing can
- Coach should have a whistle; 3 clear loud blows indicates distress
- It is encouraged that a coach should be wearing a pfd or survival suit

### 11.8.2 Traffic Pattern

Common traffic pattern rules:

- Keep on coming traffic on port side; just like driving, stay to the right

- Right of way goes to the faster moving boat; example the slower moving boat should move to either side so that the faster boat can stay on its line
- The warm up bay traffic pattern is for race day only, all other days you are permitted to be in the warm up bay but continue moving south, move toward the start, cross the course then head north down the course
- Small boats (2x's, 2-'s and 1x's) are the only ones permitted in the back bay toward Martindale bridge; large boats must go under the bridge and straight through the bay or toward the far side. The near side might have on coming small boat traffic. In the same scenario small boats approaching the bridge along the south side of the island should proceed with caution and quickly move away from the opening of the island bridge
- If you must stop the shell and coach boat on the water do so off of the course; example locations include warm up bay (Stokes Bay), Linhaven Bay and the northwest corner heading toward the back, moving from the finish line; leave the course free for moving traffic
- If you must cross the course anywhere else but the start and finish line do so with great caution then proceed quickly; give plenty of room so as not to distress either the most experienced or novice rower

### **11.9 Weekend Time Trial**

In an effort to allow more on water training time as well as race practice the weekend time trial was created. This allows any crew to get on the water Saturday afternoon (times vary), to row with no wake as only safety boats are permitted on the course. For two weekends in April there is also a time trial specifically for novice boats run out of the start gates, or if the fingers are not in the gates, boats will be backed down as much as possible. The goal here is to get novices use to being beside other boats as well as the atmosphere of the start on race day.

#### **11.9.1 CSSRA Time Trial**

There is a CSSRA time trial and a Stotesbury Cup time trial. The CSSRA trials use CSSRA event rules and CSSRA average times to calculate the top percentage winners each week. We run the trial twice using the same boats except for the last Saturday trial which is only done once. Using the percentage results of the trial, the 10 ten crews are then permitted to row twice a day for two days during the following week. This is only to be done on shift two or three due to the already high volume of traffic on shifts one and four. Early in the season Sunday afternoon could also be used as a second shift opportunity.

#### **11.9.2 Stotesbury Cup Time Trial**

The Stotesbury Cup trial is run the same but instead using Stotesbury Cup event rules and average times. This trial should be entered only if intending to attend the regatta in Philadelphia, PA. The results of the Stotesbury Cup trial are used to determine which boats are able to be loaded onto the trailer to go to Philadelphia, PA for the Stotesbury Cup Regatta. It is up to the Head Coach/Club Captain/Club Manager's discretion as to which boats get on the trailer using the results of the trial. The Stotesbury Cup trial is traditionally held on the Saturday before Early Bird as regatta entries are normally due during that coming week.

#### **11.9.3 Entry Procedure**

All crews are welcome to take part in the trial as long as they are able to complete the course without the assistance of a coach. To make an entry in the trial communicate with the high school head coach about the event and shell name. The high school head coach will then coordinate all entries for the school before sending it to the Head Coach/Club Captain/Club Manager before noon on Friday before

the trial. Order of priority should also be included in case a large number of trial entries are requested that safety is a factor or more than one crew is requesting the same shell. All efforts will be made to boat all crews that enter the trial.

#### **11.9.4 Sample Trial Day Schedule**

- 12:00pm Friday entries are due to the Head Coach/Club Captain/Club Manager

#### **SATURDAY**

(Novice trial for two weeks, beginning second week of April)

- 3:00pm Coaches and coxswains meeting for the novice trial
  - 3:15pm Launch all shells and safety boats
  - 3:45pm First flight begins out of the start gates  
BREAK
  - 4:30pm Coaches and coxswains meeting for the CSSRA time trial
  - 4:45pm Launch all shells and safety boats
  - 5:00pm Start time of the 1500m time trial
- Head to head trials out of the gates might be run later in the spring

#### **11.10 Regattas**

The regattas being attended by SCRC high schools will be decided upon at the initial ALL coaches meeting held early in the year. Planning needs to be done by the rowing club and the high schools to organize equipment transport, accommodations and other logistics. The Head Coach/Club Captain/Club Manager may decide to add/remove regattas based on safety, level of competition and cost effectiveness. At an early coach's meeting the high schools will be asked to volunteer to be the lead person for a regatta. This person is responsible for the payment of the travel invoice if the regatta is not covered by the rowing club. The transportation of shells and driver support for The Stotesbury Cup and South Niagara High School Invitational Regattas are covered by SCRC. All other regattas require payment for use of the truck(s) and trailer(s). The fee is to be paid before any truck or trailer is removed from the compound. Those schools participating in the regatta are responsible to split the travel costs based on the number of seats in shells they used during the regatta. The fee structure is as follows:

- |   |           |
|---|-----------|
| ○ Trailer rental, regardless of time period   | \$150     |
| ○ Truck rental, returned with a full gas tank | \$0.30/km |

Regattas in St.Catharines require less pre-planning with other high schools so a coordinator is not needed. Instead all high schools need to do their part to prepare to host other rowing clubs from the Niagara region, Canada and the world. To do this the compound, boathouse, and boats need to be clean and organized.

##### **11.10.1 Regatta Boat Draw**

Once a draw or schedule has been released by the local organizing committee of the regatta the coaches can complete a boat draw. A boat draw for each regatta is necessary because of all the boat sharing that happens as well as the need to limit boats that travel. Not all boats can be trailered to away regattas. The boat draw takes place at the weekly coaches meeting prior to the regatta. When completing the boat draw each school has the boats that they own and should do their best to use those boats responsibly. Some club owned boats are assigned to high school crews and are then used in the regatta boat pool with preference going to the faster crews. The faster crews get the faster boats. This is determined by past racing or time trialing, or at the discretion of the Head Coach/Club Captain/Club Manager. All coaches are not required to attend the weekly boat draw meetings. However, at least

one representative from each high school should be present with the shell requests for all entries for the regatta. It is the responsibility of the high school coaching staff to communicate their needs with their meeting representative before the meeting. It is then the responsibility of the representative to communicate back to the high school staff what shells they will indeed be racing. Every effort is made to keep athletes in the boats that they train in but there is limited space on trailers and two crews cannot race the same boat in the same race.

### **11.11 Club Promotion**

It is expected and understood by all coaches that the high school program promotes the athletes to participate with the summer club program with St.Catharines Rowing Club. All high school athletes are welcome to participate with the club program. During the high school season there will be an information night and open house so that athletes can meet their club coach and meet athletes from other schools. Also during the high school season club training opportunities may arise that are open to all high school athletes. These sessions may be scheduled to prepare for the summer competitive season or a unique racing opportunity such as travel abroad. If any athlete is unable to afford the cost of club rowing participation please encourage the athlete to speak with the program lead coach or the Head Coach/Club Captain/Club Manager. The situation will be handled discreetly so that the athlete has the opportunity to participate.

### **11.12 CSSRA Week**

During the week of the CSSRA regatta a few changes around the compound will be going on. The biggest change is that there will be no direct on water coaching as the week will be wake free. Coaches will volunteer for safety boat shifts so that safety for all can still be maintained. The coach boats will stay at designated points on the course. All boat traffic will stay on the 2000m course and not go around the back of the island. Coach boats that are on carts will be used as safety boats and all others will be stored for the regatta. Also during this week more club promotion will go on so that all athletes are aware of the opportunities of sweeping and sculling that are available to them. Athletes are encouraged to ask questions of the club coaches to see how they can fit into the program for the summer.

### **11.13 Equipment**

The rowing club owns, stores, insures, repairs and operates with a high value of equipment including shells, oars, coach boats, motors, tools and safety devices. It is expected that all pieces of equipment will be treated with care and respect. All equipment should be used for its purpose and maintained so that the next group can use it in their season. If unsure about the operation of a piece of equipment or if you should be using it, ask first.

#### **11.13.1 Club Equipment**

The rowing club has a number of shells that it owns without the assistance of a high school or what is known as cost share. These club outright owned shells are to be left unassigned so that club athletes have access to equipment during the high school season. As most of the shells in the boathouse are cost shared with high schools, there are limited opportunities for those outside of high school to row in the spring. Therefore SCRC leaves some boats aside for club use. It is left to the Head Coach/Club Captain/Club Manager's discretion if a club owned boat should be assigned to a high school crew. Once away regatta travel has finished other club owned boats may be released so that every opportunity can be given to fast high school crews.

#### **11.13.2 Cost Sharing**

Many of the shells owned by the rowing club are cost shared with a local high school. This allows for a greater amount of quality equipment to be purchased by both parties and builds on the relationship between the club and high school. Cost of the equipment is split 50/50 with the written understanding that the high school has exclusive rights to the equipment during the high school season. The rowing club has rights to the equipment for the remainder of the year plus stores, insures and repairs the equipment. If a high school is interested in cost sharing with the rowing club for new equipment the following process takes place:

- A note is sent to the Head Coach/Club Captain/Club Manager indicating the school is interested in a particular brand, size and type of equipment; usually a shell but oars have also been cost shared
- The Head Coach/Club Captain/Club Manager will ask for a formal signed letter from the principal indicating that the funds are available for cost share and the high school is willing to spend
- The rowing club finalizes its budget for the year and assess' its equipment needs for the coming year
- Agreements are made on the brand, size and type of equipment and cost share agreements are signed by the high school principal and the rowing club Vice President
- Final payment to the club is made before the high school uses the equipment

If more than one high school is able to cost share in a single year the rowing club must prioritize the demand by researching its own budget and equipment needs. Priority will be given to any school that may have been left out of an agreement from the previous year.

## 12. Awards

Annual awards are given out at the Captain's Dinner. Nominations for each award should be sent to the Head Coach/Club Captain/Club Manager before the coaches meeting in November. Anyone can send in a nomination for an award with the winner being decided by the Rowing Committee in consultation with the program head coach. The Volunteer of the Year award winner will be decided by the executive member of the board of directors along with the Head Coach/Club Captain/Club Manager.

Certain criteria must be met for an award to be given. A minimum of four athletes in the *age group* for the category being considered is required, as well as an athlete to properly represent the award. An award recipient will be one that was an outstanding member of the program, a person that continued to show support of the program and to the rowing club. The winner will have been a hardworking contributor to daily activities and dedicated to all that is required to achieve excellence. Consideration will be made to look at the entire calendar year, including participation with a university rowing team. National team athletes that are registered with the rowing club are not to be considered for the award, only those that actively participate within the club program in St.Catharines are eligible. Coxies will not be considered for the program awards as they have their own award of Coxie of the Year. A single sculler is considered a crew and therefore can be considered for Crew of the Year honours.

Volunteer of the Year	Coxie of the Year
Outstanding JrB Male	Outstanding JrB Female
Outstanding Jr Male	Outstanding Jr Female
Outstanding SrB Male	Outstanding SrB Female
Outstanding Sr Male	Outstanding Sr Female
Outstanding Masters Male	Outstanding Masters Female

## Crew of the Year

### Senior athlete award criteria:

- Positive leader amongst fellow program athletes
- Positive leader amongst entire rowing club, being a positive example to the younger athletes
- Athlete's history with the club.
- Personal sacrifices made for the betterment of the program and the rowing club
- Responsible behaviour at all times during regattas, practice and when representing the rowing club
- Respectful at all times of coaches, volunteers, teammates, competitors, officials, spectators, equipment and environment
- Committed to the improvement and progress of the program and the rowing club through hard work, determination and perseverance
- Participation in program and rowing club activities outside of day to day training, such as volunteer opportunities and fundraisers (Christening, Fun Run, etc.)
- Participation with national or provincial team selection
- Outstanding results at competitions both on the water and on the ergometer
- Outstanding results for the rowing club as well as for the school that they represent

### Junior athlete award criteria:

- Positive leader amongst fellow program athletes
- Seeks out and/or appreciates the advice of senior athletes
- Personal sacrifices made for the betterment of the program
- Responsible behaviour at all times during regattas, practice and when representing the rowing club
- Respectful at all times of coaches, volunteers, teammates, competitors, officials, spectators, equipment and environment
- Committed to the improvement and progress of the program and the rowing club through hard work, determination and perseverance
- Participation in program and rowing club activities outside of day to day training, such as volunteer opportunities and fundraisers (Christening, Fun Run, Tag Day, Awards Dinner etc.)
- Participation with national or provincial team selection
- Outstanding results at competitions both on the water and on the ergometer
- Outstanding results for the rowing club as well as for the school that they represent

### Coxswain award criteria:

- Positive leader amongst fellow program athletes
- Positive leader amongst entire rowing club, being a positive example to all athletes
- Personal sacrifices made for the betterment of the program and the rowing club
- Responsible behaviour at all times during regattas, practice and when representing the rowing club

- Respectful at all times of coaches, volunteers, teammates, competitors, officials, spectators, equipment and environment
- Committed to the improvement and progress of the program and the rowing club through hard work, determination and perseverance
- Participation in program and rowing club activities outside of day to day training, such as volunteer opportunities and fundraisers (Christening, Fun Run, Awards Dinner, etc.)
- Participation with national or provincial team selection
- Outstanding results at competitions both on the water and on the ergometer
- Outstanding results for the rowing club as well as for the school that they represent

### Masters athlete award criteria:

- Positive leader amongst fellow program athletes
- Seeks out and/or appreciates the advice of club coaching staff
- Personal sacrifices made for the betterment of the program and club
- Responsible behaviour at all times during regattas, practice and when representing the rowing club
- Respectful at all times of coaches, volunteers, teammates, competitors, officials, spectators, equipment and environment
- Committed to the improvement and progress of the program and the rowing club through hard work, determination and perseverance
- Participation in rowing club activities such as volunteer opportunities and fundraisers (Christening, Fun Run, Awards Dinner, etc.)
- Outstanding results at competitions both on the water and on the ergometer

### Volunteer award criteria:

- Positive leader amongst fellow program athletes
- Seeks out and/or appreciates the advice of board of directors
- Personal sacrifices made for the betterment of the program and club
- Committed to the improvement and progress of the program and the rowing club through hard work, determination and perseverance
- Participation in rowing club activities such as volunteer opportunities and fundraisers (Christening, Fun Run, Tag Day, Awards Dinner, Regattas, etc.)

### Crew of the Year award criteria:

- Outstanding results at major on water competitions; Henley, Ontario Championships, Independence Day, SCRC Invite, WestSide Invite, HOCR and Wednesday morning time trials and others will be used.
- Seeks out and/or appreciates the advice of club coaching staff
- Personal sacrifices made for the better of the program and club
- Responsible behaviour at all times during regattas, practice and when representing the rowing club
- Respectful at all times of coaches, volunteers, teammates, competitors, officials, spectators, equipment and environment

- Committed to the improvement and progress of the program and the rowing club through hard work, determination and perseverance

# THE SYSTEM OF TRAINING INTENSITY CATEGORIES

## for: ROWING CANADA AVIRON

INTENSITY CATEGORY	APPROX. HEART RATE RANGE	DURATION ONE PIECE [ min ]	GOALS OF THE TRAINING INTENSITY	PRACTICAL EXAMPLES ( SR = Stroke Rate )	ERGOMETER SPLITS (ESTIMATE BASED ON 6Km TEST)	LACTATE LEVEL [mmol/l]
<b>I</b>	max. HR ie 180 - 200	0.5 - 1.5	<p><b>Anaerobic Capacity</b></p> <ul style="list-style-type: none"> <li>- Transportation = Development of Cardiopulmonary System</li> <li>- Ability + Feeling of Start/Spurt</li> <li>- Aggression</li> </ul>	<ul style="list-style-type: none"> <li>- 1 - 6 x 500 m ( With Start )</li> <li>- Interval Training ( Short Pieces )</li> </ul> <p>Series of 30 - 60 Strokes or: Series of 1 - 2 min SR: &gt; Race-SR</p>	maximum speed	> 10
<b>II</b>	max. HR ie 180 - 200	2 - 7	<p><b>Race Endurance</b></p> <ul style="list-style-type: none"> <li>- Transportation = Development of Cardiopulmonary System</li> <li>- Race Speed Feeling</li> <li>- Race Attitude/Plan</li> </ul>	<ul style="list-style-type: none"> <li>- Race over 1500 - 2000 m</li> <li>- 6 x 2 min</li> <li>- 3 x 1000 m</li> <li>- 5 x 750 m</li> </ul> <p>SR: Race-SR</p>	6 km split - 8 sec	8-14
<b>III</b>	max. HR ie 180 - 200	6 - 10	<p><b>Development of Aerobic Capacity</b></p> <ul style="list-style-type: none"> <li>- Strength Endurance</li> <li>- Tactics</li> <li>- Technique</li> </ul>	<ul style="list-style-type: none"> <li>- 4 x 7 min</li> <li>- 3 x 2000 m Constant Speed</li> <li>- 5 x 5 min Strength-Endurance Water</li> </ul> <p>SR: 2 - 4 less than Race-SR</p>	6 km split - 2 sec	5 - 8
<b>IV</b>	165 - 175	10 - 45	<p><b>Anaerobic Threshold</b></p> <ul style="list-style-type: none"> <li>- Development of Aerobic Capacity</li> <li>- Efficiency</li> <li>- Strength Endurance</li> </ul>	<ul style="list-style-type: none"> <li>- 2 x 20 min With SR-Change</li> <li>- 3 x 5 km Time-Control</li> <li>- 10 km Head-Race</li> <li>- 3 x 12 min Strength Endurance Water</li> </ul> <p>SR: 3 - 6 less than Race-SR</p>	6 km split + 3 sec	~ 4
<b>V</b>	150 - 165	30 - 90	<p><b>Utilization of Aerobic Capacity</b></p> <ul style="list-style-type: none"> <li>- Maintenance</li> <li>- Technique</li> </ul>	<ul style="list-style-type: none"> <li>- 30 - 90 min Steady State</li> </ul> <p>SR: 10 - 12 less than Race-SR</p>	6 km split + 8 sec	~ 3

<b>VI</b>	135 - 150	> 45	<p style="text-align: center;"><b>Basic Endurance</b></p> <ul style="list-style-type: none"> <li>- Utilization of Aerobic Capacity</li> <li>- Regeneration</li> <li>- Maintenance</li> <li>- Technique</li> </ul>	- 45 - 120 min Steady State at low intensity SR: 18-24 / min	6 km split + 14 sec	< 2
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## THE SYSTEM OF TRAINING INTENSITY CATEGORIES FOR: CLUB LEVEL ROWING

INTENSIT Y CATEGOR Y	APPROX. HEART RATE RANGE	DURATIO N ONE PIECE [MIN]	RATIO WORK: RECOVER Y	GOALS OF THE TRAINING INTENSITY	PRACTICAL EXAMPLES (SR = Stroke Rate)
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<b><i>I</i></b>	MAX. HR IE. 180 – 200	0.5 –1.5	1 : 4 – 1 : 5	<ul style="list-style-type: none"> <li>• ANAEROBIC CAPACITY</li> <li>• TRANSPORTATION=DEVELOPMENT OF CARDIOPULMUNARY SYSTEM</li> <li>• ABILITY + FEELING OF START/SPURT</li> <li>• AGGRESSION</li> </ul>	<ul style="list-style-type: none"> <li>• 1 – 6x500m (WITH START)</li> <li>• 30/40/50/60/50/40/30 ON SEPARATED BY 30 OFF</li> <li>• 5x2min ON WITH 1min OFF</li> </ul> <p style="text-align: center;">SR: &gt; RACE RATE</p>
<b><i>II</i></b>	MAX. HR IE. 180 – 200	2 - 7	1 : 2 – 1 : 3	<ul style="list-style-type: none"> <li>• RACE ENDURANCE</li> <li>• TRANSPORTATION=DEVELOPMENT OF CARDIOPULMUNARY SYSTEM</li> <li>• RACE SPEED FEELING</li> <li>• RACE ATTITUDE/PLAN</li> </ul>	<ul style="list-style-type: none"> <li>• RACE OVER 1500 – 2000m</li> <li>• 6x2min RACE RATE</li> <li>• 3x1000m RACE RATE</li> <li>• 5x750m RACE RATE</li> </ul> <p style="text-align: center;">SR: RACE RATE</p>
<b><i>IV</i></b>	165 – 175	10 - 45	4 : 1	<p style="text-align: center;">ANAEROBIC THRESHOLD</p> <ul style="list-style-type: none"> <li>• DEVELOPMENT OF AEROBIC CAPACITY</li> <li>• EFFICIENCY</li> <li>• STRENGTH ENDURANCE</li> </ul>	<ul style="list-style-type: none"> <li>• 2x20min WITH SR – CHANGE</li> <li>• 3x5km TIME CONTROL</li> <li>• 10km HEAD-RACE</li> <li>• 3x12min STRENGTH ENDURANCE WATER</li> </ul> <p style="text-align: center;">SR: 3 – 6 LESS THAN RACE RATE</p>
<b><i>V</i></b>	150 – 165	30 - 90	-	<ul style="list-style-type: none"> <li>• BASIC ENDURANCE</li> <li>• UTILIZATION OF AEROBIC CAPACITY</li> <li>• MAINTENANCE</li> <li>• COORDINATION OF MOVEMENTS</li> <li>• TECHNIQUE</li> </ul>	<ul style="list-style-type: none"> <li>• 30 – 90min STEADY STATE</li> </ul> <p style="text-align: center;">SR: 10 – 12 LESS THAN RACE RATE</p>
<b><i>VI</i></b>	135 – 150	>45	-	<ul style="list-style-type: none"> <li>• UTILIZATION OF AEROBIC CAPACITY</li> <li>• REGENERATION</li> <li>• MAINTENANCE</li> <li>• COORDINATION OF MOVEMENTS</li> <li>• TECHNIQUE</li> </ul>	<ul style="list-style-type: none"> <li>• 45 – 120min STEADY STATE AT LOW INTENSITY</li> </ul> <p style="text-align: center;">SR: 18 – 24/min</p>

## THE SYSTEM OF TRAINING INTENSITY CATEGORIES FOR: HIGH SCHOOL LEVEL ROWING

INTENSITY CATEGORY	APPROX. HEART RATE RANGE	DURATION ONE PIECE [MIN]	RATIO WORK: RECOVERY	GOALS OF THE TRAINING INTENSITY	PRACTICAL EXAMPLES (SR = Stroke Rate)
<b>II</b>	MAX. HR IE. 180 – 200	1 - 7	1 : 2 – 1 : 3	<ul style="list-style-type: none"> <li>• RACING</li> <li>• TRANSPORTATION=DEVELOPMENT OF CARDIOPULMUNARY SYSTEM</li> <li>• ANAEROBIC CAPACITY</li> <li>• RACE ENDURANCE</li> <li>• RACE SPEED FEELING</li> <li>• RACE ATTITUDE/PLAN</li> </ul>	<ul style="list-style-type: none"> <li>• 1 RACE OVER 1500 – 2000m</li> <li>• 6x2min RACE RATE</li> <li>• 3x1000m RACE RATE</li> <li>• 4x500m RACE RATE</li> <li>• 30/40/50/60/50/40/30 POWER STROKES SEPARATED BY 30 OFF</li> </ul> <p style="text-align: center;">SR: RACE RATE</p>
<b>IV</b>	165 – 175	10 - 45	4 : 1	<p style="text-align: center; background-color: #cccccc;">ANAEROBIC THRESHOLD</p> <ul style="list-style-type: none"> <li>• DEVELOPMENT OF AEROBIC CAPACITY</li> <li>• EFFICIENCY</li> <li>• STRENGTH ENDURANCE</li> </ul>	<ul style="list-style-type: none"> <li>• 20min/15min/10min ON 4min OFF</li> <li>• 2x20min WITH SR – CHANGE</li> <li>• 3x5km TIME CONTROL</li> <li>• 10km HEAD-RACE</li> <li>• 3x12min STRENGTH ENDURANCE WATER</li> </ul> <p style="text-align: center;">SR: 3 – 6 LESS THAN RACE RATE</p>
<b>V</b>	150 – 165	30 - 90	-	<ul style="list-style-type: none"> <li>• BASIC ENDURANCE</li> <li>• UTILIZATION OF AEROBIC CAPACITY</li> <li>• MAINTENANCE</li> <li>• COORDINATION OF MOVEMENTS</li> <li>• TECHNIQUE</li> </ul>	<ul style="list-style-type: none"> <li>• 30 – 90min STEADY STATE (CONTINUOUS AND NO REST) SR: 10 – 12 LESS THAN RACE RATE</li> <li>• 4x10min POWER STROKES WITH SR=15 – 18 (REST: 1 – 2min)</li> </ul>

## 2009 SCRC Regatta Volunteer Work Sheet

Please indicate preferred committee(s): \*Boat Drivers \_\_\_\_\_ \*\*Dock Crew \_\_\_\_\_ Registration \_\_\_\_\_ Safety \_\_\_\_\_

\*Drivers must be licensed to operate watercraft.

\*\*Times shown below are for the dock crew; other committee times may vary.

	Early Bird(Sun.Apr26)		Mother's Day(Sun.May10)			CORA (SatJuly11)			Invite (Sat.July18)			Invite (Sun.July19)		
Volunteer Name	7-10	10-1+	7-10	10-1	1-4	7-10:30	10:30-2	2-5+	7-11	11-2	2-5+	7-11	11-2	2-5+
1														
2														

	CSSRA (Fri.May29)				CSSRA (Sat.May30)					CSSRA (Sun.May31)			
Volunteer Name	5-8	8-11	11-2	2-5	5-8	5-8	8-11	11-2	2-5	5-8	7-11	11-2:30	2:30-6
1													
2													

	Henley (Tues.Aug4)					Henley (Wed.Aug5)					Henley (Thurs.Aug6)					Henley (Fri.Aug7)					
Volunteer Name	5-8	8-11	11-2:30	2:30-6	5-8	5-8	8-11	11-2:30	2:30-6	5-8	5-8	8-11	11-2:30	2:30-6	5-8	5-8	8-11	11-2:30	2:30-6	5-8	
1																					
2																					

	Henley (Sat.Aug8)					Henley (Sun.Aug9)			
Volunteer Name	5-8	8-11	11-2	2-5	5-8	5-7	7-11	11-2	2-5
1									
2									

Volunteer #1 contact information      Phone: \_\_\_\_\_ e-mail: \_\_\_\_\_

Volunteer #2 contact information      Phone: \_\_\_\_\_ e-mail: \_\_\_\_\_

Contact Tim Dumont (VP Rowing SCRC Board of Directors) or bring this sheet to the boathouse parts room or workshop  
 Tim Dumont - 905 935-9398 or [timdumont@sympatico.ca](mailto:timdumont@sympatico.ca)

		Single		Double		Quad		Pair		Cox Four		Four		Eight	
		Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women

## High School

Junior	Oar	Blade Size	44	44	44	44	44	44	52	52	52	52	n/a	n/a	52	52
		Length	289-291	287-289	289-291	287-289	289-291	287-289	373-374	371-373	373-374	371-373	n/a	n/a	373-374	371-373
		Inboard	88-89.5	89-90.5	88-89.5	89-90.5	87-88.5	88-89.5	115-116	116-117	115-116	115-116	n/a	n/a	114-115	115-116
	Boat	Span	160	160	159	160	159	159	85-86.5	86-87	84.5-86	85.5-87	n/a	n/a	83.5-85	85-86
		Height	15 - 17	15 - 17	15 - 17	15 - 17	15 - 17	15 - 17	16 - 18	16 - 18	16 - 18	16 - 18	n/a	n/a	16 - 18	16 - 18
		Pitch	4° - 6°	4° - 6°	4° - 6°	4° - 6°	4° - 6°	4° - 6°	3° - 4°	3° - 4°	3° - 4°	3° - 4°	n/a	n/a	3° - 4°	3° - 4°

Senior	Oar	Blade Size	44	44	44	44	44	44	54	52	54	52	n/a	n/a	54	52
		Length	289-291	287-289	289-291	287-289	289-291	287-289	374-375	373-374	374-375	373-374	n/a	n/a	374-375	373-374
		Inboard	87.5-89	88.5-90	87.5-89	88.5-90	86.5-88	87.5-89	115-116	116-117	115-116	115-116	n/a	n/a	114-115	114-115
	Boat	Span	159	160	158	159	158	158	85-86	86-87	84.5-86	85.5-87	n/a	n/a	83.5-85	84-85
		Height	15 - 17	15 - 17	15 - 17	15 - 17	15 - 17	15 - 17	16 - 18	16 - 18	16 - 18	16 - 18	n/a	n/a	16 - 18	16 - 18
		Pitch	4° - 6°	4° - 6°	4° - 6°	4° - 6°	4° - 6°	4° - 6°	3° - 4°	3° - 4°	3° - 4°	3° - 4°	n/a	n/a	3° - 4°	3° - 4°

## Club

Junior	Oar	Blade Size	44	44	44	44	44	44	54	52	54	52	n/a	n/a	54	52
		Length	289-291	287-289	289-291	287-289	289-291	287-289	374-375	373-374	374-375	373-374	n/a	n/a	374-375	373-374
		Inboard	87.5-89	88.5-90	87.5-89	88.5-90	86.5-88	87.5-89	115-116	116-117	115-116	115-116	n/a	n/a	114-115	114-115
	Boat	Span	159	160	158	159	158	158	85-86	86-87	84.5-86	85.5-87	n/a	n/a	83.5-85	84-85
		Height	15 - 17	15 - 17	15 - 17	15 - 17	15 - 17	15 - 17	16 - 18	16 - 18	16 - 18	16 - 18	n/a	n/a	16 - 18	16 - 18
		Pitch	4° - 6°	4° - 6°	4° - 6°	4° - 6°	4° - 6°	4° - 6°	3° - 4°	3° - 4°	3° - 4°	3° - 4°	n/a	n/a	3° - 4°	3° - 4°

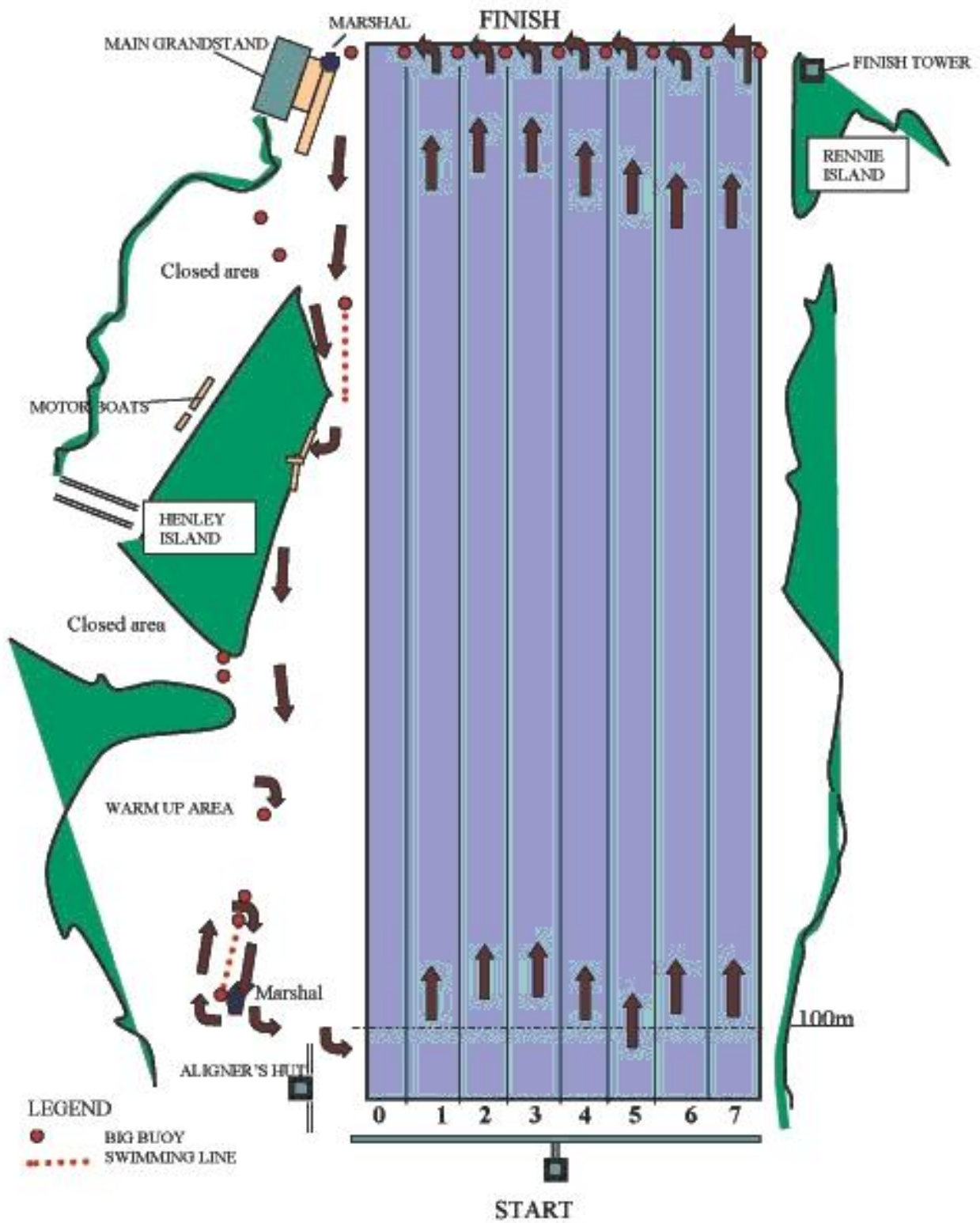
Senior	Oar	Blade Size	44	44	44	44	44	44	54	54	n/a	n/a	54	54	54	54
		Length	289-291	287-289	289-291	287-289	289-291	287-289	374-375	373-374	n/a	n/a	374-375	373-374	374-375	373-374
		Inboard	87.5-89	88.5-90	87.5-89	88.5-90	86.5-88	87.5-89	115-116	116-117	n/a	n/a	114-115	115-116	114-115	114-115
	Boat	Span	159	160	158	159	158	158	85-86	86-87	n/a	n/a	83.5-85	85-86	83-84.5	84-85
		Height	15 - 17	15 - 17	15 - 17	15 - 17	15 - 17	15 - 17	16 - 18	16 - 18	n/a	n/a	16 - 18	16 - 18	16 - 18	16 - 18
		Pitch	4° - 6°	4° - 6°	4° - 6°	4° - 6°	4° - 6°	4° - 6°	3° - 4°	3° - 4°	n/a	n/a	3° - 4°	3° - 4°	3° - 4°	3° - 4°

All units are in centimeters(cm) unless otherwise specified

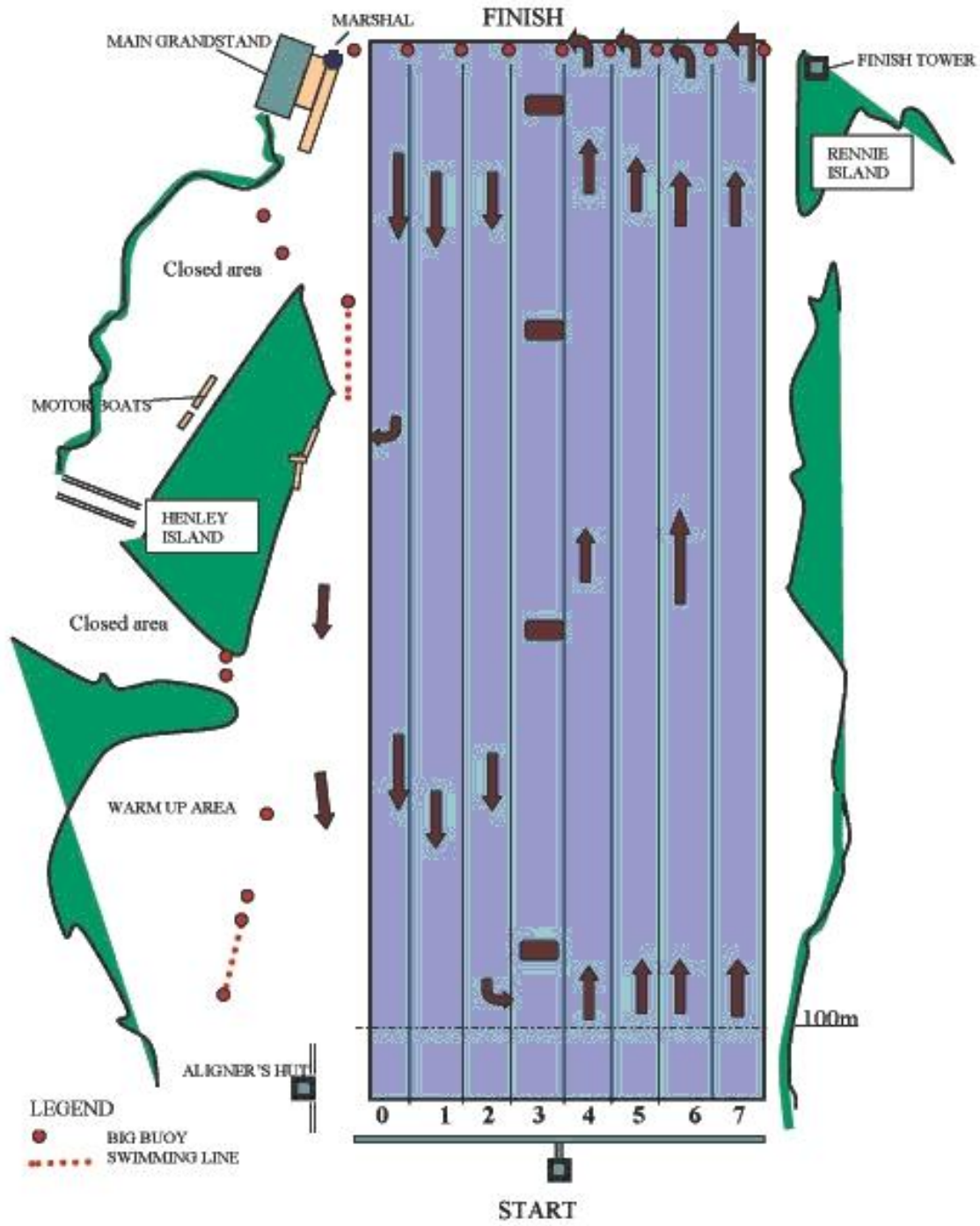
A range is indicated due to many variables including, weight class, body type, and skill level



# Course Map – Racing



### Course Map – Practice



### **Approximate Martindale Pond Distances**

Starting gates, straight down the course, outside the 1500m pylon, around the 1700m buoy, around the island, at the Island Bridge (2630m), far side of the back bay, straight across the course, to the finish line; 4730m

Starting gates, straight down the course, outside the 1500m pylon, around the 1700m buoy, around the island, at the island bridge (2630m), straight through the back bay to the point, straight to the west side of the Aligners Hut; 3760m

Finish line, around the island, deep into Stokes Bay, straight across course in front of the gates, into Murphy's/Linhaven Bay, onto the course ~800m, straight to the finish; 4700m

Martindale Bridge, into Stokes Bay, across the course in front of the gates, into Murphy's/Linhaven Bay, onto the course ~800m, (at 1000m pylon (2930m)) around the 1500m pylon around the 1700m buoy, (at Island Bridge (4560m)) back to Martindale Bridge; 5300m

Finish line, to Island Bridge (1100m), to starting gates total of 2210m

# ST.CATHARINES ROWING CLUB HIGH SCHOOL SWIM TEST PROTOCOL

Each athlete will prepare for the test by wearing:

Shorts (bathing suit)	T-shirt
Socks	Sweat Pants
Sweat Shirt	

Each athlete will complete all of the following steps:

1. On direction, enter the pool wearing all of the above clothing.
2. Tread water for three minutes without touching the bottom or side walls.
3. Remove sweatpants, sweatshirt and socks can be removed at the participant's discretion.
4. Once the appropriate clothes have been removed, continue treading water for another three minutes.
5. After successfully treading water for three minutes, put on an approved life preserver, tuck knees to chest with face up, and hold this position for two minutes.
6. After successfully putting on the lifejacket and continuing to tread water swim to the opposite side of the pool (one width) and exit.

