

2002 MEMBERS GUIDE
CARNEGIE LAKE ROWING ASSOCIATION
The 17th Season

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Welcome to Carnegie Lake Rowing Association

Carnegie Lake Rowing Association is a community rowing club that has access to Lake Carnegie and Princeton University facilities and equipment by special arrangement with the University. Our members are of many ages (at least age 14 and in high school), and have a wide range of rowing skills. The program operates year round and includes a Learn-to-Row program along with regular tank and/or on-the-water workouts tailored for rowers of different levels of ability. Sweep oar rowing comprises the bulk of club activity, although the membership also includes scullers.

Section 1. General Information

History

Carnegie Lake Rowing Association grew out of conversations between Princeton University coaching staff and several Princeton residents interested in rowing, most of whom were scullers. The first tank sessions were held in the winter of 1985, and the club was formally incorporated as a non-profit New Jersey corporation later that year. Sessions were supervised by a coach designated by Princeton University and included beginners as well as more experienced rowers. The program subsequently split into separate sessions for novice and experienced rowers.

Relations with Princeton University

Carnegie Lake Rowing Association has an informal but explicit understanding with the administrative coordinator of the University crew program and University officials in the Athletic Department and Administration. The club contributes funds to the systematic replacement of the University's workboat fleet and pays for its use of the tanks and University launches. The compensation paid to University coaches when they coach club sessions supplements their salaries. The club manages two University regattas in the fall and serves as the interface for all inquiries in regard to community rowing on the lake.

Carnegie Lake Rowing programs are scheduled to avoid interference with the Princeton crew programs. We row from the boathouse, in the tanks and on the ergometers at specified times when the University is not using these facilities. The club uses designated boats from the workboat fleet and is permitted space in the boathouse for storage of its own equipment. **The relationship is one of guest and host.** We have access to one of the finest rowing courses on the East Coast, but this privilege requires each member to pay careful attention to how we use equipment — our own as well as the University's — and to our behavior at the boathouse.

Location

The Princeton University boathouse is located at Washington Road (New Jersey State Route 571) and Faculty Road, on the north side of Lake Carnegie, in Princeton township. The lake is three miles long and was created through a gift from Andrew Carnegie specifically for the Princeton crew program.

Equipment

In addition to the use of several Vespoli eights in the Princeton workboat fleet, the club owns a midweight Vespoli four, a lightweight Vespoli four, and a small fleet of sculling boats including four singles, two doubles, and a quad. We rent a midweight Vespoli four. The club owns five sets of sweep oars, 28 Concept II sculls, eight COX-BOX® systems, a coaching motor launch, and a trailer for transporting equipment to out-of-town regattas.

Coaches

CLRA is fortunate in having several experienced coaches to call upon throughout the year. Some are University coaches, some are from the community but have had extensive coaching and rowing experience. All of our club coaches are approved by the University.

Membership and Fees

Annual membership extends for one calendar year from January 1 through December 31. Dues are not prorated except as below. Categories and dues are:

Regular	18 years old and older	\$125
Junior	Under 18 years old or a high school student (minimum age 14)	\$70
Summer	June — August (includes \$40 advance seat fees)	\$125
Fall	September — December	\$85
Non-Rowing	Swim test not required	\$100
Newsletter	Subscription to newsletter only	\$25
Learn-to-Row	Full program, no additional seat fees (September — December)	\$180

Rowing “seat” fees are \$5 for an on-the-water session and \$5 for an indoor or tank session. Fees are also assessed for participation in regattas. Coxswains are not assessed seat fees or regatta participation fees. Scullers pay a seat fee of \$3 for singles and doubles and \$5 for the quad.

To Join

Memberships for non-rowing members, experienced rowers and coxswains are accepted throughout the year. Membership application forms are available by calling the LakerLine at 609-683-1618 or by printing an application form from our web site: www.clra.com. A completed application form must include a signed liability waiver, a check for the proper amount and evidence of having taken the required 10-minute stay-afloat swim test or a current Red Cross certificate. The completed form may be sent to:

Carnegie Lake Rowing Association
P.O. Box 330, Princeton, NJ 08542-0330

Our annual Learn-to-Row Program begins in September and the Special Membership is valid through December.

Membership Benefits

All members have access to the club web site, including “members only” pages, and receive the quarterly newsletter, *Carnegie Currents*. They are also entitled to use the LakerLibrary, to purchase club merchandise from the LakerLocker and to attend members’ meetings and social functions. Members also receive a copy of this guide when it is updated and reprinted. Note: Members may not use the club membership list without approval of the Board of Trustees.

Section 2. Program Description

Rowing Categories

CLRA members are evaluated as to their skill and conditioning by the coaching staff. This information is used by the staff to assign rowers to boats for daily practices and races. The club has assigned rowers to specific rowing categories for most of its history, and has also used a system in which there is no formal designation of a rower's category. The club continues to experiment with ways to stratify rowing so that rowers are boated with people of similar skill and conditioning, whether or not it uses formal categories to designate stratification.

Learn-to-Row

The Learn-to-Row program is designed to give those with little or no rowing experience a solid foundation of basic skills. Instruction begins with demonstrations and hands-on coaching in the tanks, in boats, and on ergometers, starting with an intensive week-end in mid-September. During the fall program participants row in the tank and on the water, and receive special training regarding safety and equipment use. A minimum number on-the-water sessions, plus coach approval and fitness assessment are required in order to successfully complete the Learn-to-Row program. Some participants may be asked to repeat the Learn-to-Row program if they have not received satisfactory assessments from the coaching staff.

Sweep Oar Rowing

Sign-Up Procedure

Sign-ups are done through the CLRA Web page. On the home page is link to "easy signup". Follow that link to the sign-up pages. You will be asked for an ID and Password. Members will receive instructions on what to use for ID and Password when they join the club or renew their membership. You can access the site to sign-up or to modify your sign-up until the session is "locked". The earliest each session is "locked" is two days prior to the session.

Seat Assignment

The session manager takes attendance at each session. Seat assignments are made up in advance by a member of the coaching staff. If you show up without having signed up, you might be able to row during that session, but then again you may not. We strongly prefer having members sign up in advance. Rowers and coxswains are asked to arrive early so that the session can begin on time. Late arrivals may forfeit their seats and may

still be charged seat fees as “no-shows.” The session manager has the authority to determine membership eligibility to participate in a rowing session.

Ready All, Row

All sessions are directed by the coach, who has authority on all matters pertaining to the conduct of the session and safety. Indoor sessions typically last 90 minutes; on-the-water sessions last one and a half to two hours, including the time to take out the boats and return them to the boathouse. Rowing sessions are held Sunday afternoons or evenings through the year, weekday evenings (7 PM) during the winter and summer, and early mornings (5:45 AM) during the spring and fall. Sometimes early morning sessions are added during the winter and summer in response to popular demand of the members and to accommodate race practices. On-the-water sessions take place rain or shine, except when there is lightning, high winds or other conditions the coach deems unsafe.

Following Orders

Rowers must know their respective position number in the boat or tank and take direction from the coxswain, who in turn receives direction from the coach. It is important to pay attention to the coxswain, the coach and the session manager. Rowers should also review the USRowing Safety Bulletin.

Cancellations

Rowing sessions may be canceled because of the weather, lack of sign-ups or other reasons.

Billing and Payment

Each rower is assessed a \$5 seat fee for an on-the-water session and a \$5 seat fee for an indoor (tank and/or ergometer) session. The rowers in the Learn-to-Row Program pay one all-inclusive fee, and do not pay separate seat fees for each row. Rowers who sign up for a session but do not show up or who arrive late (“no shows”) will be assessed the seat fee for that session. Coxswains are not assessed a seat fee but like rowers must be dues-paying CLRA members. The session manager Session manager takes attendance and insures that the record of rowers and coxswains is forwarded on to the treasurer. Invoices showing the amount due are sent out each month by the Treasurer. Rowers are asked to maintain a positive credit balance by paying for a month in advance. A late fee of \$5 per month will be assessed to members who sustain a negative balance for more than 45 days. Persistently outstanding balances due will result in suspension of rowing privileges.

Assessment

The assessment program is under review and may include periodic erg tests, coach evaluation of individual rowing ability and skill level, and factors in individual preference and goals. Some rowers may be looking for the regular exercise of recreational rowing without racing, others are keen to compete and still others are somewhere in between. The assessment program is designed to assist the placement of experienced rowers as well as rowers graduating from the Learn-to-Row program.

Coxing

As the voice of authority in the boat and the link between the coach and the rowers on the water, the coxswain is a key figure in every rowing session. **All rowers will be called on to cox.** Rowers are encouraged to sign up in advance to cox so in order to be prepared mentally and with the appropriate clothing. A Cox's Manual is incorporated in this guide and a coxswain clinic may be held early in the season to develop the coxing skills of regular coxswains, especially those interested in coxing race boats at regattas. All members are required to take a basic written test covering coxing and boat-handling skills before rowing on the water.

Special Sessions

Special group sessions may be available for members who want to row in a set boat with other members of their choice. For instance, a special session may be arranged by a crew that has been selected to represent CLRA at an upcoming regatta and wants extra practice time. A special session is conducted under the supervision of a coach, usually at a time other than a regular rowing session if coaching and equipment are available.

To have a special session, the group schedules the date and time with the CLRA coach. The session may not be scheduled when University rowers are active on the water or at the boathouse. Participants must send the coaching and participant information to the Treasurer for paying the coach and University, and for billing the rowers. The charge is the total cost of the session divided by the number of rowers. Payment is made to the Treasurer, not to the coach.

Guests

With prior notice and approval from the captain, and subject to the availability of space, an occasional experienced rower may be accommodated as a guest at a regular rowing session. This privilege does not apply to regattas. The guest must complete a membership application (no dues required) and sign the liability waiver. The seat fee will be assessed to the host member's account. Several CLRA practices are specific to this rowing venue, and the host assumes the responsibility of acquainting the guest with them.

Racing

Carnegie Lake Rowing Association participates in regattas each season at other clubs generally along the East Coast. These regattas give our members the opportunity to experience competition and to enjoy the hospitality of other rowing clubs. Some regattas have events for novice as well as experienced rowers, and some are highly competitive. One of the highlights of the season is our own Carnegie Lake Regatta in usually held in July or August. The costs associated with each regatta (coaching during practice session, boat and truck rentals, gasoline, entry fees, etc.) are shared by all participants excluding coxswains. A sign-up sheet is posted on the bulletin board at least one month in advance of each regatta. Boatings are posted approximately two weeks before the regattas and practices are scheduled for one to two weeks before the event.

The Competition Captain and Competition Committee are responsible for managing club participation in regattas, setting policy as to participation, selecting the regattas to enter and making all arrangements. The coaches make entry and seat assignments. An effort is made to give everyone who signs up for a regatta a chance to race, but this may not always be possible depending on who signs up and the events available at the regatta.

A 2,000-meter Erg Race is held at the Princeton Boathouse in March. All CLRA members, subject to coaches' approval, are encouraged to take part. Medals are awarded to the winners in several categories and results can be sent to Concept II for listing in the World Rankings.

Typical Regatta Schedule (subject to change)

April: Wilmington Youth Regatta, Wilmington, DE
May: Carnegie-Capitol-Wilmington Sprints, Wilmington, DE
June: Schuylkill Navy Regatta, Philadelphia, PA
June: Charm City Sprints, Baltimore, MD
July 4th holiday: Independence Day Regatta, Philadelphia, PA
July/August: CLRA Regatta, Princeton, NJ
July: Howard M. Smith Diamond State Masters Regatta, Middletown, DE
August: US Rowing Master's National, location moves each year
September: King's Head Regatta, King of Prussia, PA
October: Head of the Charles, Boston, MA
October: Head of the Schuylkill, Philadelphia, PA

Club operated regattas for Princeton University:

October Princeton Three-mile Chase, Princeton, NJ
November The Belly of the Carnegie, Princeton, NJ

Sweep Program Checklist

Off the water

- Terminology
- Lifting boat and removing from rack
- Splitting opposite riggers
- Carrying boat
- Lowering the boat to the water
- Handling oars on dock
- Putting oars in the oarlocks
- Stepping into boat
- Lifting boat from water
- Placing boat on slings
- Placing boat in rack

On the water

- Stopping the boat
- Setting the boat
- Seat identification —bow pair, bow four, stern pair, stern four, etc.
- Pause positions —Finish, hands away, bodies away, half slide, catch
- Turning the boat – backing and rowing
- Bladework — Rowing on the square and feathering.

Coxing skills

- Sequence of commands to move the boat from the boathouse to water
- Sequence of commands to move the boat from water to the slings
- Sequence of commands to move the boat from the slings to the boathouse
- Collecting crate, cox box, and cox kit before row and return after row
- Commands on the water to row, row with pause, and stop
- Commands on the water to switch among active rowers
- Steering
- Traffic pattern
- Use of cox box on the water

Sculling Program

The sculling program is for rowers who already know how to row. CLRA does not offer a Learn-to-Scull program. The Sculling Captain is responsible for managing boat storage, maintenance of club boats, scheduling of coaching sessions for scullers and overseeing the scullers' use of the lake.

Sculling Policy

You may use CLRA equipment and participate in CLRA sculling activities if you meet ALL of the following criteria:

1. You are a current paid member of CLRA
2. You have a valid swim test
3. You have been certified to scull
4. You have submitted a sculling release form for the current year

Scullers who use club equipment have access to the lake only during club rowing sessions, unless you have arranged group sculling lessons with an approved coach. Club members who own a sculling boat but do not store it at the boathouse may not use the main boathouse dock. They may launch from the Kingston end of the lake or from the small dock located off the boathouse parking lot.

Sculling boats are not permitted on Lake Carnegie after Thanksgiving or when the Sculling Captain decides that the water is too cold, whichever comes first. Sculling boats may return to the water in the spring, when conditions are declared safe by the Sculling Captain.

Sculling Certification

In order to become a certified CLRA sculler, you must demonstrate your ability to safely handle the boat on land and water, steer the boat, and generally scull safely without risk to yourself or other rowers and boats on the water (See Sculling Certification Checklist below). Only a CLRA coach, Club Captain, or Sculling Captain can certify you to scull. Sweep rowers who would like to become certified scullers should take programs elsewhere. A list of certified scullers is maintained on the CLRA website and in the sculling log book, with a designation for rowers who are certified for use of the double and quad only.

Sculling Release Form

All CLRA scullers must sign and submit a sculling release form, available on the CLRA website, indicating they have reviewed and understand the club's policies, procedures and safety guidelines as they relate to sculling on Lake Carnegie. Please submit the signed release to the Sculling Captain.

Sculling Guests

Guests are welcome to use CLRA facilities (boats, oars, and docks) when accompanied by a CLRA club member. The club member is responsible for the sculling seat fee and must follow all standard procedures for use of club sculling equipment. Additionally, the following guidelines apply:

1. No guest may use a club single. Guests only have access to the double and quad and must be accompanied by the CLRA member.
2. A CLRA sculling release form and USRowing Waiver form must be signed on the first visit.
3. Each guest is allowed a maximum of five (5) visits. After that, the guest should pursue membership at CLRA.
4. The CLRA member is liable for any damage caused by their guest and must accompany the guest while using the facility and/or equipment (on land and on water). The member must also ensure that all fees have been paid and all waivers have been signed.
5. **The guest must know how to scull.** The member should review the Sculling Certification Checklist with the guest and be certain that the guest satisfies the requirements. CLRA equipment is not to be used to teach guests how to scull.

Sculling Procedures

General procedure for use of club boats

Note: There are many club members wanting to use only a few club boats. These rules try to assure fairness to all. They are not designed to guarantee a boat for someone for a rigorous training or racing schedule.

- Sign out the equipment in the sculling log book (located in the orange box in the CLRA trailer). Put down both your first AND last name when signing up. The fee for use is \$3 per person per outing.
- Sign up for only one session at a time for each boat type. (i.e. you may not sign up in advance for more than one session in a single -- even if it is a different single -- but you could sign up for a session in a single and another session in a double/quad)
- If you have signed up to race in a club sculling boat, you may reserve that boat in advance for up to 3 sessions during the week prior to the race as long as it is available.
- Sign up for the next session only after your outing
- Sign up is required for all sessions in which a club boat is used – including coaching sessions, pre-planned practice sessions, "last-minute" practice sessions (i.e., during a regular sweep rowing session if a small boat happens to be available), and regattas.
- Arrive early and check in with the session manager so that the coaches are aware of your presence on the lake
- Check equipment before and after launching: ensure that all nuts and bolts are in place, examine hull for cracks/leaks, and check footstretchers
- Wash, dry, and cover boat after each use.
- Return boat to proper rack (trailer) and strap down.

- If there is damage to club equipment, notify the Sculling Captain immediately and make a note of the damage in the log book. If the boat is unrowable, place a note on the boat so that others do not use it.
- Help keep the small dock clean (sweep occasionally and place orange buckets along the edge of the dock if you are the last person to return to the dock).

No-Shows

No-shows will be assessed a \$3 seat fee. Arrive early — ten minutes late is considered a no-show and another member is free to take out the boat. Chronic no-shows will lose the privilege of using club boats.

Safety Guidelines for All Scullers

- If possible, go out on the lake with a "buddy" sculler.
- Weather and visibility should always be considered before going out on the water. Scullers must use safety lights in conditions of darkness or fog. **NO SCULLER SHOULD LAUNCH IN CONDITIONS THAT THREATEN LIGHTNING.**
- It's a good idea to wear light or bright colors so you are visible to coaches, coxswains and other scullers. All rowers should wear clothing appropriate to the weather conditions.
- Take precautionary medications in the boat while rowing (e.g. asthma inhalers and adrenaline shots).
- Scullers must follow all CLRA traffic and safety rules at all times (see map of Lake Carnegie traffic pattern in this manual or on the web site).
- Stay to the starboard side of the lake and close to shore. Watch out for debris!
- Try to stay to the starboard side of passing boats.
- Princeton University and National Team boats have priority both on and off the water (launching/docking).
- Maintain a high degree of awareness of your position on the lake and the presence of other boats. Use of a mirror is recommended. It is your responsibility to make your presence known to other approaching boats.
- If you flip, swim the boat to shore before attempting to get back in. Prolonged exposure to cold water is very dangerous. In the spring and fall, it is very important to get out of the water as soon as possible.

Sculling Equipment

See the CLRA Website for an up-to-date list of equipment. Each shell has its own sculls that are adjusted for the rigging of that shell. Be sure to consult the equipment list to make certain that you use the correct the sculls for the shell that you will be rowing.

Sculling Certification Checklist

Off the water

- Terminology
- Removing boat from rack
- Carrying boat
- Putting the boat in the water
- Putting oars in the oarlocks
- Removing boat from water
- Placing boat on rack
- Strapping down boat

On the water

- Launching
- Set
- Steering
- Following traffic pattern
- Bladework (backing, turning boat)
- Docking

Rowing Schedule

The schedule is subject to change and will change depending on the demands of the different rowing programs and the available resources.

Indoor Season — Tanks and Ergs

Early December – Late March (holiday break: mid December – early in January)
Sunday – Thursday evenings; Friday mornings

On-the-Water Season

Late March – Memorial Day
Sunday afternoons; weekday mornings

Memorial Day – Labor Day
Sunday afternoons; weekday evenings (some morning practices also may be scheduled)

Labor Day – Thanksgiving
Sunday evenings; weekday mornings

Section 3. CLRA Administrative Information and General Practices

Facilities & Attire

Parking

Parking is available in

- the parking lot just above the lacrosse field,
- the parking lot across Washington road next to the lake,
- the parking lot across the Washington road bridge at the entrance to the soccer fields.

Members should **not** park cars in the large parking area next to the boathouse. Bicycles and motorcycles are not allowed inside the fence at the boathouse.

Showers and Restroom Facilities

Although there are men's and women's restrooms with showers in the boathouse, we limit our use of them in recognition of the fact that the boathouse is the University's facility, not ours. Members should use restrooms on the ground floor of the boathouse accessible under the stairs, or use the restrooms on the second floor of the tank building. The restrooms in the tank building have showers. Please use these showers only if it is not possible to shower elsewhere after early morning rowing sessions.

Telephone

A pay telephone is located in the boathouse near the elevator on the first floor.

Attire

A short- or long-sleeved cotton T-shirt and shorts or long stretch pants are the customary outfit. Socks are required since you will be removing your shoes to put your feet in the shoes in the footstretcher at your seat. Avoid baggy clothing that can get caught in the seat slide, and clothing that is too constricting. Always remember to tuck your shirt into your rowing pants. Light and bright colors are useful for rowing at dusk and dawn when natural light limits visibility to the coaches. In rainy conditions or when rain threatens, rowers like to have weatherproof outer layers handy.

Communications

Web site

The CLRA web site is available for posting information about club activities, regatta sign-ups and schedule changes. Visit the site frequently and you will be well informed. The URL is

<http://www.clra.com/>

LakerLine

The LakerLine (609-683-1618) is also a source of information about the club. Members are encouraged to check the LakerLine periodically for updates about club activities. Recorded messages give information on how to join, swim test information, the rowing schedule, regatta information and upcoming meetings, activities or social events. Callers may also leave their name and phone number with specific inquiries or request someone to return the call.

Bulletin Boards and Mailbox

The club also has a bulletin board located in the archway between the boathouse and the tankhouse. This board is used for regatta handouts, application forms, and other hard copy documents. There is a club mail box attached to the bulletin board. It may be used for final sign-up sheets, payments (no cash, please) and other correspondence. Mail also may be sent to: CLRA, P.O. Box 330, Princeton, NJ 08540-0330. There is also a club bulletin board located inside the tankhouse on the ground floor between the tank and the boat bays.

Newsletter

Carnegie Currents, our quarterly newsletter, contains articles on club happenings, regatta results, scheduling changes, upcoming social events, general club news and profiles. Letters to the editor are welcome as are articles, photographs and drawings. Contact the newsletter editor if you are interested in assisting in any way.

LakerNotes

LakerNotes is a monthly e-mail bulletin designed to keep active members informed about CLRA news, announcements and other activities in a timely manner. Contact the membership chairperson if you are interested in placing an announcement in LakerNotes.

Volunteers

Carnegie Lake Rowing Association is run entirely by volunteers, without whom the club would not be able to engage in the many activities it undertakes. Volunteers perform a variety of chores, from sending out mailings and assisting the Treasurer to handling merchandise sales and helping run rowing sessions. Managing our own regatta and two head races for Princeton University requires the help of dozens of people who assist with parking, operating a full-fledged food stand and running the race. Consult the web site for a list of past and current volunteer activities.

Meetings & Events

Meetings

In addition to the annual meeting in November, membership meetings are held periodically during the year.

Social Events

The club hosts three main social events during the year: the back-on-the-water party in the spring, the summer picnic and the holiday party, which is usually held at a University eating club. These are great opportunities to meet other club members in a social setting. The events are open to all club members (and often their guests) and are announced in the newsletter, on the LakerLine, the web site, and on the bulletin board. Invitations are usually sent to all members as well. Occasionally other social events are planned, such as bowling, line dancing and baseball game excursions. There are snacks and socializing after some of our intra-mural races organized by the Social Committee. Call the Social Chairperson if you have any other ideas.

National Team Trials

Carnegie Lake Rowing Association provides assistance at National Team trials held on Mercer Lake or Carnegie Lake in the spring and summer. Volunteers are posted on stakeboats at the starting line, they drive launches, assist at the finish line, weigh in rowers, act as dockmaster and escort winning rowers to drug testing. Our help is very much appreciated by the USRowing officials who run these trials. Being there is also a great way to learn about the sport at the national level. The club members also provide housing for elite rowers who are training in Princeton for National Teams.

LakerLibrary

The LakerLibrary contains a wide selection of rowing books and videos, including books on sweep oar and sculling technique, profiles of national athletes, histories of

rowing, photographic essays and past issues of American Rowing and Carnegie Currents. Items may be borrowed by contacting the Librarian and filling out a card. Items are on loan for one month, and although there is no overdue charge, borrowers assume responsibility for the item and/or its replacement cost. Items should be returned to the Librarian or the Assistant Librarian and not passed on to other members.

Merchandise – LakerLocker

The LakerLocker contains club short-sleeved T-shirts, long-sleeved T-shirts, tank shirts, club pins and hats. If there are enough pre-paid orders, bulk orders of CLRA unisuits, sweat shirts, polo shirts, weather jackets, fleece vests and other selected items may be placed. For more information, to get a catalog of merchandise or to place an order, contact the Merchandise Coordinator pr vost the website: www.cbra.com.

Donations

Carnegie Lake Rowing Association, Inc. was incorporated under NJSA Title 15A on November 15, 1985. CLRA qualifies under U.S. Internal Revenue Service Code Section 501 (c) (3) as a tax-exempt organization. Donations are fully tax deductible and always welcome. Over the years members have donated money for the purchase of oars and for special projects. Donations may be sent to: CLRA, P.O. Box 330, Princeton, NJ 08540-0330.

United State Rowing Association – USRowing

Club members are encouraged to become individual members of USRowing and to renew their membership annually, especially if they plan to race in USRowing regattas, such as the Masters National Regatta, where membership is required. USRowing exists to serve its members, providing leadership and opportunities for all people to experience rowing, from recreational rowing to Olympic competition. USRowing is recognized by the United States Olympic Committee as the national governing body for the sport. Membership benefits include a subscription to American Rowing, access to information about rowing and USRowing merchandise. The address is:

USRowing
201 S. Capitol Avenue, Suite 400
Indianapolis, IN 46225-1068
Phone: 800-314-4ROW or 317-237-5656
Email: members@usrowing.org
Website: www.usrowing.org

Governance and Election

Management of Carnegie Laker Rowing Association is by a Board of Trustees of 15 members divided into three classes of five trustees each. Trustees are elected for three-year terms and meet as a body once every month. The officers — the President, Vice President/Captain, Vice President, Secretary and Treasurer — are elected annually by the trustees. A list of trustees, officers and “responsibility area managers” with phone numbers and e-mail addresses is on the CLRA web site. The Board of Trustee meeting dates and times are posted on the web site, and are open to all members.

Section 4. Coxing and Boathandling Manual

Purpose

“It has often been said that there are no stars in the crew. Lucky for us, however, that there is a coxswain, or else we would all be left on shore. The coxswain has the incredible responsibility for the safety and well-being of the crew, the running of an efficient practice and the motivation of the rowers during pieces and racing. The cox is a voice of authority at all times during practice and can make the difference between a terrible practice and an excellent practice. During a race, the coxswain can also make the difference between a win and a loss.

“As coaches, we encourage all people to develop good coxing skills. Knowing how to call commands clearly, how to steer a straight line and how to keep boats together during practice are the kinds of skills that help boats go faster on a daily basis. Because Carnegie Lake Rowing Association is the kind of organization that must rely on rowers as coxswains, it is vitally important for every rower to feel not just comfortable but also competent in the coxswain’s seat.

“We hope that rowers will take advantage of the many resources available to them so that they might develop into racing coxswains. Your coaches and coxing captain are available for questions. There are also books by coxswains in our library and a set of coxing videos available for your use. The coxswain is an invaluable part of our team. After all, we can’t go anywhere without a driver.”

— *Sandra Chu, former CLRA Coach*

This section is an updated version of the original CLRA Coxing Manual written by Peak Power Hogan.

The purpose of this CLRA Cox and Boathandling Manual is to make the lives of our volunteer coxes a little easier and to hone the boathandling skills of all CLRA Sweep Rowers. Anyone who has ever coxed knows how complex the job is even for experienced coxes — there are so many factors to process at the same time. And for those of us who have never done it before, it can be pretty intimidating.

This manual tries to simplify the coxing process and to teach rowers how to respond to cox commands. It is designed for use by CLRA coxes and sweep rowers on Lake Carnegie. It does not necessarily address all the skills you'll need to cox and row elsewhere, nor does it attempt to teach you how to cox or row a race. If you're interested in learning more about coxing than can be presented in this short summary, please check the LakerLibrary for further reading. You can also attend our summer Coxing Workshops or contact the Cox Captain. A Learn-to-Cox Program runs alongside our Learn-to-Row program in order to help develop more race-ready coxswains for CLRA.

Because club policies require that everyone coxes, all members should know the contents of this section. The information not only will help for the occasions when you cox a boat, but it will help you to be a better rower in the boat and a better boathander when moving the boat. If you are more prepared to do the job right, either as rower or as a cox, you and your boat will have a better row!

Notes on format:

- The information in this section takes you through an entire practice session from start to finish. Occasionally, you will find “_ **NOTE**,” which highlights important comments on coxing.
- Also included are several series of typical commands used in different parts of a session. Most are universal to rowing, but obviously you will need to be flexible in determining what commands to use in any given situation. We encourage coxswains from other clubs and other schools to help us expand our vocabulary by introducing us to new ways to call things, but remind them to read through our commands first. Costly errors, for example, can be circumvented by realizing that our club stops at “way enough” and keeps going at “let it run.” (“Way enough” is spelled “weigh enough” by some members of the rowing community, and there is much discussion as to which is correct or preferred. For consistency, we use “way enough” in this manual.)

SAFETY FIRST

Your primary concern as cox is to maintain the safety of the people and equipment in your charge. It is your responsibility to see that no one is hurt getting the boat in or out of the water, and that the boat is not damaged in the process. On the water, even if you remember nothing else, you must give steering first priority. If you see a hazardous situation developing, do not hesitate to bring the boat to a stop (“Way enough! Check it hard!”) if that is the only way to avoid a collision with debris, the shore, another boat or a launch. Because the National Team has so many crews on the water, many of which are “straight” or coxless, we need to be especially alert.

In an emergency, you, the cox will be responsible for directing your crew out of danger. If you believe a crew member or a piece of equipment is in trouble, immediately “way enough!” to stop the boat and assess the situation. Be prepared to flag the coach for further help.

Weather conditions can change suddenly, even on our small lake. If you have started out on a practice and run into fog, turn around and head back where it’s clear to wait for instructions from the coach. Dense fog will not only hide other boats from your view, but muffle their sounds as well. If you are caught in fog, follow the shore on your right and row by pairs only so you will be able to stop quickly if needed. Return to the boathouse as well if there is lightning nearby. In all cases, follow the coach’s instructions.

COMMUNICATING

After ensuring the safety of your crew and equipment, your biggest task as cox is to communicate effectively. You play several interlocking roles. You are the ninth (or fifth) member of the team. You are also in charge of your boat, giving the rest of the crew directions. Occasionally, you will need to act as their coach as well. The more you cox, the better your communication skills will become.

- **CLARITY:** Be sure your commands are decisive, loud and easily understood. For example, prepare your rowers for a command by hesitating after saying “ready all?” Make it clear at the start of the practice which position you want the rowers to stop at when you say “way enough!” Be clear when explaining drills and make sure *you* understand what the coach wants you to do before you proceed. If you are in doubt about a coach’s instructions, raise your hand and ask him/her to repeat the commands.
- **TONE:** Everyone responds to an upbeat, encouraging tone of voice. Be firm when necessary, but above all, keep a sense of humor. Misunderstandings are going to occur, and you can choose to get on with the practice with a cheerful response. Although you are in charge, be part of your team; let your rowers know you’d welcome their help and are prepared to admit your mistakes. However, since you are in charge of the crew, it is important that you do not let your own nervousness take over the boat. Perhaps Douglas Adams (*The Hitchhiker’s Guide to the Galaxy*) has the best advice: Don’t panic.
- **COACHING:** Don’t be seduced by the sense of power that comes with giving orders. The coach is ultimately in charge. You have a very important job to do, but you are not the coach. No matter how much you think you know about rowing, you don’t know as much as s/he does. Except in an emergency, don’t talk while the coach is speaking. Especially in the beginning, stick to giving directions, with only an occasional comment to a rower to adjust a flagrant mistake. Nobody likes to be constantly criticized, so let your rowers row in peace, even if you see mistakes. They’ll figure out a lot of it on their own, especially if you remind them to relax. We’re all tempted to tell someone what they’re doing wrong—remember to tell them when they’re doing something right. Phrasing corrections in a positive way is more helpful to your crew. For example, instead of the negative “Don’t sky your blade,” say “Raise your hands at the catch.”

NOTE

- **SILENCE IS GOLDEN:** Sometimes it’s tempting to talk too much as cox. Remember it’s helpful to let your crew row in silence. You have a lot to think about to do your job well, and so do your rowers. Try to find a balance of talking and quiet times. If it’s not essential, don’t say it. You’ll only distract your rowers. Do not “baby the boat” by giving unnecessary commands.

EQUIPMENT YOU'LL NEED

When you've confirmed that you will be coxing, collect the gear you will need to take with you. Cox boxes, crates for shoes, and cox kits can be found in the back of the boathouse by the stairs to the front door.

EXTRA CLOTHES: It's always colder than you think out on the water. So when it's cool, take an extra jacket (preferably water-resistant), hat and gloves. A foam seat pad can also help. Don't hesitate to make yourself as comfortable as is practical, since you will be able to concentrate better if you're not shivering or constantly shifting in your seat. You may wish to carry "cox clothes" in your car, just in case you are put into the cox seat on a day when you thought you'd row.

COX KITS: Sitting on the cox box rack in the back of the bay are brightly colored bags that contain everything you'll need (and more!) to go on the water as a cox. Inside you'll find a tool (the wooden dowel used to loosen—never tighten!—the nuts on the foot stretchers), tape, Band-Aids, tissues, an adjustable wrench, flashers for dark mornings and evenings, and some power gel. Use the power gel only in emergencies. Sometimes, during the hot summer months especially, you may have a rower on the verge of fainting. A little shot of gel will give your rower the power she or he needs to continue. The cox should take one of these kits in the boat.

Nearby is a single first aid kit for dealing with problems after rowing. This kit has chlorox wipes to clean blood from oar handles, some ointment to treat blisters, and additional spare medical supplies for the cox kite. This kit never leaves the boathouse.

COX BOX: Unplug one of the boxes sitting in the cox box rack at the back of the bay. (See Fig. 1) Your cox box should have a headstrap. Once in the boat, slide the cox box into the circular holder and plug into the hanging wire. Make sure that the plugs inside the connector line up with the holes in the cox box. Test for sound and adjust the volume so that the whole boat can hear you. As a courtesy to the people who live along the lake, the volume should be set so that a coxswain is not audible a few meters outside the boat. Be considerate of the ears of those rowers sitting next to the speakers: don't shout. But remember to speak loudly enough so that 7 seat (who doesn't have a speaker) can hear you. Cox boxes should always be carried by their white handles, as shown in Fig. 4.2. Never carry by the microphone cords as shown in Fig. 4.2. Any broken boxes should be reported to the session manager. Always plug the box back in upon its return to the rack and wrap the cable neatly around the hooks provided so that the cable does not interfere with cables above and below. This is shown in Fig. 4.1. Figure 4.4 shows what happens if coxes are careless when they return boxes to the rack. This tends to frustrate the next coxes, especially at 5:45 AM on dark fall mornings.



Fig. 4.1 Cox Box in rack



Fig 4.2 Carry by handle



Fig 4.3. Not by the cord



Fig. 4.4. Tangled cox box cables

GETTING THE BOAT OUT OF THE HOUSE

Once you have your equipment in hand, get your crew together near your assigned boat. Make sure they have taken the correct oars out first. Place oars at either end of the land area next to the dock. If there are oars in the way, direct your boat to an opening between them, rather than having rowers step amongst them as they carry the boat. To keep crowding at the dock to a minimum, boats are always taken out of the house as the last step of launching. Remember that Princeton University and the National Team have docking and launching priorities.

The Princeton boat racks have sliders that allow the boat to be pulled horizontally away from its storage position. This allows the rowers to hold the boat without interference from boats above or below. An empty rack in extended position appears in Fig. 4.4.

Align your rowers with the tallest and strongest at each end of the boat. Bunch the rowers so that half of them are near the stern and half of them are near the bow, as shown in Figs. 4.6 and 4.7. You will bring the boat out of the boathouse with the one side held waist high and the other held at shoulder high as shown in these figures.



Fig 4.4. Sliding boat rack (above boat)



Fig. 4.6. A four with rowers bunched



Fig. 4.7. An eight with rowers bunched

Take a minute to figure out the best way to get the boat off the rack and out of the boathouse. This will depend on which rack the boat is located, as follows:

- Overhead:
 - Have the shorter rowers reach up, even if they cannot touch the boat.
 - Carefully lift the boat slightly and move it off the rack.
 - Down to shoulders, splitting opposite the riggers.
 - Have the opposite side from the rack, tank side or bridge side, lower the boat down to waist. Boats are canted away from the racks for safety.

- Walk the boat slowly out of the boathouse.
- Shoulder high:
 - Carefully lift the boat slightly and move it off the rack.
 - Down to shoulders, splitting opposite the riggers.
 - Have the opposite side from the rack, tank side or bridge side, lower the boat down to waist.
 - Walk the boat slowly out of the boathouse.
- Waist high:
 - Each rower should reach across the boat and grip both gunwales, or sides of the boat.
 - Carefully lift the boat slightly and move it off the rack.
 - Starting from bow, one at a time, the appropriate rower (either bridge side or tank side depending the boat's rack location) should duck under the boat, and grip his/her side of the boat.
 - Each rower should now be holding only his/her side of the boat, at waist height.
 - Lift to shoulders opposite the riggers.
 - Have the opposite side from the rack, tank side or bridge side, lower the boat down to waist.
 - Walk the boat slowly out of the boathouse.
- On the floor:
 - Roll boat out from under the rack by placing one hand on the hull and one hand on the lowboys.
 - Rowers line up opposite their rigger.
 - Lift to shoulders.
 - Have one side, tank side or bridge side, lower the boat down to waist.
 - Walk the boat slowly out of the house.

Typical Commands:

- Hands on the [name of boat].
- Pull the rollers out evenly.
- Up two inches; Careful of the riggers above.
- Ready to Lift. Ready. Lift.
- Off the rack slowly. Watch the (riggers, overhead boat, stretchers, etc.)."
- Split opposite your riggers.
- Bridge side down to waist. Ready. Down.
- Walk it slowly out of the boathouse. Watch the riggers."

Important Things to Remember:

- You will stand the point of greatest hazard while coxing the boat on land. For taking the boat out of the house to the dock, stand at the **bow** of the boat.

- Watch the riggers on the boat on the rack above yours. The most common accident is scraping the bottom of your boat against the riggers above.
- When coxing the boat in and out of the boathouse, remember that some rowers may have switched places to accommodate heights. To give commands based on “ports” and “starboards” might be confusing. Instead use terms such as “tank side” or “bridge side,” “water side” or “house side.”
- Be sure the boat is walked out through the center of the doors (make sure the doors are opened completely) and that riggers on both sides are clear. It helps to keep one hand lightly on the bow ball.

GETTING THE BOAT INTO THE WATER

Stop the boat when the bow ball is clear of the building. Swing the bow toward the bridge and take the boat down onto the dock. Dock space is always tight, so put your boat in the next available space along the dock, as close as possible to any boat already in the water. The rowers will stand at the edge of the dock, take the boat overhead and then roll it down into the water. Remind them to bend their knees as they lower the boat rather than hold the weight of the boat in their lower backs.

Typical Commands:

- “Way enough!”
- “Bow to bridge. (Heads up on the dock!)”
- “Down onto the dock. Watch the oars (stretchers, slippery dock, etc.)”
- “Toe to the edge.”
- “Over your heads. Ready. Up.”
- “Inside grip” See Figs. 4.8 to 4.11
- (Put hand underneath stern of boat to push skag away from dock.)
- “Roll it down and away.”

It is very important for rowers to grip the boat properly when lowering the boat to the water. The boat can be damaged by holding the wrong place. Never lift or lower the boat by holding the riggers or the deck. The “inside grip” is inside the bulkhead, as shown in Fig. 4.8. Rowers can also hold the gunwales as shown in Fig. 4.9. Fig. 4.10 shows a grip of the deck, which can cause boat damage. Fig. 4.11 shows the boat overhead with the cox at the stern.

The cox should take a brief moment to loop the cox box cable slack around a brace or cable so that it will not fall into the water. Water will corrode the cox box connections. Next, the cox will give the command to lower the boat, and will protect the skag as the boat comes down.



Fig. 4.8 Inside grip under bulkhead.



Fig. 4.9. Gripping gunwales is also good.



Fig. 4.10. Never hold the deck.



Fig. 4.11. Inside grip

_NOTE

- After the boat is on the dock and before it is put into the water, you must move from protecting the bow to protecting the stern. As the boat is rolled down and onto the water, it is your responsibility to hold the stern away from the dock. The skeg must not touch the dock or it will break off.

GETTING INTO THE BOAT

Now that the boat is in the water, your attention shifts to adjusting equipment. Close the buoyancy tank covers at the bow and stern of the boat. Place your cox box in its well and plug it in. Offer the tool to anyone who needs it. If there is an empty seat, tie it with the bungee cord. Remind rowers that no shoes are allowed in the boat. All shoes should be placed into the shoe crate. Ask the rower in bow to hold the boat if you need to leave it for any reason (2 seat should get bow's oar). While you are doing this the rowers get their oars and adjust their foot stretchers. The oars are placed on the dock painted side up to protect the paint. See Figs. 4.12 and 4.13. Ask for a count when everyone is ready. Then run the outside oars out, get everyone seated in the boat (cox gets in last), and you are ready to go. Be sure you know who will be coaching your boat and where to wait for the coach on the water.



Fig. 4.12. This way protects the paint. Fig. 4.13. This way damages paint.

Typical Commands:

- “Count down when ready.”
- “Starboard oars run out.”
- “One foot in. And sit.” See Fig. 4.14
- “Tie in and count down when ready.”
- “One hand on the dock.”
- “Lean away and prepare to shove. Ready. Shove.”



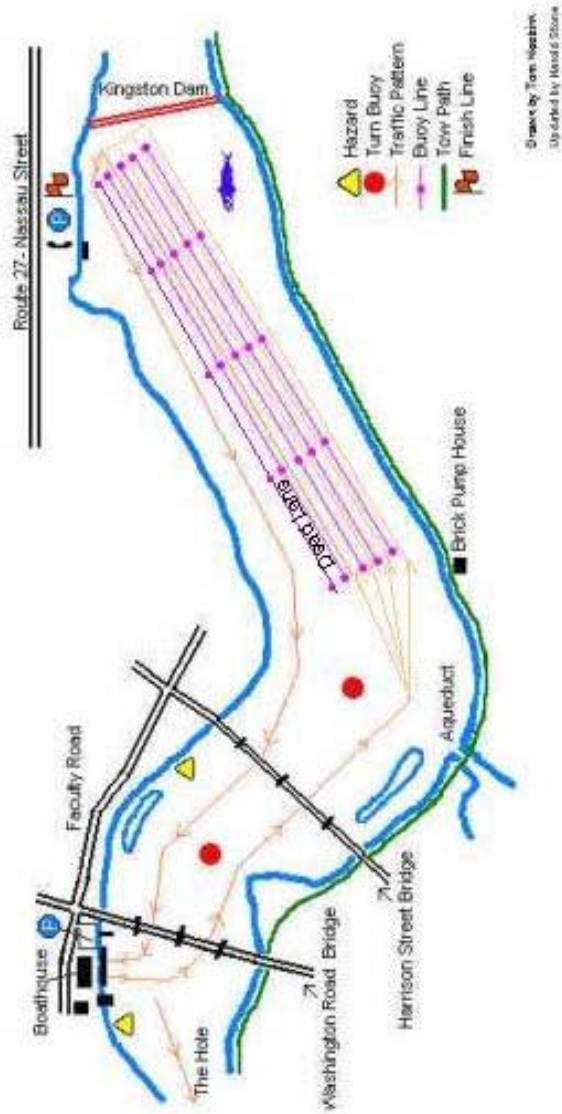
Fig. 4.14. Step only the white strip.

When stepping into the boat, the rowers must step on the white strip on the deck. This is the only part of the deck that can support the weight of a rower. The strip is shown in Fig. 4.14.

_NOTE

- Take a moment to notice who is sitting in each seat. Introduce yourself to any rowers you don't know. We all respond better to our names than to "6 seat."
- If it's important to move away from the dock quickly (to make room for another boat, for instance) you can tie in once you're out on the water.

LAKE CARNEGIE



Drawing by Tom Heebink

ON THE WATER: Traffic Flow

Follow the rules of the road on Lake Carnegie—stay to the right. Imagine the lake as a highway, with an imaginary line down the center. Do not cross into the oncoming lane under any circumstances. Also, stay off of the imaginary “shoulder” on your right side, where it’s very shallow.

Buoyed lanes on the 2000 Meter race course are numbered from left to right when facing the dam from the starting line. Within the buoys, Lane 1 is leftmost and Lane 4 is rightmost. Lane 5 is between the rightmost buoyed lane and the shore. Lane 0 is between the shore and the leftmost buoyed lane. Rowing towards the finish line (Kingston end of the lake) we never use Lane 1 (Dead Lane) and try to stay in the farthest right lanes. Returning to the boathouse, we stay on the right side of Lane 1 and the right shore.

General rules of the road:

- Always go through the arch which is second from the right as you face either bridge, in either direction.
- Stay alert for the following hazards:
 - Wakes: Alert your crew to stay relaxed as they row through a wake. Tell them which side its coming from.
 - Debris: Steer around it. If you get close to something floating in the water, tell the rowers “Debris coming under starboard.”
 - Fishing boats: Don’t expect them to move. We share the lake with others, so please be considerate of them. It is you who must get out of the way.
 - Sailboats: They have the right of way. Avoid the far end of the lake when there are sailboat races going on.
 - Right of way: Coxed boats give way to uncoxed (“blind”) boats. Fster, more maneuverable boats give way to slower boats. For example, a coxed eights gives way to a coxed four; a coxed four gives way to a stright four, and everyone gives way to singles and doubles.
- To help the coaches help us, ask your coach where to meet before you start. They will not be able to coach your crew if you take off down the lake alone. Stay next to any other boats grouped with you under the same coach.

_NOTE

- To avoid collisions and confusion, remember to communicate as often as necessary with the coach and other boats.
- Never cut the corner at either of the two major turns on the lake. Stay to the right at all times.

ON THE WATER: Steering

Once you're away from the dock, the workout has started and you're calling the shots (following the coach's instructions, of course). Your most important job on the water is to steer clear of any hazards, and to maintain as straight a course as possible.

- To steer: grasp the tiller ropes at your sides with the fingertips of one hand, preferably the hand away from the stroke's oar handle so that you will not be in the way. In a port-stroke, this will be your right hand. Push your right hand forward to turn right. Bring your right hand backward to you to turn left. (Use your left hand in a corresponding way if the boat is stroked from starboard side, which is rarely the case.)
- It takes practice to learn how a boat will react to steering. Usually we all over-steer, and over-correct, as novice coxes. Remember that the faster a boat goes, the greater the effect of the rudder. In other words, at high speeds, a small steering correction is all that is needed. When the boat is going very slowly, you won't be able to steer with the rudder and will have to have the rowers on one-side adjust your direction by pulling harder or lighter.
- Ideally, you will steer only when the oars are in the water, not on the recovery. This means that you will turn a small amount in "pulses" with each stroke, rather than by holding one hand forward throughout the turn. Steering this way takes practice, but it will affect the set of the boat less. It is also possible to ask for more pressure from either ports or starboards to help get you around a corner. Remember to ask for equal pressure again when you are headed correctly.
- Many novice coxes seem to dislike wearing the cox box headband. Learn from the start how to cox with a handband on to keep your hands free, and soon you will find that the headband is not a problem. Pulsing on each stroke means that your hands need to be on your rudder strings, not holding your microphone. Wear a hat when rowing. This will keep the headband on your head.
- Warn the rowers when it's your steering that is causing the boat to go "off keel." They will appreciate knowing what's causing the change in the set of the boat. For example, say "On the rudder to port".
- To steer a straight course, set a point. Look ahead of the boat and pick a target, such as a tall tree or other easily distinguishable feature. By keeping that point ahead of you, you will avoid carving serpentines down the lake. Always make sure you are aiming correctly before giving the command to row. At a standstill, you can adjust your line-up by asking the bow or 2 seat to "touch it," or to take a light stroke.

ON THE WATER: The Cox Box

Figure 4.15 shows the front face of a cox box.



Fig 4.15. The face of a cox box.

When under way, the stroke rating (strokes per minute) shows in the top display, and a running time, and stroke count appear beneath it. To reset these displays, depress the Hold/Zero switch briefly. The coach may say “Three minutes at full pressure, then paddle one minute. Repeat this down the course.” The cox should zero the clock, start the piece, and take the timing from timer display. The coach may define a piece by strokes instead of time by saying “Switch pairs every twenty strokes” The cox zeros the displays and then uses Count display to control the pair switching.

ON THE WATER: Warm-Up

As you begin the practice, it is important to let the rowers loosen up. Row away from the dock by fours at light pressure. Wait for the coach on the far side of the stone bridge. Usually the coach will direct you from there, starting drills as a warm-up. If you ever need to do a warm-up first, meeting the coach later, row by fours, switching by pairs or by fours, gradually increasing the pressure. Wait for the coach and any other boats. Allow rowers to take off extra clothes and remind them to drink some water.

Figs. 4.16 through 4.19 show basic oar handling on the water and the corresponding cox commands.



Fig. 4.16. Way enough



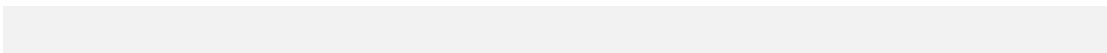
Fig. 4.17. Oars down, sit easy



Fig. 4.18. Check the boat



Fig. 4.19. Oars squared and buried



Typical Commands:

- “Stern four to row. Bow four set the boat.”
 - “Sit at the finish, squared and buried.”
 - “Ready all. Row!”

 - “In two, stern four out, bow four in.”
 - “One, two. Bow four in. Stern four, set the boat.
- OR
- “In two, stern pair out, 3 and 4 in.
 - “One, two. Three and 4 in, stern pair to set the boat.”

 - “Take it to half-pressure, on this one.”
 - “Build to three-quarter pressure in two.”
 - “One, two. Three-quarter pressure.”
 - “Back to half-pressure on this one.”

_NOTE

- When rowers are not rowing, remind them to set the boat for their teammates by keeping a steady upward pressure on the under side of the oar handle. Fig. 4.20 shows a good way to do this. The rower has steadied himself by holding the rigger. The oar is on his legs to keep the handle from dropping. The outside hand supports the oar. The rower’s job is to hold up his gunwale. Figs. 4.21 and 4.22 show incorrect ways to set the boat. Both positions are unstable so that the oar handle can jostle up and down.



Fig. 4.20. Setting the boat...



Fig. 4.21. Unstable position.



Fig. 4.22. Unstable position.

- If it’s cold, be sure to switch rowers often so that no one sits shivering for more than a few minutes.

ON THE WATER: Drills

As a warm-up, the coach will usually call for a series of drills. Listen carefully for his/her instructions. If you didn't hear or don't understand the drill, be sure to raise your hand and ask. You might also get some help from the stroke. If you do understand, be sure to wave your hand, nod your head or otherwise acknowledge the fact to the coach. The coach may say "on my command" when s/he announces a drill or the start of a workout piece. Listen carefully. Begin the drill immediately, and stay even with the other boats. In all drills, be sure the rowers do not rush the slide after a pause. And remind them of the required pressure frequently. In counting power 10's and 20's, make your diction crisp and sharp. In 20's and 30's, count by series of 10's.

Typical Drills:

- **Pause:** Usually start with a pause at the hands away position on every stroke. Progress through bodies away, half-slide and 3/4 slide positions. Often 10 strokes at each position, usually at 1/2 to 3/4 pressure.
- **Rusties:** Take one stroke, pausing at the hands away or half-slide position. When the cox says "row," rowers return to the finish then move up to the catch and take a stroke, all in sync. The coach may ask rowers to take more than one stroke in between each rusty.
- **"3 and 20 at 26"** (for example): Take 3 strokes to build the pressure to full and the stroke rating to 26. Then take 20 strokes and return to the paddle or half pressure.

_ NOTE

- You must stay even with the other boats your coach is working with. Anticipate this when you start or finish a drill or workout piece. You may need to adjust the length of your pauses in order to stay with the other boats. Remember to follow the coach's instructions. You can wait for other boats at the end of a pressure piece. Don't cut pieces short just to stay with another boat.

ON THE WATER: Turning Around

Aim for finish-line buoys at the Kingston end of the lake. Follow the lane line; do not follow the shore on your right at this end. A few strokes past the finish line, turn the boat around by “spinning” it. The boat must be completely stopped before the ports back it. Remind the rowers to use only arms and backs to turn the boat, since any more pressure might damage the equipment.

Typical Commands:

- “Way enough! Blades down.”
- “Ports check it. Lean to port.”
- “Ports to back, starboards to row.”
- “Ready. Back. And row.”
- “Way enough.”
- “Sit easy. (Take a drink of water, etc.)”

_NOTE

- When turning the boat around anywhere on the lake, do it in two stages: Turn 90°, row straight across to the other side of the lake, and then turn the final 90°.
- Do not turn at the end of the buoyed lane. Row beyond the finish line to turn to avoid interrupting other boats coming down the course

ON THE WATER: Racing Starts

On the way back toward the boathouse, usually the coach will add in a longer, more intense workout. Sometimes a “friendly” race will be a part of the session. You can help your crew get the most out of a tougher piece by encouraging them with a dynamic tone of voice. Psychology comes into play here: Remind the rowers of good technique and to “hang in there” by using positive self-talk. Remember to set the timer on the cox box if necessary.

Keep track of time carefully if the piece is a timed piece. Keep track of distance if the piece is a distance piece. At regular intervals, tell the rowers what their stroke rating is and how much further they have to go. And listen to any suggestions from your stroke, since he or she will often know what corrections need to be made before you do.

RACING START: The coach will begin a race when all coxes’ hands are down. So, keep your hand in the air until your boat is pointed and all your rowers are ready in the half-slide position. Then tell the rowers your hand is down. You must let your rowers know before the start what the beginning stroke sequence will be. One possible sequence might be: half (slide), 3/4, 3/4, lengthen, full, 10 strokes at a high rate, then dropping to a slower rate (the “settle”). The rowers start on the coach’s command.

Typical Commands:

- “All eight sit ready at half slide.”
- “My hand is down.”
- (Coach: “All hands are down. Set. Go.”)
- “Half — 3/4 — 3/4 — lengthen — full!”
- “10 high: One! Two! etc.”
- At stroke eight: “Lengthen in two. One. Two.”
- “Shift! Lengthen it out.”

ON THE WATER: Landing

Bringing the boat into the dock is the most difficult part of coxing. It requires total concentration on the part of everyone in the boat. Do not hesitate to get some direction from your stroke to help. There are a few things to keep in mind.

- Once clearing the stone bridge, drop out half of your rowers. After a few strokes, drop all rowers except the stern pair to bring you slowly toward the dock at no pressure for absolutely minimum boat speed. Be ready to ask one side or the other to add pressure or to go light.
- Approach the dock slowly, but with some momentum, at about a 30-45° angle. When your bowball is a deck length away from the dock, give the command “Way Enough! Starboard oars up, and over” This asks your starboard rowers to left their oars high enough to clear the dock and to turn them over to protect the paint. The drag from the outside oars will turn the boat parallel to the dock, and your momentum should carry you close enough for a perfect landing. Be prepared to ask stroke or 7 seat to check it or back it in order to bring the stern in closer to the dock. Remember that someone has to be on the dock to catch you before you land, either a coach or a rower from a crew that landed before you.
- After docking, you get out of the boat first.

Typical Commands:

- “Stern pair to row.”
- “Way enough!”
- “Lean away. Starboard oars up, and over.”
- “Untie and count down when ready.”
- “One foot up and out.”
- “Run in port oars.”
- “Bow hold the boat; 2 seat take bow’s oar.”

_ NOTE

- To ensure the boat doesn’t flip, make sure all rowers are out of the boat before any of the oars are pulled across.

GETTING THE BOAT OUT OF THE WATER

Your job is almost done, but you still must get the boat onto stretchers for washing, then back into the boathouse and on its rack without damaging it. Unplug your cox box and remove from its well, making certain to tie up the loose end of the boat cable so that it does not dangle in the water or catch on anything when the boat is carried. Open the buoyancy-tank covers at stern and bow so that the tank interiors dry out.

Rowers should move the oars onto land while you get the crate with the shoes. After distributing the shoes, roll two slings into position to receive the boat for washing. Rowers should line up in their appropriate spots alongside the boat after putting on their shoes. When all the oars have been taken out of the boat, and the rowers look ready, you may ask for a countdown.

Typical Commands:

- “Count down when ready.”
- “Hands on, inside grip.”

(Put your hand underneath stern of boat to push skeg away from dock.)

- “Ready to lift up over head. Ready. Up!”
- “Opposite your rigger. To shoulders and down.”
- “Walk it slowly to the boathouse.”
- “Swing the bow to the boathouse. Watch the (oars, slings, etc.).”
- “Move the boat to the slings.”
- “Down to high waist. Ready. Down.”

(Verify alignment above the slings.)

- “Down to slings. Ready. Down.”

_NOTE

- As the boat is lifted out of the water, it is your responsibility to hold the stern away from the dock so the skeg does not hit.
- After the boat is on rowers’ shoulders, move to the bow (the point of greatest hazard now) to guard it as it swings toward the house.
- CLRA always washes boats before we put them back in the house. Put the boat onto the slings, and then have your crew wash using the sponges, brushes and hose.
- Tell half the rowers to wash and half the rowers to put the oars away. The oars should be stacked together as a group.

GETTING THE BOAT INTO THE HOUSE

Go into the boat house and pull out the sliding racks where your boat will go. Then return to the boat. You will tell the rowers to lift the boat to shoulders, and walk to the bay entrance. Once the boat is lined up outside its bay, lower one side of the boat to waist, lowering the side away from the rack you will be using. Walk it slowly, bow first, into the boathouse until the bow ball lines up with those of the boats already on the racks. Which commands you use depends on which rack the boat goes on (see the section on “Getting the Boat Out of the House”). Tell your crew which rack they are headed for.

Make certain that you do not place with a rigger in contact with any support. If the rigger bears weight, it will stress the hull, bend the rigger, and break a boat rib. In the Princeton boathouse, we line up the eights so that the bow supporting rack is just behind the splashboards, and in front of the the bow’s rigger. Once the boat is safely put away, recheck to be certain that the round bouyancy covers at bow and stern are both open. Put your cox equipment away, remembering to plug the cox box into the power source.

Wrap the cox box cables neatly around the hooks. (See Figs. 4.1 and 4.4.) Make sure your cox box is turned off or else it will not charge. Report any broken equipment to the session manager.

Typical Commands:

- “Bridge side down to waist. Ready. Down.”
- “Walk it slowly into the boathouse. Watch the riggers.”
- “Way enough.”
- “Bridge side up to shoulders. Ready. Up.”

For a head high rack:

- “Lift it slowly into the rack. ”
- “Lift it gently onto the rack. [Coxswain checks to see that all riggers are clear.] And down.”

_ NOTE

- You must check carefully as the boat is put on the rack to see that no riggers hit the concrete pillars and that both gunwales along the length of the boat are supported on the racks.
- Watch, too, that riggers on the boat above don’t scratch your boat as it is moved onto the rack.

CONCLUSION

Congratulations! You have just completed a short course in coxing and boat handling at CLRA. Because this is just a quick summary, do ask the coaches and more experienced coxes to help you learn even more.

It's also helpful to ask your crew for comments about what worked and what didn't during your practice. As rowers, we all have pet peeves and favorite coxing styles. Think of the ways that certain coxes have helped you to row better. We're all in this together, and if you solicit your crew's ideas, we'll all support each other through this learning process.

And thanks for coxing! We all appreciate your effort.

If you have any questions or comments please contact the CLRA Cox Captain.