



GLOBE RC NOTES FOR ROWERS

Boating from Globe

RESPECT OUR NEIGHBOURS AND BE AS QUIET AS POSSIBLE AT ALL TIMES

BEFORE ROWING	AFTER ROWING
<p>Crews – never go on to the river without either two experienced rowers in 4-/4+ or four experienced rowers for an 8+. This can be reduced if there is a launch actively following the boat but must be agreed with a coach/captain. Those steering or coxing must be competent to do so and have been authorised by the club through its three-tier accreditation procedure (see below). Doubles and singles may not go out without experienced rowers who have accreditation/approval or are appropriately supervised. Speak to a Captain or Richard Vidal, Globe’s Safety Officer for more info.</p>	<p>Crews – it is always good to re-group with your crew and if applicable, your cox and/or coach, after an outing. Discuss what went well, what needs work, plans for the next outing, were people in right seats/sides for them, adjustments required to the boat, etc. It is also the time to raise any issues around boat etiquette (were people talking or countermanding the cox, did they lift their share of the boat), water position, safety, and other concerns. And a good time to stretch!</p>
<p>The gate – this is a watertight, locked gate and must be closed properly to ensure it remains watertight. The key for the yellow padlock is behind the life-jackets nearest the boat racks. Behind the hinged plate on the gate is a bolt to unscrew to release the door. The ratchet spanner for this is above the main side door to the boathouse (the one by the information boards). If it doesn’t open, it may be sand has built up behind it and you’ll need to climb over to dig the door free (chair and shovels in boathouse).</p>	<p>The gate – The gate must be re-locked and firmly closed. It is a <u>watertight</u> gate and keeps high tide from flooding the road. Always confirm it is shut correctly with someone who has done it before if you are unsure.</p>
<p>Blades – those first to arrive in a crew should take blades down to the beach for their boat. Ideally, don’t split 8 matching blades if there are 8s going out. If you don’t know which blades are available, ask.</p>	<p>Blades – rinse any sand off the blades before re-racking them</p>
<p>Boat – take the boat that you have been allocated. If your boat is damaged or your crew changes, don’t take a different boat unless you <u>know</u> it has not been allocated to others. It is best to take a boat that is correct for your weight class – for ease of rowing (it will sit correctly for you) and because it is safer (less risk of capsize). A list of boats with their weight class is on the boathouse notice board.</p>	<p>Boat – wash and dry the boat before putting your boat back in the rack where it came from. And report any damage (see below).</p>



<p>Racks – when removing boats, chock the boat above (which means raise it slightly and put the foam blocks under it) to give yourself space to manoeuvre your boat. Agree <u>one person</u> to call instructions for moving the boat. This can be the cox, or anyone experienced. Lift gently, do NOT hit the boat above and watch the riggers as you leave as they may hit other boats or catch on the rack. Understand what turning it ‘a quarter turn’ or ‘a half turn’ means so you can do that if needed.</p>	<p>Racks – un-chock any boats that were raised onto blocks. Don’t leave them chocked. Move all big racks (with 4s/8s) to the far right of the boathouse (as you face the water) so that the singles racks can be accessed more easily by single scullers who come to row and can’t move the larger racks by themselves.</p>
<p>Trestles – there is limited space for boats on the pavement. Set out the correct trestles for the size of your boat. While it is on the trestles you need to 1) check the boat for damage, 2) check your rigger and adjust your foot stretchers (ask if you don’t know how/where to set them). Then move off the trestles as quickly as you can so others can use them.</p>	<p>Trestles - put away all trestles but make sure you don’t put away those that may still be used – for instance, if a boat has yet to come in. Check the Log whiteboard if you are not sure who is still out (see below).</p>
<p>Log whiteboard – for each outing, the boat number, cox/steerer, time of departure and direction of travel must be on the whiteboard. This is stored inside by the trestles but <u>must</u> be hung on the wall outside the large doors of the boathouse when boats are on the water. In terms of direction of travel, normally crews start by rowing against the tide and returning with it – but conditions and turning tides may change this.</p>	<p>Log whiteboard – each boat should remove their <u>own</u> boat, and no one else’s, from the board when they are back in. All crews must be in before the board is taken down. This ensures no rowers are locked out or missing.</p>
<p>Outing logbook – the same details as for the board must go in the book by the boathouse noticeboard. This book ensures there is a backup log should anything happen to the whiteboard. If you are the first entry for an outing, you must carry out a risk assessment and log details of tide direction, wind and water conditions. If at low tide, note any rocks of issue. If the tide will turn during the outing, the timing of this should be noted as well as a warning to other rowers to follow the opposite navigational pattern once the tide has turned. And to watch for other river users who may not have done so!</p>	<p>Incidents – Capsizing, a collision with another boat or object or even a ‘near miss’ must be recorded in the hard cover A4 book in the wooden pocket immediately above the outing logbook in the boathouse. You must also report it immediately to your captain, Peter Smith (for Juniors only) or the Globe Safety Officer Richard Vidal so that they can complete the “BR Incident reporting” form on the British Rowing website.</p>



<p>Damage – ALWAYS check a boat for damage <u>before</u> taking it out. This includes the hull, rudder and bow ball (easiest to do before you take it off the racks) and your own rigger, foot-plate and seat/slide (easiest to do when on trestles). Report any damage you see in the Damages book in the boathouse. Never take out a damaged boat as you may increase the damage or put yourself at risk.</p>	<p>Damage – If there is damage done to the boat on the outing, it must be noted on your return in the hardback Damages book that is in the wooden pocket immediately above the outing logbook. Please include sufficient details, in neat writing, as well as your name and mobile in case further clarification is needed to undertake the repair. Our boatman, Alan Mansfield, does a great job of keeping us on the water but he needs details to fix things!</p>
<p>PLA – someone must call them to notify that Globe is putting boats out on the water, and the direction they intend to travel. You do not need to give individual boat names or crew members. Only one person needs to call but someone MUST call so if unsure, do it. Tel: 020 8855 0315.</p>	<p>PLA – someone must inform the PLA when <u>all</u> the Globe boats are off the water.</p>
<p><i>NOTE: You will occasionally receive directives from the PLA forwarded to you by the Club secretary of safety officer. These inform of issues and activities on the water you need to be aware of – obstructions, large ships, boating events, closures. Please take note of them.</i></p>	
<p>Mobile phone – each boat is strongly encouraged to have at least one mobile phone on board in a plastic bag for emergencies.</p>	<p>Scullers/Steers/Coxes - Level 1 and Level 2 accredited scullers, steerers or coxes must complete an entry in the A5 accreditation logbook (beside the plastic tool kit on the boathouse table) after each outing until they reach Level 3 and no longer require supervision.</p>
<p>Clothing – you must wear clothes appropriate for the weather. Please wear layers for cold weather including waterproof layers if appropriate. Also be aware of the impact of the sun in hot weather (hat, sunglasses, sun cream). Modern ‘wicking’ clothing that does not hold water is always recommended. Please see further recommendations on the Globe website under Safety.</p>	<p>Clothing – it is always advisable to bring a dry change of clothes to wear after an outing but this is particularly important in cold weather.</p>
<p>Boating – agree commands for carrying and launching/hauling the boat, seat positions, activity plan and expected time of return <u>before</u> departure. Know the ability and fitness of your crew. Not all crews can go straight ‘above heads’ for instance.</p> <p>When carrying the boat, arrange rowers by size rather than by seat if needed to accommodate substantial size differences in rowers – uneven heights can cause the boat to be carried awkwardly, injuring rowers or risking the boat being dropped/damaged.</p> <p>When holding the boat in the water <u>beware</u> that as people put weight in the boat, unseen rocks could damage the hull. Always hold the boat out away from the shore, further than you think, in deeper water. Use your feet to check under the boat and rudder for rocks that could damage the boat.</p>	



OTHER INFORMATION

Keys – there is a set of keys to open the boathouse in both the men’s and women’s locker rooms. They must be returned there.

High tide – our launch beach disappears at high tide. It is therefore not possible to launch or land on our beach within 90min of High Tide – and sometimes 120min or more when there are large tides. This means, no boating for 90-120min both before and after high tides. THESE ARE ESTIMATES! WATCH THE CONDITIONS. A tide table is posted in the boathouse.

Low tide – you need to watch for rocks that can damage the boats on launching/landing and be aware of Clipper/boat wakes which become more pronounced at low tide.

Where to enter/leave the water – there is a red and white striped board on the wall by the beach. It is safest to enter and exit the water between this sign and the clubhouse.

Locking up the boathouse – on the big doors, the posts at the bottom must be down, and the chain must be securely wrapped around the handles with the padlock going through the second or third link on the chain. The door by the taps just needs to be pulled shut but the other door by the notice board needs to be actively locked, not just pulled shut.

Navigation – Navigation charts and instructions are available in the clubhouse and boathouse as well as on the website for both incoming (flood) tides and outgoing (ebb) tides. Please familiarise yourself with the correct river positioning for ebb and flood tides. If unsure, ask Richard Vidal, Globe Safety Officer, or an experienced cox (they are listed on the board in the boathouse.)

Learning to cox or steer – we have three levels of accreditation from Level 1 – requires close supervision - to Level 3 – requires no supervision. Those wishing to learn will have an introductory briefing with either a Captain or the Safety Officer who will then decide if you have the capability to cox or steer under close supervision (L1). To progress you must be able to confidently execute various manoeuvres on the river. You therefore must fill out the accreditation handbook in the boathouse after each outing to demonstrate this progress.

Single sculling – this also has a three-stage accreditation process. You must show a good level of competence in double sculls before you can progress to single sculls. Unless you have a Level 3 accreditation, you may not single scull without close supervision from an accompanying craft or scull. It is also a requirement of scullers to demonstrate their progression through the levels by filling out the accreditation handbook in the boathouse after each outing.

Coxing commands – can be found in the coxing handbook (page 14) on the Globe RC website. If in doubt, ask.

Globe Contacts (all emails are on the Globe system)

Men’s Captain – Jasper Noriel	Women’s Co-captains – Susannah Brooke, Kate Dobinson
Men’s coach – Lina Brazinskaite	Women’s coach – Chris Newson
Safety Officer – Richard Vidal	Boatman – Alan Mansfield
Race Entry Organiser – Svenja Feix	



Boating from the Docks/Regatta Centre (Royal Albert DLR)

Signing in and out - the book to do this is in the Regatta Centre at the reception desk.

Life jacket / cox box – Life jackets and cox boxes for coxes must be brought from the Globe boathouse in Greenwich. And must be returned there. Make sure the cox box is charged.

High winds – the Docks close in high winds (circa 17mph). So call to check it is open if there is any wind around as it could be worse at the docks than in the city. Regatta Centre: 020 7511 2211. Even winds that don't close the Docks can make it difficult to turn/steer. Make turns well away from the ends. If the conditions don't look right, don't go out.

Gym/Clubhouse

Keys – there is a set of keys to the gym in the boathouse by the life jackets. Keys to the boathouse are in the men's and women's locker rooms. Always lock up and return the keys to their appropriate place.

Wellie boots – may not be worn in either the gym or clubhouse ever. Outside only! Our clubhouse is also a social venue and sand is not appreciated.

Globe gym days – Globe RC rowers have exclusive use of the gym Monday and Wednesday. Tuesday and Thursday are exclusively for Curlew RC which shares the gym. Fridays, Saturday and Sunday are shared days. Normally, the gym is less used in the mornings and during the day and available for general use by both clubs. Although if busy, the club who's day it is has priority. Check with your captain about availability if unsure as Juniors and our Learn to Row programmes also use the facilities.

Racing

Speak to your captain well in advance of a race if you wish to enter - you need their permission to enter races. No one may race without Captains' approval.

Coordination – always liaise with your captain before entering a crew. They will know what boats are available and whether other competitors are going. They can also let you know about the trailering situation as we have limited insured drivers for the van to tow the trailer. So it is important to organise with them. We also have three squads regularly competing (Men, Women and Junior) and so demand for the trailer can be high and space may be limited, impacting what crews can race.

Race Kit - Globe crews generally race in All in Ones (AIOs). If you need to borrow one, speak to your squad to see who has a spare one. You can also purchase them. As there are fairly strict British Rowing rules around what you can wear, make sure you and your crew comply:

- 1 Every competitor except coxswains shall wear the racing strip of the club he/she represents. This shall consist of at least a singlet and shorts combination or an equivalent one-piece garment.
- 2 Crews representing a single club shall wear a uniform strip. This only applies to outermost garments worn above the waist. Garments worn below the waist and any secondary garment under the racing strip shall not be subject to this rule unless



specifically required by particular regatta's regulations. Minor differences may be overlooked but major differences (e.g. a mix of diagonal or horizontal stripes) should not be allowed.

Entries / entry fees – only Captains and the Race Entry Organiser for the club can enter crews for races. To race, you must pay the race fees and pay a contribution toward the costs of trailering boats. This is worked out by the race entry organiser. Actively racing members must put money on account with the race entry organiser so that they can draw down funds as they race. Having insufficient funds on account risks you not being able to race. Rowers who are in arrears will not be registered for new races until they clear their balance. Globe's race entry organiser is Svenja Feix. Always inform your captain if you are intending to enter a race, even if you are taking your own boat and making your own arrangements.

Entry deadlines - always check deadlines for entries so that you don't miss out on a race you want to attend. Deadlines vary – both by cut-off time and number of days/weeks in advance of a race. Some races will close to new entrants before the deadline if overbooked so registering early is advisable.

Coxing or steering - before coxing or steering in heads or regattas on the Thames Tideway you must follow the guidance from British Rowing and read all the guidance notes sent by those who are organising the event. Make sure you ask your Captains to be sent any relevant instructions. But it is your responsibility to check!