



2nd Mornington Sea Scouts Traditional Rowing



For a number of years I have obtained a number of references to assist in training scouts in the skills and knowledge required for traditional rowing of pulling boats. This is an endeavour to combine these references into one, therefore simplifies training.

2nd Mornington Sea Scouts have two purposed built pulling boats, which was constructed in the 1970's. Mr Clarkson then 5th Frankston Sea Scouts Group Leader constructed these two boats Cook and Flinders. In addition to these two vessels Mr Clarkson and 5th Frankston constructed Coorong.

Stem post

Strake

Thwart

Gunwale

Crutches

Keelson

Stretcher

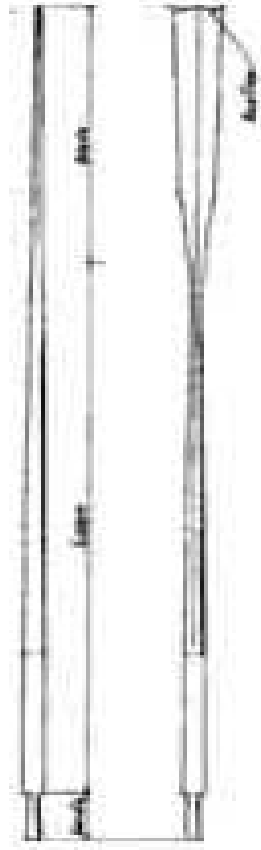
Tiller

Transom



Parts of a standard oar;

- Tip
- Blade
- Shaft
- Leather
- Button
- Loom
- Grip



Crew and Positions

Oar men

Bowman

Four, port side

Two, port side

Coxn (absent)



Three, starboard side

Stroke (One)

Preparation of the boat

Launch and recovery.

Preparation of boat and the equipment for use.

Handling a pulling boat under way

Loading of the boat, awareness of balance and trim.

Take part in a boat crew as Bowman, Oarsman and Stroke.

Take effective control of the crew and boat.

Awareness of others.

Effects of wind and current on a pulling boat.

Personal and boat buoyancy

Life jackets.

Buoyancy aids.

Boat buoyancy.

Pulling theory and background knowledge

Types of pulling and rowing boats.

Personal and boat buoyancy.

Common sea terms.

Pulling orders for single and double banked boats.

Swamp and capsize drill.

Responsibilities of the coxswain

The safety and control of the boat and crew.

Observation of regulations.

Basic understanding of International

Regulations for Preventing Collisions at Sea and local byelaws.

Meteorology

Basic meteorology including:

Sources of information;

Beaufort wind scale;

Use of local knowledge.

First aid

Basic procedures for controlling and dealing with:

Bleeding;

Hypothermia;

Hyperthermia;

Shock;

Resuscitation.

Ancillary and safety equipment

Knowledge of what equipment should be carried taking into consideration the conditions, the waters and the crew.

PULLING ORDERS

The following are to be considered the standard pulling orders for single and double-banked boats. Parties of Scouts who have orders relating to the conditions on their local waters, may use whichever they prefer, providing they are understood by the boat's crew(s) concerned.

Preparation

- a) The crew must be tidily dressed and as uniformly as possible above the knees. Soft-soled shoes are to be worn.
- b) The authorised person must be satisfied that the crew and any passengers can swim 50 metres in shirt, shorts and socks or plimsoll's and float for five minutes.
- c) When a pulling boat is under way any order to the oarsmen is obeyed on completing one full stroke after the order is given with the exception of Hold Water, Trail Oars and Mind Your Oars. All such orders should be given at the moment when the blades of the oars are in the water.
- d) On obeying a pulling order the crew take their time by the stroke oarsman. When 'port' or 'starboard' is included in a pulling order, it refers to the bank of oars on the port or starboard side of the boat, respectively.

'Man your boat'

The crew are detailed off by the Coxswain and on the order take their places in the craft.

Boarding the craft will depend on whether the craft is along side a jetty or from a beach. From the jetty the bowman is usually ordered to man the craft in order to stabilise the craft whilst other members are boarding.

Once the bowman is in position and the craft is stable boarding of the remainder of the crew will be outboard of the jetty first followed by inboard; i.e. if the pulling boat is port side to the jetty the order will be, three, four, stroke and then two. On boarding the craft the crew is to sit facing aft with arms folded, then the coxn that's their position in the craft.

Manning the craft from the beach will require the bowman and sometimes the coxn to stabilise the craft whilst the remaining crew boards directly into their positions.



'Sight your oars'

Crew check oars and crutches ready for shipping.

'Ship your crutches'

Boat's crew to ship their crutches in the crutch plates.



'Toss oars'

Toss oars may be used in double-banked boats in lieu of way enough. It may also be used in single or double-banked boats as a display. The order will lift the oars vertically with blades turned fore and aft.



Note: The Coxswain must be sure the boat's crew is physically able to lift the oars into the Toss position; this is especially true of oars in single banked boats.

'Ship your oars'

This is the order to place the oars in the rowlocks or crutches in readiness for pulling.

'Let go forward/aft'

Bowman/stroke let go or coxswain. Coil up and stow the painters. Set up the crutch, ship the oar and await the orders of the coxswain.



'Shove off'

At the order 'Shove off' the bowman and stroke bear's off the boat. This is the order to shove the boat from the jetty or landing place where she is lying, or from the bottom if the boat is grounded.

'In fenders/Out fenders'

To be given as separate orders when leaving and coming alongside.

'Stand by to give way'

This order is given to alert the crew before ordering 'Give way together'. The crew lean forward, backs straight and arms extended to the full, with blades in readiness for pulling.



'Give way together'

This is the order to start pulling, and it is obeyed together by the whole crew. If only one bank of oars is required to give way, the order 'Give way starboard' or 'Give way port' is given.



'Oars'

This is an order to cease pulling. At this order the crew sit squarely and upright on their thwarts, with their oars horizontal and at right angles to the fore-and-aft line of the boat and with the blades feathered, i.e. parallel with the water.

'Cross gunwale oars'

Lay the oars across the boat resting on the thwarts.

'Hold water'

This is the order to reduce or stop the way of the boat by holding the oars at right angles to the fore-and-aft line of the boat and with their blades held still in the water; it should be obeyed as soon as it is given. If required to hold water with one bank of oars only, the order is followed by 'starboard' or 'port'. (Note: This is an emergency order and should be obeyed immediately.)

'Stand by to back water'

This order is given to alert the crew before ordering backwater together. Hold the oar close to the chest in preparation to back water.

'Back water together'

This is the order to backwater together by short pushing strokes on the looms of the oars instead of pulling. If only one bank of oars is required to backwater the order 'Back starboard' or 'Back port' is given.

'Stroke together'

This is the order for all to give one stroke together. If only one bank of oars is to give a stroke the order 'Stroke port' or 'Stroke starboard' is given.

'Easy all'

This is the order to pull less vigorously, so that the speed of the boat will be reduced. If the boat is being turned the order 'Easy port' or 'Easy starboard' may be given. To resume normal pulling the order 'Give way together' is given.

'Mind your oars'

This is a warning to the crew to keep the blades of their oars clear of some obstruction. If the warning concerns only one bank of oars the order 'Mind your starboard oars' or 'Mind your port oar' is given. (Note: This is an emergency order and should be obeyed immediately.)

'Trail oars'

The order to 'Trail oars' alongside the craft. The crew passing the looms over their heads, leaving the blades in the water. Note: For use when passing through restricted waters. (Note: This is an emergency order and should be obeyed immediately.)

'Eyes in the boat'

An order to the crew when it is necessary to regain their attention.

'Bow'

The order, given in plenty of time before going alongside, or picking up mooring etc. The Bowman will boat his oar, blade for' and, unship crutch and stand ready with bow painter. The Bowman may be required to 'fend off' the bows as the boat goes alongside and to hold the boat alongside.

'Way enough'

This is the order to bring the boat alongside which requires the crew to pull one more stroke, pass the loom of the oars over their heads, boat their oars, unship the crutches and put out fenders. **Warning this order removes the oars from the water before the boat is secured.**

'Fend off port/Fend off starboard'

This is the order used to warn the crew to fend off in order to prevent damage to the side of the boat when coming alongside.

'Unship crutches'

This is the order to remove the crutches and store in the boat.

'Out fenders'

This puts the fenders out as ordered.

Bibliography:

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