

# Lea Rowing Club Junior Member and Parent/Carer Handbook

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A HANDBOOK FOR NEW AND EXISTING MEMBERS



Lea Rowing Club, The Boathouse, Spring Hill, Clapton, London E5 9BL  
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# Junior Member and Parent/Carer Handbook

## A handbook for new and existing members

### Welcome and Lea R.C.

Welcome to the juniors' section of the Lea Rowing Club.

We are proud of our ethos in developing young rowers to enjoy and progress in this great sport. Our rowers and their parents feel that this club is providing plenty of exercise, a great variety of experiences and that there is much fun to be gained in the process.

This is a small sample of what the juniors have to say....

"I just think it's fun; these guys are my friends now; it's just an enjoyable experience"

"It's a great place to meet friendly people and exercise to feel good about yourself"

"It's great because everyone here is very supportive of you, and also the coaches support us in how we row"

The water is usually flat, which is useful when new to rowing, and we can row most days of the year, which is unusual in the world of rowing.

We have some really talented and enthusiastic coaches who are keen to get people involved and a growing number of young athletes discovering the joys of rowing.

Why not come along and see what you make of it yourselves?

### History of the Club

Lea R.C. is one of the biggest rowing clubs in London, with more than 450 members, of whom approximately one quarter are in the junior section of the club.

Lea R.C. is open to people of all levels of experience. We offer rowing from the age of 11 (year 7) upwards. We aim to deliver a broad range of services to our members, to provide them with resources to develop to the best of their ability, and to support their ambitions whether that be as a competitive or recreational rower. We are affiliated to British Rowing. Lea R.C. takes its name from its location on the River Lea, a tributary of the River Thames, at the foot of Spring Hill in Hackney, East London. We row on a stretch of the Lea approximately 7km long, between Tottenham and Old Ford locks.

There have been a number of rowing clubs at the site since the early 19th Century. In 1980 the last five clubs on the Spring Hill site amalgamated. Stuart Ladies, Crowland, Gladstone Warwick, City Orient and Britannia formed Lea R.C.

Since then the Club has produced successful athletes from junior through to senior age groups in both heavyweight and lightweight categories. The Club has won at Henley Royal Regatta, Henley Women's Regatta, National and World Masters' Championships, the Home International Regattas, Head races and British Junior and Senior Championships.

We have some junior athletes with aspirations to trial for team GB. Two of our junior boys qualified to do so in 2019.

## Junior Squads explained

We are proud of our ethos in developing young rowers to enjoy and progress in this great sport and of the many successes our juniors have achieved nationally and internationally.

Many of our juniors continue rowing at university and for many years afterwards, with some of our senior club members having joined as juniors. It is a great club to meet people, make friends for life and enjoy the social aspects of club life.

As a juniors you will start in the club squad and progress when your skills and fitness levels increase. The required commitment from you also increases if you wish to progress.

The coaches will decide when you are ready to move to the next stage and it is important to remember that young people develop at different rates.

Training is comprised of both gym and water sessions. The number of sessions depends on the squad, with water sessions generally limited to weekends only during winter.

Where possible, and depending on the numbers of juniors in the squads, we aim for training sessions to be mixed as this is beneficial for the rowers.

The purpose of each squad and the level of commitment is shown below:

### **Junior Club Squad (JCS)**

Learning how to row/increasing fitness

Training sessions: 2 per week

### **Junior Performance squad (JPS)**

Learning to train, improving rowing techniques and competing

Training sessions: 3–4 per week

### **Junior High Performance squad (JHPS)**

Training and competing

Training sessions: 6–7 per week

## **Schools**

Schools are able to book blocks of lessons, coached by our Schools' Coaching Team.

## **Training**

Juniors are only permitted at the club during supervised training sessions. Please check with your squad coach when these are.

Parents-please don't send your child to training if they have been sick in the last 24 hours so they can get better as quickly as possible!

Juniors may be expected to cox in addition to rowing. Coxing is a good way to learn about the different coxing calls you have to make and how they affect the boat. For more details about coxing commands, see the section on 'Glossary of rowing terms' section below.

Squads that are racing may train at the Royal Albert Docks in East London so rowers can practice side-by-side racing on an appropriate length of water (the Lea is very busy and crews often have to stop for barges and other river craft).

### **How much and how often?**

Parents-the British Rowing document [How much and how often](#) is for coaches and parents of juniors, and provides guidance for junior training programmes for young athletes who choose to take part in a competition pathway programme. If you feel your child is not doing the right level of training (too much or not enough) please contact your child's coach or contact the Junior section on the website's contact page.

### **What type of training and competitions are there during the rowing year?**

The racing year is usually defined from September to August. Below is an outline of the types of training and objectives for each rowing period.

#### **September – December**

General basic fitness; improve boat skills; establish common technique (British Rowing Technique) water training; drills and exercises; gradually increasing the work rate and distance on the water; generally lower stroke rates; some sessions on ergos (rowing machines). Some Head races (racing against the clock rather than side-by-side) may also be entered.

#### **January – March**

Strength and Conditioning; speed and endurance; further boat skills and technical improvements; circuit and ergo training; water training; drills and exercises on the water; increasing the mileage on the water; higher ratings in the boats and ergos. Head races are a feature at this time of the year (distances 3k–7k).

#### **April – July/August**

Speed and racing skills with an emphasis on water training; starts; short pieces (250–2000m); speed bursts; higher ratings. Regatta (side-by-side) racing is the main feature of this part of the year (distances 500–2000m).

## **August**

Tends to be less structured due to holidays and rest periods.

## **Rowing camp**

The club may offer training camps during the holidays and these are advertised closer to the time and do incur additional costs. Training camps may have a squad focus.

## **Rowing kit**

### **Dressing for rowing and training**

Loose clothing can get caught in the moving parts of the boats when out rowing so tight-fitting kit like cycling/running lycra is recommended.

It is a good idea to always tuck tops in so they do not get stuck in the runners on the boats, blades (oars), or on the ergo and slow you down.

To help avoid blisters rowers should avoid wearing rings. Long hair should be tied back when rowing or training. Very long hair should be tied in a bun.

High visibility tops must be worn as they enable rowers to be seen by other boats. They are readily available in most sports shops, alternatively the club has a number of high visibility gilets that can be worn over kit for the water sessions.

Parents-when your child starts to compete, then they will race in club colours and the kit is available to order.

Modern tight fitting sport clothing dries very quickly lessening the likelihood of catching a chill from a rain soaked or sweaty cotton top.

Everyone without exception must wear trainers designed for sports (running or cross-training preferably). They should also be done up so that the foot is fully supported. When you first start rowing, you will wear trainers in the boat. 'Fine' boats already have shoes as part of the boat so once you move to this type of boat trainers will be left in the boathouse while you are on the water.

**Parents tip: kit can get quite sweaty and smelly and a specialist sports wash will do the trick and keep clothes nice and fresh. Try 'halo'. Kit can be bought from shops such as Decathlon, JD sports etc.**

**Don't forget ALWAYS BRING ALONG A DRY CHANGE OF CLOTHES, A TOWEL, AND A STILL DRINK (water is recommended). Please do not bring 'single use' plastic bottles.**

# Rowing and sculling technique and boat classification

## Water rowing technique

[British Rowing have a guide on water rowing technique.](#)

**In sculling**, whenever the hands cross over each other, the left hand should always sit just above the right hand, and as the hands separate the left should lead the right – it doesn't matter whether you are naturally right or left handed.

## Rowing (sweep) technique

The stroke is best described by breaking it down into basic parts, as follows:

**The Finish** – the legs are flat and the hands are pulled in towards the body, just below chest height, with the blades buried in the water. The upper body is held strong, leaning slightly backward towards the bow and the shoulders should be relaxed. From this position the handle of the oars are tapped downwards and the blades are lifted out of the water.

**The Recovery** – the legs remain flat as the hands continue to be pushed smoothly down and away from the body, allowing the arms to be straightened. The upper body follows the arms by rocking forward and pivoting from the pelvis. At this point the body weight shifts from the back of the seat to the front. Whilst maintaining the rocked over position with the arms straight, the knees begin to bend allowing the body to move smoothly up the slide. As the shins become vertical, pressure can be felt on the balls of the feet. The upper body should now be in a strong upright position, leaning slightly forward so that the shoulders are just in front of the pelvis.

**The Drive** – at the 'catch' the blade is placed in the water by lifting the hands. With the body, oar and water now connected the drive through the water begins using the leg muscles. Keeping the back tilted slightly forward in the strong upright position, and with the arms straight and the shoulders loose, the legs are pressed down by pushing off the footplate, sending the body back along the slide towards the bow.

**The Finish** – as the legs flatten the body rocks backwards from the pelvis, allowing the arms and back to engage in the final part of the stroke. The arms are drawn in towards the body ready to complete the stroke. The power for rowing is generated by the muscles in the legs, with the arms and back adding to that effort towards the finish of the stroke. Staying relaxed in the upper body, and imaging that you are hanging off the oar handles during the drive part of the stroke, reduces unwanted tension in the back and body fatigue. In the recovery phase, if you have difficulty rocking forward from the pelvis when the knees are flat, then you may have to carry out exercises to stretch the hamstrings. The overall aim is to achieve smooth movement throughout the whole stroke.

## Equipment (parts of the boat and blades)

The only piece of equipment that you may find useful to own is a 'rigger jigger', or in layperson's terms a spanner(s) with a 10mm and 13mm head which fits the bolts and nuts on most standard boats. Getting to know your way around a boat is an important aspect of rowing, knowing how the boat fits together and when things are wrong can save you and others time on the water. From time to time the club will aim to purchase new equipment, but in general the club relies on its members to act sensibly to try and maintain what level of equipment there is. Some of this equipment may be old and will be used extensively throughout the year, and as well as normal wear and tear, damage can occur. \* All damage must be reported to the coach. This is partly for practical reasons so that repairs can be carried out as soon as possible, and other users can be made aware of any problems.

Here are a few simple diagrams and glossaries to help you understand the terms used in rowing and sculling.

### **Oars or blades**

Beginners may learn to row with older style 'Macon' blades, but as you progress you will move onto Hatchets (or Cleavers). The club hatchets for sculling are in pairs or sets. Hatchets are designed to be rowed on one side of the boat or the other, and each oar will be marked by either green tape for the starboard side (right side of the boat when facing the bowball), or red tape for the port side (left side). The club has a variety of oars, which are set up to suit different users or are privately owned, and which are normally stored in certain racks in the boatshed. Rowing with the wrong oars can affect your stroke, so if in doubt about which oars to use, it is better to ask for help. The oar is divided into parts; the spoon or blade is the painted face submerged in the water. Connecting to the spoon is the shaft, then a sleeve and collar, which hold the oar in place in the rigger. The rest of the oar is called the handle, with a rubber grip at the end. On all blades, the position of the collar can be altered to reduce or lengthen the handle (which in turn affects the length of the shaft, the point of pivot and the leverage). This should not be done without the permission of the coach.

**Blade or spoon:** face of the oar that is painted in club colours and submerged in the water.

**Cleaver or hatchet:** modern style oar with a greater blade surface area and made of carbon fibre.

**Collar or button:** adjustable plastic ring that stops the oar slipping through the rigger gate.

**Handle:** part of the oar gripped by the rower.

**Macon:** older style oar now used for beginners.

**Shaft:** connects onto the blade and extends to the sleeve.

**Sleeve:** plastic sheath fitting around the oar forming a grip for the collar and protecting the surface of the oar in the oarlock.

### **Parts of the boat**

Some parts of the boat might be interchangeable with others, but normally each boat will have its own set of seats, riggers and foot stretchers.

**Backstay:** part of a rigger which extends from the top of the oarlock towards the bow of the boat (used primarily for sweeping with single oars rather than sculling with pairs of oars).

**Backstop:** stops at the end of the seat tracks that prevent the seat from leaving the rails. Also a command from the cox to sit at 'backstops' means to sit in the position for the finish of the stroke.

**Bow:** the front section of the boat behind the crew ending in a bowball.

**Bowball:** a rubber ball fixed to the bow that reduces damage to other boats.

**Canvas or Deck:** deck of the stern and the bow of the boat.

**Footplate or Foot stretcher:** a metal plate to which the shoes are attached, and which fits into the boat and can be adjusted.

**Frontstop:** stops at the front of the seat tracks which prevent the seat from coming off the track. Also a command from the cox to sit at 'frontstops' means to sit in a position ready to take a stroke in the water.

**Gate:** bar across the top of the oarlock which holds the oar in place in the rigger.

**Frontstay:** front part of the rigger on all boats which points towards the stern.

**Gunwales or saxboards:** the inner top part of the shell or hull of the boat.

**Hull:** body of the shell.

**Oarlock:** a square metal latch to hold the oar.

**Rigger:** metal brace to provide a pivot point for the oar.

**Seat:** wooden detachable seat set on wheels.

**Seat tracks:** more commonly called Slides or Runners, which allow the seat to move backwards and forwards during the stroke.

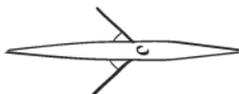
**Stern:** the rear section of the boat (in larger boats this is where the rudder is housed).

### **Boat classification – types of boat**

Members row in 'fine boats or 'Rec' boats,' which are distinct from other types of boats used in sea rowing or other related water sports.

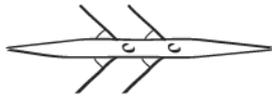
To begin with you will be focusing on your sculling skills. Not only does this improve your all-round rowing technique, but if you are below the age of 14–15 years it ensures that strain is applied evenly to both sides of the body while you are still growing.

As you progress in age and ability you can expect to move onto sweep style rowing as well. Here is a summary of the different boat combinations.



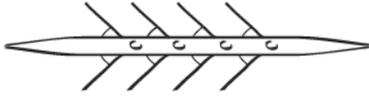
1x (single)

This is the smallest boat. One rower has two oars.



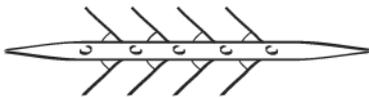
**2x (double)**

Two rowers and four oars, steering by pressure on blades or footplate.



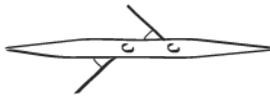
**4x (quad)**

Four rowers, eight oars. One person has a foot steering system.



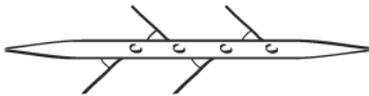
**4x+ (coxed quad – this type of boat is generally only used by juniors)**

As above but with a cox who steers.



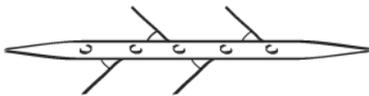
**2- (coxless pair)**

A sweep oar boat for two rowers. It has a rudder so will turn easily when one of the rowers uses a foot-steering system.



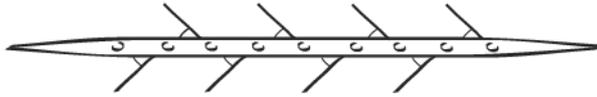
**4- (coxless four)**

Sweep oar boat for four people with rudder and foot steering system. Bow person usually steers.



**4+ (coxed four)**

Sweep oar boat for four people plus cox who can be seated in either the bow or the stern of the boat.



8+ (coxed eight)

Sweep oar boat for eight people. All 8s are coxed for safety with a cox steering from the stern.

For age, gender and boat abbreviations see Appendix.

## Sculling exercises and why we do them

### Basic Sculling Exercises and the reason for doing them

This section is based on 'The Down and Dirty Drill Card' taken from <http://www.thecoxguide.com> (2005), but the execution and name given to exercises can vary between clubs and coaches.

**Alternate feathered and square blade rowing:** purpose is to improve blade control and the balance of the boat, by making the rower aware of the height of their hands and to encourage consistency in each stroke.

**'Cutting the cake':** purpose is to emphasise the importance of timing, particularly at the finish of the stroke. At the finish the blade is feathered and arms moved away from the body until the elbows are straight. The arms are brought back to the body, and then pushed away a second time but continuing into a normal stroke.

**Eyes closed:** purpose is to enhance the ability to feel what is happening to the motion of the boat through the stroke sequence, and be aware through sound of other crew members.

**Feet out:** purpose is to maintain pressure on the footplate until the blade is released from the water at the finish of the stroke. This encourages the correct amount of tilt backwards at the finish without falling backwards and improves balance in the boat.

**Half-slide rowing:** purpose to encourage quickness of the blade at the catch, and a solid connection with the legs on the drive through the water. The quickness of this stroke often prompts the rower to rush up the slide during recovery. To counteract this the rower needs to concentrate on making sure that the body is in the right position before the blade is dropped into the water and the legs are engaged for the drive through the water. Alternating half-slide and full strokes can be used to vary this drill.

**Working in pairs:** purpose is to allow pairs in a crew to feel the weight and the speed of the boat alter as other crew members join in or drop out.

**Working up the slide:** purpose is to act as a warm-up and to try and focus the crew to establish rhythm and timing. This allows the crew to focus on individual parts of the recovery and drive of the stroke. Rowers start by doing a series of strokes, between 10 and 20, at a given position, progressing from: arms only, arms and upper bodies only, and then  $\frac{1}{4}$  slide through to full slide rowing. This can be done in pairs or as a whole crew. A variation to this reverses the sequence from full slide back down to arms only rowing, which regains the feeling of speed around the start and finish of the stroke.

**Pyramids:** purpose is to be aware of the impact of different pressure and rating on the speed of the boat. This also helps to focus a crew and can assist in getting a new crew to work together. This is achieved by rowing in sets of 10–30 strokes at different pressures, and measuring the distances covered. Variations can be made by increasing or lowering the rate, or number of strokes per minute.

**Single strokes:** purpose is to teach control and promote a smooth movement throughout the stroke and improve crew timing at the catch. This is achieved by reinforcing the order of arms away and body rock before the knees begin to rise.

**a) finishing at arms away** – finish the drive through the water, tap the blade down and push the hands smoothly away from the body until the elbows are straight. The upper body should remain tilted back towards the bow by about  $10^\circ$  and the legs should be flat.

**b) finishing at arms away and body rocked over** – following the process through a), as the arms continue forward the body pivots from the hips and reaches forward until the hands are at the knees.

**c) finishing at  $\frac{1}{4}$ ,  $\frac{1}{2}$ ,  $\frac{3}{4}$  or full slide** – this exercise encourages the rower to relax and maintain boat balance at different points in the stroke. Following the process through a) and b), the stroke continues until the hands pass over the knees and the legs are rising.

**Square blade rowing** – purpose is to allow the rower to concentrate on blade placement at the catch, a clean extraction from the water at the finish, and to be aware of the height of the blade off the water during recovery. This helps to correct early feathering and ‘washing out’ (uncovering the blade at the finish of the stroke) by preventing the hands from drawing in low to the body. This can be achieved either in pairs or as a whole crew. This drill can also be used to improve the catch during starts and short sprints at a high rating.

**Stand-up sit-down:** purpose is to emphasise the connection between the body, oar and water during the drive. This can be done in pairs, by sitting at the catch with the blades buried. At the command to row the rowers’ full weight is hung from the oar handle, and by driving through the legs they are able to push themselves up and off the seat.

**Wide grip:** purpose is to emphasise the importance of relaxation and to be aware of the entry of the blade into the water at the catch. This is achieved by moving the hands off the grips and onto the shaft of the blade towards the rigger.

## Safeguarding and Child Protection

### **Contacting the Club Welfare Officer (CWO) and the deputy CWO (dCWO)**

The CWO is Sylvia Chew

She can be contacted on 07706 587739 or on [welfare@learc.org.uk](mailto:welfare@learc.org.uk)



Both Paul and Sylvia are club members whose own children were juniors at the club and they have a wealth of experience and knowledge enabling them to give advice and help to juniors and their parents.

At Lea Rowing Club we are committed to ensuring that all children and young people can enjoy rowing in a safe and secure environment.

### **What does the CWO do?**

The CWO undertakes the following:

- Ensures that Lea R.C. remains child-centred and focussed on the needs of junior members.
- Ensures Disclosure and Baring Service (DBS) checks are processed and that all relevant staff and volunteers have checks renewed every 3 years.
- Advises the committee, the Board and coaches on safeguarding and child protection matters.
- Acts as a conduit for any child protection matters, ensuring that they are reported to the safeguarding lead at British Rowing or, in exceptional circumstances, that emergency action is taken.

### **Why we have them and what you would contact them about**

The position of CWO is a designated post. British Rowing requires the post holder to be well known at the club, to be approachable and to respect confidentiality. In order to maintain impartiality, the CWO and their deputy cannot be part of the coaching team.

It is important that the CWO is known to children and young people. The CWO and their deputy are available to attend junior meetings on request and will meet with school coaches. Their contact details are on posters displayed across the club.

### **Examples of when you may want to speak to the CWO could include**

- If you feel bullied/intimidated by other members or coaches e.g. excluded from groups; taunted; receiving derogatory remarks etc.;
- If you are being physically or sexually abused;
- Neglect of any sort e.g. your needs are ignored; injuries or illnesses being dismissed/ignored;
- You have a new medical condition which may affect your rowing or other people you row with (or something you may just want to discuss in confidentiality);
- Any worries you may have about other members of the squad;
- You feel you have no-one else to talk to;
- Any other items of concern such as changes with home circumstances.

This list is not exhaustive so please feel free to talk to the CWO about anything that might be worrying you.

Lea R.C. is affiliated to British Rowing and adhere to their Safeguarding and Child Protection Policy. This policy can be viewed on the resources and downloads page on our [website](#).

### **Lea R.C. discharges its duties regarding safeguarding in the following ways**

- Appointment of Coordinator of Junior Rowing. This role sits on Lea R.C. Board of Trustees.
- Appointment of a Club Welfare Officer (CWO) and deputy Child Welfare Officer (dCWO).
- Disclosure and Baring Service (DBS) checks of all staff who are in direct contact with children and young people. This includes coaches, volunteers at the Club, volunteer chaperones and some committee members.
- Safeguarding and Child Protection training for all coaches and committee members (refreshed every three years).

## **Code of Conduct (coaches, parents, juniors, members)**

Lea R.C. have adopted and operate the British Rowing Code of Conduct. This can be viewed on the Resources and Downloads page on our [website](#).

## **Health and Safety**

### **Rules of the river**

The river is now busier, both with our boats and other craft, than at any time in the past 10 years. It's therefore essential that all crews stick to the rules of the river, for the sake of everyone's safety.

## **Getting boated**

When boating, always move as far to the right (downstream) on the landing stage as possible. This is to make space at the upstream end for crews coming in. Boat quickly and make adjustments either on the water, having pushed off, or on slings before getting boated.

Always boat (and come in at the end of an outing) heading downstream. Be careful not to push off in front of crews paddling downstream past the boathouse. If you are turning to go up to Tottenham, paddle a few strokes downstream and turn in the marina inlet.

## **Rules of circulation**

At all times the correct course is on the right hand side (in the direction of travel) of the river center line. That applies both above and below the 'curtains' (the concrete bridge just after the weir). There are no exceptions to this. Do not cut corners or swing wide to get a better line around bends.

See appendix for navigation posters.

The great majority of the water we row on will permit two crews to pass each other if they are on their correct line. In places, because of moored boats, weed or other obstruction, that may be difficult. In which case the rules for giving way are as follows:

- Above the 'curtains' boats rowing downstream have priority.
- Below the curtains, boats rowing back from Old Ford towards the curtains have priority. These rules must be respected and if in doubt, give way. Coaches, coxes, steers people and scullers all have responsibility for sticking to this.
- If a crew going in the same direction and yours is going faster and needs to pass you, you must move towards the right hand bank and if necessary stop, so that the faster crew can go past while remaining on their correct line.

## **Turning**

Designated turning areas are as follows:

- At the marina inlet, just downstream of the boathouse (and not in front of the boathouse)
- At the cranes, just upstream of the boathouse, normally used when crews are returning at the end of an outing.
- At the forks, where the river splits into two channels, about 200m below Tottenham Lock.
- In the wide area just below Tottenham Lock.
- At the footbridge at Lathams, just before the set of tight bends that leads towards the curtains.
- Just above Old Ford Lock.

Outings should normally be organised to turn in these areas only. Always check for nearby crews up and down stream before turning. Once turned, either move off promptly or tuck in to the bank so as not to impede other crews. Crews may turn at

other locations, provided they can see clearly for some distance in both directions (i.e. not right on bends) and there are no crews approaching from either direction.

### **Communication on the water**

If a collision or a clash of blades looks possible, crews should give a loud call in good time to alert an approaching crew, so that both crews can correct their line if necessary. It is particularly important for coxes and coaches to get in the habit of doing this, as some of the other crews are likely to be coxless and/or without a coach on the bank. The cox should shout:

Take a look (to alert the other crew)

Head

HEAD!!!

HOLD HARD (instruction to own crew)

Coaches have a responsibility to communicate both to their own and other crews on the water. It is always better to shout than risk a collision. However, coaches don't always get it right, and rowers and coxes should always feel it's ok to speak up or clarify anything to do with safety.

### **Coming off the water**

Crews should come in from upstream of the boathouse and approach the landing stage slowly. Boats should be removed from the water as quickly as possible, particularly at busy times, and the landing stage cleared of blades or sculls promptly. Members present on the landing stage area should be ready to help crews if asked.

### **Weil's disease**

Leptospirosis, also called Weil's disease, is an infection you catch from animals. The risk of contracting Leptospirosis from the Lea river is very small; we have had one case since the year 2000. The potentially serious nature of the infection however means that we need to all be informed about its signs and symptoms, and should take simple precautions to reduce the risk of infection.

Leptospirosis is an infection caught through contact with infected animal urine. The causal organism can enter the body via cuts or abrasions of the skin or, the lining of the nose, mouth, throat or eyes. Person to person contact is rare.

To reduce the risk of infection, all rowers should wash their hands after an outing and in the event of a capsize, have a shower. Cuts should be covered.

Parents-if flu-like symptoms with a severe headache develop after contact with the water (usually 7 days, but could be up to 3 weeks) contact your doctor. If not treated the infection can cause damage to the kidneys and other organs. Leptospirosis is usually treated with antibiotics. If your child has any of these symptoms they should see a doctor, and the doctor should be advised of the circumstances of exposure.

Parents-see appendix for letter for children who have capsized.

For further information see the NHS factsheet: [NHS Choices, Leptospirosis](#).

## **Water Safety Code**

British Rowing have a [water safety code](#).

## **Clean sport and strict liability**

### **Drugs and supplements** (information from UK antidoping, UKAD)

We all know how important sport is and that the essence of sport is one team or individual competing fairly against another. Anything that makes the competition unfair – and doping in particular – undermines the essence of sport

You may be surprised to learn that the greatest risk to a clean athlete is the inadvertent or accidental use of a prohibited substance. This may be present in medication or a supplement product you are taking. Under anti-doping rules, even if an athlete uses a prohibited substance accidentally, the consequences are the same as if the action had been deliberate. This is because there is a principle of strict liability.

It is important that parents and juniors understand the rules, risks, consequences and their responsibilities. British Rowing organise courses on Clean Sport. Go to [www.britishrowing.org](http://www.britishrowing.org) for more information.

More information can be found at [www.ukad.org.uk](http://www.ukad.org.uk)

### **Strict liability**

Parents-your child is completely responsible for any prohibited substance they use, attempt to use or is found in their system regardless of how it got there or whether they had the intention to cheat or not. They will face the sanction and the consequences regardless of the circumstances which led to this. You need to understand what this means for you and your child's sporting career.

## **Racing**

### **Crew selection**

The coaches will make the crew selection for races based on a number of things including ability, erg scores, seat racing, fitness, motivation and how well a crew rows together in particular boats. The coach's decision is final.

### **Race days – days off school**

Parents-races are occasionally during the school day (e.g. National Schools Championships) and your child may need to ask the school for a day or a few days off. The coach should give you plenty of notice and a letter to give to the school.

### **Frequently attended junior races**

This is the list of the most frequently attended races by juniors. All crew selection is down to the coach and not all rowers participate at all races.

September: Lea Autumn  
November: Hampton Head  
December: Wallingford 4s & 8s Head  
February: Molesey Head  
March: Hammersmith Head, JIRR (Junior Inter regional) Trials, Junior Sculling Head, Schools Head, National Indoor Rowing Champs  
April: Lea Spring, JIRR Regatta, Junior Sculling Regatta  
May: Wallingford Regatta, Thames Ditton Regatta, National Schools Regatta Junior Peterborough Regatta, Walton & Weybridge Regatta, Weybridge Ladies Regatta, Henley Women's Regatta, St Ives Regatta, Peterborough Junior Rowing Champs  
July: GB v France J16 match, British Rowing Junior Champs, Molesey Regatta  
August: Sudbury Regatta

### **Types of rowing events**

**Head race:** held mainly during the winter months, these races are time trials held over longer courses than that of regattas. Crews set off one at a time and are timed from start to finish.

**Regattas:** held mainly during the summer months, range in distances, athletes race side by side, sometimes in multi-lanes.

### **Useful information**

Usually training is not too hard in the days coming up to a regatta. What this should be will be decided by the coach e.g. practice starting, perfecting timing etc. You are responsible for de-rigging your boats, making sure that the riggers, oars and boat are on the trailer, and that the boat and seat are secured. It is helpful if each person has a rigger jigger to do this (and at the other end to reattach the riggers on arrival). This is what one coach (from another club) has said about this...

“Unlike a lot of sports we have to take our equipment with us. This means dismantling the boats a few days before and putting them on the trailer at the Club and tying them down securely for towing. We put the sculls and riggers (valuable scrap metal) on the trailer just before we leave the Boathouse – usually very, very early on the day of the race. When we get to the venue we take the boats off, usually in race order, and the kids, with our help, rig them. After the race, the kids de-rig the boats if they are not being used again, put them on the trailer and they are tied down. They also put their riggers and sculls on the trailer. At the end of the day, we tow the trailer back to the Club and some kids unload it. The older kids usually do the loading and unloading – the younger kids will soon learn to do this, as their turn will come. Trailer duties are issued when the organisers send out final instructions and we email them out.”

Parents-you may sometimes be needed to help with the loading and unloading – either with the actual lifting, carrying equipment around and also getting the rowers to and from the club to help with this.

If you have club **kit** then bring this to wear for the race. Races sometimes require that crews have club kit – other club members are generally willing to lend kit, and kit orders are usually made twice a year when you can buy your own if you wish / are able.

There are a few multiple lane races, usually at Peterborough, Eton Dorney and Nottingham, and these are often in the summer. These are great to watch and can be a good family day out. Multi-lane events often have medals for the fastest three boats in each category.

Some races may involve staying near the venue for 1-2 nights, depending on race times and the event. The parent representatives usually arrange hotels, and costs are divided up between the rowers, these are kept as low as possible. A chaperone is always required – parents may be asked to help with this. (See section on volunteering.)

You need to arrive at all races a **minimum of 2 hours before the start** to allow time to find everyone, rig the boats, collect and attach race numbers, warm up, get to the place where boats can access the water, sometimes wait for a space to get in and then get up the course to the start. The **boats need to be on the water 30 minutes before the start** time. Although this seems a long time, especially for early morning races, it is surprising how long it takes to get ready and racers do not benefit from rushing around before the start.

There may be a long time sitting in boats waiting for the correct slot to start racing and it is important to have enough **warm layers** on which can be removed just before the race.

Parents-during summer events it is important that sunscreen, sunglasses and hats are provided, as there is very little shade at most races and lots of glare from the water. **Hydration** is very important and a large bottle of water needs to be brought along. There is usually somewhere it can be refilled. Parents may co-ordinate food provision throughout the day if it is a big race like Nottingham and there is a group going (this is usually established by email before hand). The rowers need plenty of drinks and snacks, high in protein if possible. Too much sugar is not good as it provides only a short burst of energy, so think about sandwiches, pasta dishes, muesli bars, chocolate milk, yogurt drinks and fruit for example. If it's cold, flasks of hot chocolate and soup are very good. After races, in particular, there is some evidence that protein helps the body to recover and get stronger. The summer events in particular can be close to exams and many rowers find time to revise and work between races. Some find listening to music helpful to stay relaxed. They need a change of clothes in case of falling in and also at the end of a sweaty day before a long drive home.

Over the winter, races more usually take the form of a 'head' where boats are timed down a course in a pre-decided order starting every 5–30 seconds. There are

usually 2–4 divisions of races throughout the day, each with a set start time for the whole division. Boats are allowed to overtake and the general rule is that if you are being overtaken you have to move over. There are usually marshals along a course to see that this happens. Starts are ‘rolling’ and not static. Warm clothes are particularly important for these races, for both the time on land and the time on the water. There can be more than an hour sat in a boat waiting in cold, wet and/or windy conditions before a hard workout so warm bodies are in a much better position to do well and not get injured. Several layers (or merino wool) are best, woolly hats work well and are easily removed just before the start. There are as many as 4000 competitors at some of the events and there is one rowing club at the epicentre of these events – changing facilities may be limited so it is helpful to wear racing stuff as bottom layer(s). There are always toilets of some kind freely available.

Parents and spectators-come fully prepared for all weather as you can be outside in the rain for several hours. Wellington boots can be helpful when helping launch boats at some events as well as for being on wet river banks.

Race start times and details can usually be found in the week before the race, on line, by looking up the event. Results can also usually be found this way and sometimes even YouTube footage. It is quite possible to be able to find the results online at home before they are known at the race site, or on the club’s twitter page.

Parents-you may cooperate in organising lifts to events, and it is common to pay some contribution to fuel if your child is given a lift, or turns are taken.

### **Racing Checklist – what to take with you**

- race card (every rower needs to be registered with **British Rowing** and have a **membership card** in order **to compete**. You must remember this, it is helpful to take a photo of this card and keep it on your phone as insurance.
- kit (wear it to the venue or change when you get there)
- trainers or wellington boots depending on the venue
- spare clothes/ change of clothes, including socks
- rigger jigger
- book/work/music
- warm hat/sun hat
- sunglasses
- sunscreen
- snacks and food
- water
- stroke coach (if you have one)
- binoculars – if you want to see more of the race!
- hand warmers if desired
- bag to put shoes in while on the water (large blue Ikea ones ideal if 4 or 8 in the boat?)
- spare safety pins (to attach number, usually provided)

- bin bag to store dry clothes/wet clothes

## Winter

Wearing lots of thin tight fitting layers is both practical and comfortable.

Layers can be taken off as you warm up rather than having only the two options that a T-shirt and jumper combination offers.

Close fitting layers will not obstruct your hands around the finish of the stroke (as a hoody or sweater will).

**Hats:** A lot of body heat can be lost through the head so wearing a hat is important when it is cold, a thin hat is better as it is less likely to cause you to overheat whilst you train.

**Gloves** should be avoided as they decrease your control over the handle. In very cold weather 'pogies' can be worn, these are fleecy mitten type coverings that encase both your hands and the handle providing both warmth and control.

**Scarves: These should not be worn (except by coxes)**

**Sunglasses:** You may need these in winter if the sun is low, reflecting off the water and is distracting or gives you headaches.

**Coxes:** Always wrap up in many layers, you can always peel them off. Be aware that during the winter the difference in temperature between shade and sun can be very great. Always be prepared for rain.

**High viz:** Those in singles or in the bow of the boat must wear high viz at all times. The more members of a crew wearing high viz the more they will be seen by other crews and river traffic.

## Summer

When the sun is out keep covered with a light coloured sleeved top, remember the water intensifies the effect of the sun on your skin.

**Caps and sunscreen:** When the sun is out a cap or sun hat is vital and sunscreen will protect your skin.

**Sunglasses:** A great idea if you find the sun distracting or it gives you a headache then wear sunglasses.

**Sports bras and tops:** These are not to be worn as the only piece of kit. All athletes must wear tops.

## Boat check (pre-race)

See appendix.

## Racing kit and Club kit

Order kit from [juniorkitorders@learc.org.uk](mailto:juniorkitorders@learc.org.uk)

For your early racing career crews must wear the same, in club colours e.g. orange t-shirt.

As you progress you can invest an all-in-one Lycra in club colours - these are made to order and not returnable. All club kit is available from [juniorkitorders@learc.org.uk](mailto:juniorkitorders@learc.org.uk) where second-hand kit may also be available.

As well as the racing kit all sorts of additional training kit may be available such as splash tops, and leggings.

Once or twice a year the club makes a bulk order and you will be asked to add your requirements.

## Nutrition and hydration

The BR guide on [nutrition and hydration](#) is for high performance athletes but has many good tips for anyone who needs to know about nutrition and exercising.

Good hydration is essential and all juniors should bring water to each training session. Alternatively, you can bring a water container to fill up at the Club (the sink at the back of the senior bay has drinking water). Lea R.C. would like to be as plastic free as possible. Please do not bring 'single use' plastic bottles to the Club.

## Coaches and coaching

Director of Junior Rowing

Head Girls Coach

Head Boys Coach

Head Schools' Coach

Head Coach Junior Learn to Row and Junior Club Squads (JLCS)

There is also a team of Assistant Coaches and school coaches. They are rowers, juniors and parents.

Although there is government guidance for people working with groups of children, it is essential in rowing that a separate risk assessment is taken for each group of children and that this is reviewed for each training session. Participants under the age of 18, even those qualified as coaches, should be supervised at all times.

In line with the national guidance, the level of supervision should take account of the:

- age and ability of the children
- type of training session being undertaken (on land or water)
- children's growing independence
- environment that the session is taking place in
- risk assessment - if there is an accident or incident there is always someone available to supervise the remaining children and the coaches working with children ensure that they do not work in isolation.

## Communication

The various squads use social media to communicate and coordinate, especially for information on forthcoming training sessions and races. Ask your Head Coach for information.

Our club Instagram (as well as twitter and Facebook for adults) pages are where results are often posted.

We may post wins or use photos on social media to promote the club to our audiences. We are always short of images so do send your pictures through. We do not use children's surnames on social media. We may ask to use your child's image on social media on the website that someone else has taken. Do let us know if you object to this so we can avoid asking you.

There is more information on our website which has a Junior Rowing section and a resources and downloads page.

## Capsize tests

It is important that you have completed and passed a swim/capsize tests to ensure you are safe on the water.

For the test you are required to swim 50m in light clothing (the same kit they wear for training) and to demonstrate the capsize drill.

If you have yet to pass the capsize test, then you **must** wear a buoyancy aid.

The club arranges regular capsize /swim tests and your coaches can advise on dates.

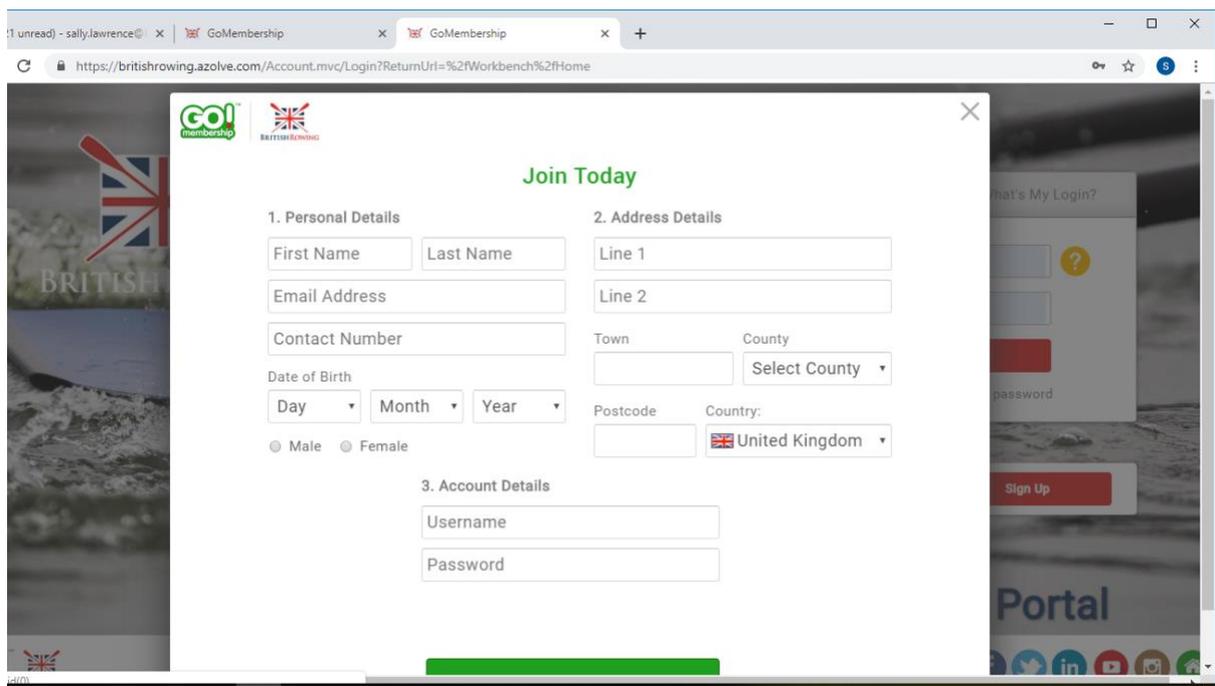
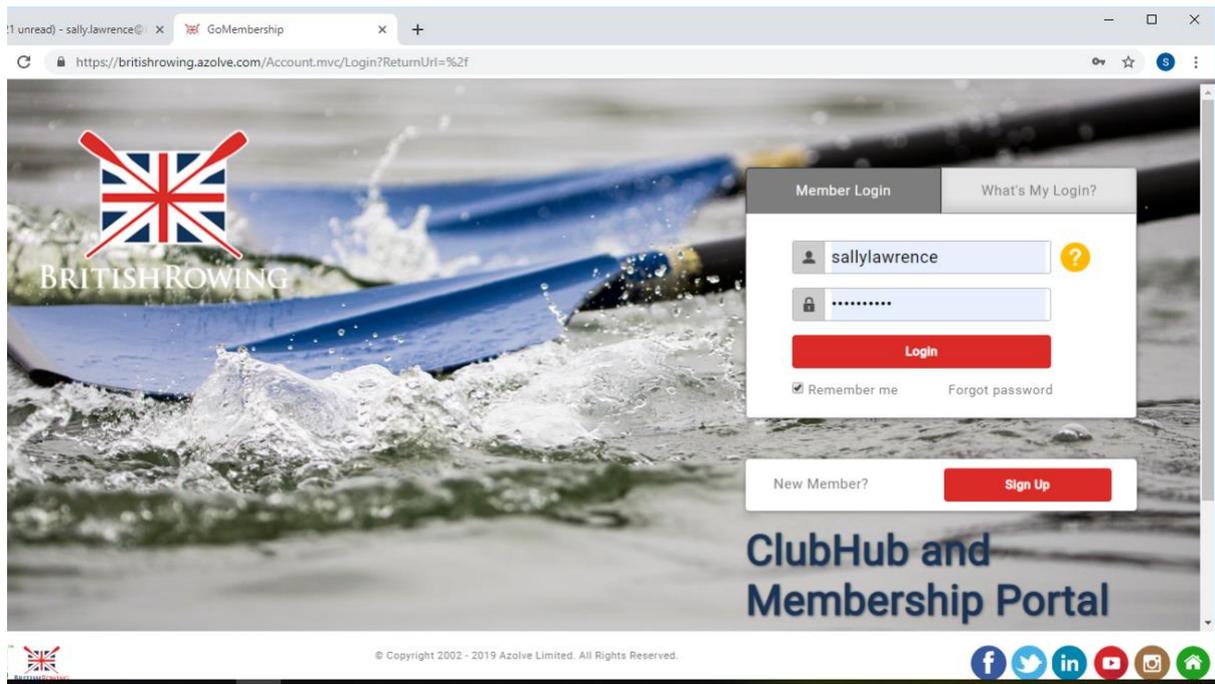
## British Rowing (BR)

British Rowing is the National Governing Body for Rowing. BR now have a junior version of the Learn to Row Handbook – [Go Row!](#)

Anyone racing or coxing must be a member of British Rowing and also a Lea Rowing Club member. If you are not racing you need to be a member of Lea Rowing Club only.

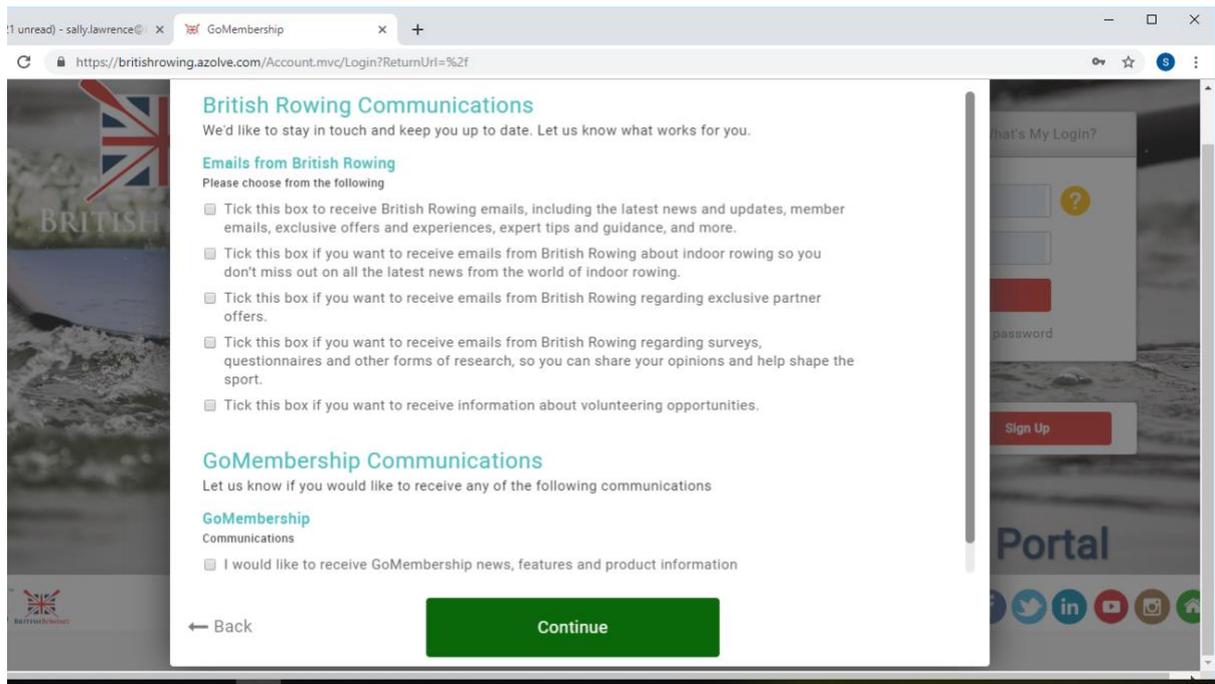
Here's how to become a BR member (see [this link](#) for a step by step guide):

Complete details here, where it says new member:

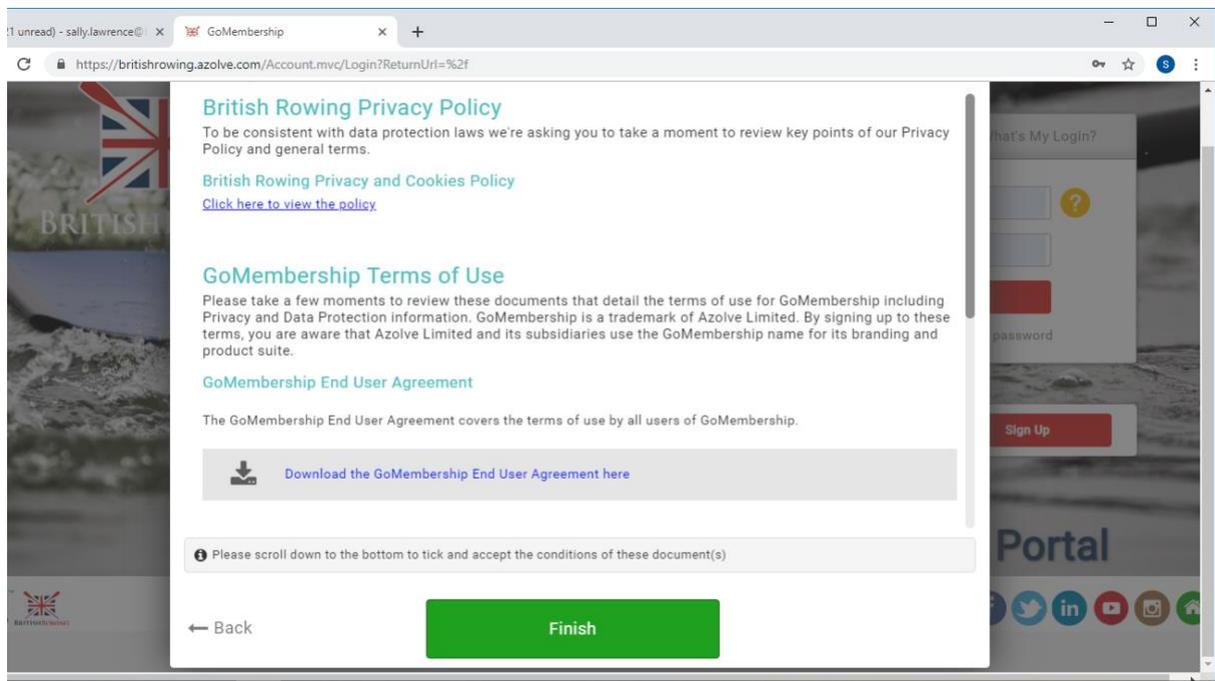


Your password must be at least 10 characters long. Try using a phrase or sentence - this is more secure than a single word

Tick appropriate boxes here and then press continue:



The following page comes up:



Tick

Junior Member and Parent/Carer Handbook January 2021  
 Lea Rowing Club Limited is a Registered Charity in England and Wales, No. 1157563, and a Company Limited by Guarantee No. 07368256.

I confirm that for me to continue to use GoMembership, I have reviewed and accept all the conditions set-out in the above document(s).

and press finish.

Follow any instructions sent by email. Once back in your account, you can purchase British Rowing membership and club membership.

1. Log in and upload a photo
2. Go to membership
3. Click on "Click to begin" on the purple Lea membership tile.
4. Chose the appropriate club membership (note that there is an arrow on the right which shows more membership types). Chose Junior Performance or Junior Club Squad
5. Add the requested details
6. Go to check out. You need to do this but you don't need to pay anything here\*. Click on check out.
7. Wait a while. Click on orange "Complete order" N.B. This last step must be done otherwise it doesn't add you to the club membership.

\* Follow the details supplied elsewhere for paying the club

For British Rowing membership, follow the same process from 2. *supra*.

Choose the appropriate junior membership "Race". You need to pay for British Rowing membership on check out.

## Volunteering

### **What can I do to help?**

We encourage volunteering from both adults and juniors.

Like most clubs, the Lea R.C. is run mainly by volunteers and there are lots of opportunities to get involved if you'd like to give something back.

At our own events held twice a year; Lea Spring and Lea Autumn Regattas, the help of club members, juniors, parents and guardian / carers is expected where at all possible. These events take a lot of organising and can only be run with the help of everyone.

As well as being fun, these events are important sources of funds for the club to invest in new equipment.

Volunteering may include big things like sitting on committees or getting involved with coaching, significant one offs like fundraising or running events and many smaller or on-going things like helping out at our regattas a couple of times a year or

keeping the boats, gym and boathouse in good working order, or helping with race fees and subs, and club communications.

Parents-you may be asked to chaperone at overnight camps and races, and will need to get a DBS check for this. Chaperones fulfil a crucial part of the club safeguarding functions and it is really important that we have parents who are able to do this, or it falls on a small number of parents. Please do consider putting yourself forward for this type of activity in advance of any formal request – the reason being it takes time for the critical DBS checks to come through.

These represent only a small sample of the things that members do to keep the Club running – there are opportunities for everyone, regardless of age, experience and time!

Parents-volunteer help sessions for the juniors undoubtedly run smoother if parents or guardians/carers can afford the time to help. To some extent the club has to rely on your support in order to maintain the current level of training sessions and intake of juniors within the squad. The rowing environment, terminology and use of equipment all take time to get used to, and extra pairs of hands can help enormously, either on the landing stage to assist juniors to get boats in and out of the water, or by accompanying the coaches along the tow path as back-up and assisting with loading and unloading of boats after events.

Some previous knowledge of rowing is helpful, but by no means essential. You don't need to know the technicalities of rowing, you can help look out for hazards on the water, assist with incidents, or just offer encouragement. Non-rowers can feel intimidated, but the club would like to encourage parents or guardians/carers to become involved as part of their child's learning process. An increased adult presence assists the coaches in maintaining a safe and healthy environment in which juniors can progress in their rowing.

There are courses available for parents or guardians/ carers to train to be coaches.

Your support at junior events can help in all sorts of ways, whether it's helping to check boats in, finding results, looking after kit, or making sure that juniors are eating and drinking regularly.

The Amateur Rowing Association (predecessor to British Rowing) published 'The Volunteer Helper Guide' (2008) which contains a lot of useful information, and has been written for those who have no knowledge of rowing, but wish to support the sport.

Some of this has already been incorporated into this handbook, but the whole document is available to download from the [British Rowing website](#).

### **Who do I contact?**

If you'd like to get involved, there are various ways:

Please contact the Captain through the contact page on the Lea R.C. website to volunteer for specific things, to register your general availability or let them know about any specific skills or experience you can offer;

Speak to the Head Coach or any member of the coaching team if you'd like to get involved with coaching or anything else.

## Glossary of rowing terms

### Rowing terms

**Blade:** the oar which you use to propel the boat.

**Bow:** the front of the boat, in relation to its travel, rather than relative to the direction you sit facing.

**Bow Ball:** soft rubber ball on the bow of a boat, designed to prevent serious injury in the event of a collision with a person.

**Button:** a plastic disc on the blade handle which prevents the blade sliding away from you through the gate.

**Coxswain:** usually known as the cox and is the person who steers the boat by means of strings or wires attached to the rudder. Can sit in either the stern or bow of the boat.

**Crab:** when the oar becomes caught in the water at the moment of extraction and the blade handle strikes the athlete. Often causes unintentional release of the blade and significant slowing of boat speed.

**Ergo:** indoor rowing machine used for training.

**Foot Plate:** metal plate which has shoes fixed to it.

**Gate:** the plastic swivelling component on top of the rigger, which allows the blade to turn.

**Handle:** the part of the blade which you hold in your hand.

**Head Race:** race in which crews are timed over a set distance. Usually run as a processional race rather than side by side.

**Length of stroke:** the arc through which the blade turns when it is in the water from catch to finish.

**Port:** the left hand side of the boat in the direction of travel. Occasionally used by umpires to advise crews to move to one side during a race.

**Pressure:** the amount of effort applied by the legs during the drive phase of the stroke (usually light,  $\frac{1}{2}$ ,  $\frac{3}{4}$ , firm or full).

**Rate:** or rating. Number of strokes per minute.

**Regatta:** a competition with events for different boat types and status athletes usually involving heats, semi-finals and finals for each event. Boats compete side by side from a standing start.

**Rigger:** the metal framework which holds the gate through which the blade swivels.

**Rigger jigger:** a small spanner used for attaching and adjusting riggers.

**Rigging:** the way in which the riggers, slides, swivel, pins, foot plate, oars and sculls can be adjusted to optimise athlete comfort and efficiency.

**Rolling start:** a rolling start means that the boat is allowed to gather momentum before it crosses the start line – generally used during winter head races.

**Rudder:** the means by which the boat is steered. All larger boats (quads and eights) have one, as do pairs, however in general doubles do not, unless they are usable as both a pair and a double, and singles never have one.

**Saxboard:** the sides of the boat.

**Seat:** what the rowers sit on in the boat.

**Shaft:** the long part of the blade between the handle and the spoon.

**Slide:** the metal runners which the seat rolls along.

**Spoon:** the part of the blade which dips into the water. At the Lea, we paint ours in club orange.

**Starboard:** the right hand side of the boat in the direction of travel. Occasionally used by umpires to advise crews to move to one side during a race.

**Standing start:** a racing start done from a stationary position at summer regattas.

**Stakeboat:** an anchored boat or pontoon from which rowing boats are held prior to a race starting.

**Stern:** the rear of the boat.

**Steers-person:** generic term for the person who steers the boat, i.e. the cox in coxed boats, but usually in a coxless boat it is the person in the bow position. Often used at events where the steers-person is expected to come to safety briefings.

**Stretcher:** metal bar which goes from one side of the boat to the other, and has the foot plate attached to it.

**Stroke:** the rower who sits closest to the stern of the boat in front of all the others and is responsible for the rating and rhythm of the boat (other crew members can influence rating and rhythm from behind).

**Time trial:** race in which times are used to determine who gets through to the next round. Often used at large national events, to get numbers of competitors down to reasonable levels.

**Trestles:** portable stands used to support a boat for rigging, washing etc.

### **Coxing commands**

**Back it down:** term used to describe using a reverse rowing action by turning the face of the blades towards you and pushing the handles away from you. This propels the boat backwards.

**Backstops:** the end of the slide nearest the bow. Prevents the seat from running off the slide. Also used to describe the position at which most crews start the stroke, in which the rower sits with their legs straight and with the oar handle drawn to their chest and with the blade in the water.

**Spin:** instruction to the whole crew to back paddle with one oar and forward paddle with the other at the same time or alternately, causing the boat to spin round. The crew will be taught to synchronise this movement.

**Easy oar/all:** instruction given by cox for the crew to stop rowing. This may be stated as an immediate action or the crew may be given notice, for example 'next stroke easy oar'. The rowers should be in a position of arms away and the blades feathered before being lowered onto the water.

**Frontstops:** the end of the slide nearest the stern. Prevents the seat from running off the slide. Also used to describe the position at which the athlete sits with their legs at 90° and the blade spoon at the furthest point to the bows.

**'Hold it up':** instruction to bring the boat to a halt immediately, for example in an emergency stop. The rowers sit at backstops with the blade squared in the water. This works against the natural flow of the boat.

**Light, Half and Firm/Full Pressure:** These are terms used to tell the crew how much effort to apply through their blades to the water.

**Number off when ready \*:** Instruction to each crew member to shout their number or position when they have finished adjusting their equipment and are ready to row. The rower furthest from the cox starts the numbering.

**On green or red:** when sitting in the boat the rower will have the green/starboard oar in their left hand, and the red/port oar in their right hand.

**Paddle on:** instruction to the crew to start rowing.

**Ready to race/ Come forward to row:** instruction used by the cox to bring the crew to the frontstops position at the front of the slide, with shins vertical and the blade in the water at the catch, ready to row. This command is also given at the start of racing.

**Take the run off:** instruction to tilt the blades backwards to slow the boat down to come to a gentle stop.

**Up the rating:** instruction to the person in stroke position to increase the number of strokes per minute.

**Wind down:** instruction to gradually reduce the rate or pressure.

*\*It is important that each crew member knows the name or number of their position in the boat, as the cox may call out individual instructions so that the boat can be precisely manoeuvred. For example, the command '3 back it down on red' means the person sat at No.3 must apply a backward stroke with the blade in their right hand (port/red) whilst the rest of the crew must not act.*

## Parents' administration

### Membership and fees

Our membership year runs from October to the end of September and the fees are payable annually, or in quarterly or monthly instalments. These are called 'subs'.

Current fees are listed on the website and are reviewed annually.

Fees for camps, races etc are also due and costs advised prior to events, some squads pay a deposit for fees at the start of the year.

Bursaries are also available, for more information please go to the contact page on the website to email Junior Rowing or the Captain.

For more information or to download membership forms go to [www.learc.org.uk](http://www.learc.org.uk)

### Race fees

Race fees vary according to the event and are by seat per race with coxes free of charge. Those in the High Performing Squad may be asked to make a race fee deposit –this makes the admin a lot easier throughout the season.

For those newer to competing the fees are payable in advance of the race and you will be advised of the fees prior to the race. Fees are payable to the Lea rowing club account with your child's, surname and race name as the reference.

Please pay fees promptly to:

Organisation name: Lea Rowing Club Limited

A/C No: 21414920

Sort Code: 50-00-00

Reference: child's surname, initial + [NAME OF SQUAD] – for example SMITH, K JCPS

Please email [junioradmin@learc.org.uk](mailto:junioradmin@learc.org.uk) for more information about race fees.

## Contributors

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Bristol R.C. for allowing us to use copy from their junior handbook.

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Chris Berthold (parent)

Jennie Brotherston (Captain)

Sara Cinamon (Coordinator for Junior Rowing, Trustee)

Sylvia Chew (Deputy Club Welfare Officer)

Paul Dixon (Club Welfare Officer)

Shaun Griffin (Director of Communications, Trustee)

Louise Keribirou (parent)

Sally Lawrence (Club Secretary and Treasurer, Trustee)

Rachel MacLehose (parent)

Sam Mosedale (parent)

Sean O'Shea (Club member)

Matt Pooley (H&S Advisor)

David Porter (H&S Co-ordinator, Trustee)

Lindsay Segall (technical support)

Sarah Wyn-Jones (parent)

## Appendix

- Useful contacts
- Frequently attended junior races
- Abbreviations (including boat types and age categories)

- Weil's disease letter for families of child who has capsized
- Boat race checklist
- Navigation maps
- Towing

### **Useful contacts**

Safeguarding and welfare: [welfare@learc.org.uk](mailto:welfare@learc.org.uk)

Director of Junior Rowing: [djr@learc.org.uk](mailto:djr@learc.org.uk)

Enquiries regarding joining the club: [juniorenquires@learc.org.uk](mailto:juniorenquires@learc.org.uk)

Membership enquiries for Junior Club Squad (JCS): [juniorenquires@learc.org.uk](mailto:juniorenquires@learc.org.uk)

Membership enquiries for Performance and High Performance Squads:

[junioradmin@learc.org.uk](mailto:junioradmin@learc.org.uk)

Kit orders: [juniorkitorders@learc.org.uk](mailto:juniorkitorders@learc.org.uk)

Information about race fees: [junioradmin@learc.org.uk](mailto:junioradmin@learc.org.uk)

Enquiries about volunteering: [captain@learc.org.uk](mailto:captain@learc.org.uk)

### **Abbreviations**

In rowing, event names are conventionally abbreviated as follows:

### **Racing Categories**

1x Single sculls

2+ Coxed pair

2x Double sculls

2- Coxless pair

4- Coxless four

4x Quadruple sculls (coxless)

4+ Coxed four

4x+ Quadruple sculls (coxed)

8+ Eight

### **Gender Categories**

O Men

W Women

MX Mixed

### **Age Classes**

J Junior

### **Junior Classification**

- a. A junior is a competitor who had not attained eighteen years of age by midnight on the 31st August preceding the competition.
- b. Junior age bands run from 1st September until 31st August.
- c. Juniors who have not attained 11, 12, 13, 14, 15, 16, 17 or 18 years of age by midnight on the 31<sup>st</sup> August preceding the competition are classified as being in the following age bands J11, J12, J13, J14, J15, J16, J17 and J18 respectively.
- d. Juniors in age band J14 or below are not permitted to race in sweep-oared events (coxes excepted).
- e. Juniors in age band J14 or below are not permitted to race in events that are more than one age band above their own age band nor in Senior events (para-rowers, adaptive rowers and coxes excepted).
- f. Coxes of junior crews must be juniors.
- g. Coxes of junior crews are not sub-classified by age.

### **Examples of abbreviations used for races**

WJ164x+ (Women's Junior 16 coxed quad)

J184- (Men's Junior 18 coxless four)

# Lea Rowing Club Limited



The Boathouse  
Spring Hill  
Clapton  
London E5 9BL

Website: [www.learc.org.uk](http://www.learc.org.uk)

To the Parent /Carer/Teacher

Your child has attended a rowing session at Lea Rowing Club in which s/he capsized. Although we take every precaution to reduce the risks, for various reasons some children do capsize their boat.

Coaches will have been through a Health and Safety talk with the school group ensuring the reduction of risk of infection as a result of contact with river water. Precautions include covering cuts and abrasions with a plaster and washing hands thoroughly after the session.

Anyone who capsizes will have a shower at the club. Our coaches will have talked through what happened on the water with all of the group to reinforce learning and avoid other capsizes in the future, and also discussed the possible affects of contact with river water.

Although your child may not have swallowed any water and may not have been submerged, I would like to make sure that you are aware of the possible affects of contact with river water.

One of the risks is Leptospirosis, which can become Weil's Disease if untreated. The risk of contracting Leptospirosis from the Lea river is very small. The potentially serious nature of the infection means that we need to all be informed about its signs and symptoms, and should take simple precautions to reduce the risk of infection. Leptospirosis is an infection caught through contact with infected animal urine. The causal organism can enter the body via cuts or abrasions of the skin or, the lining of the nose, mouth, throat or eyes. Person to person contact is rare. **If flu-like symptoms with a severe headache develop after contact with the water (usually 7 days, but could be up to 3 weeks) contact your doctor. If not treated the infection can cause damage to the kidneys and other organs. Leptospirosis is usually treated with antibiotics. If your child has any of these symptoms they should see a doctor, and the doctor should be advised of the circumstances of exposure.**

For further information see the NHS factsheet: NHS Choices, Leptospirosis.  
<http://www.nhs.uk/conditions/Leptospirosis/Pages/Introduction.aspx>

Yours faithfully,

Sara Cinamon

Head of Schools' Programme, Lea Rowing Club

## Pre-race equipment checklist for all types of boats

Boat name/ID: \_\_\_\_\_ Date: \_\_\_\_\_

- Put an X in the box for any failure.
- Report to your coach and/or on 'Boat Repairs' on Yammer if unable to fix yourself.
- Items in **bold text** are likely to be checked by umpires before you race.

### Single checks

*Cox or steer to check.*

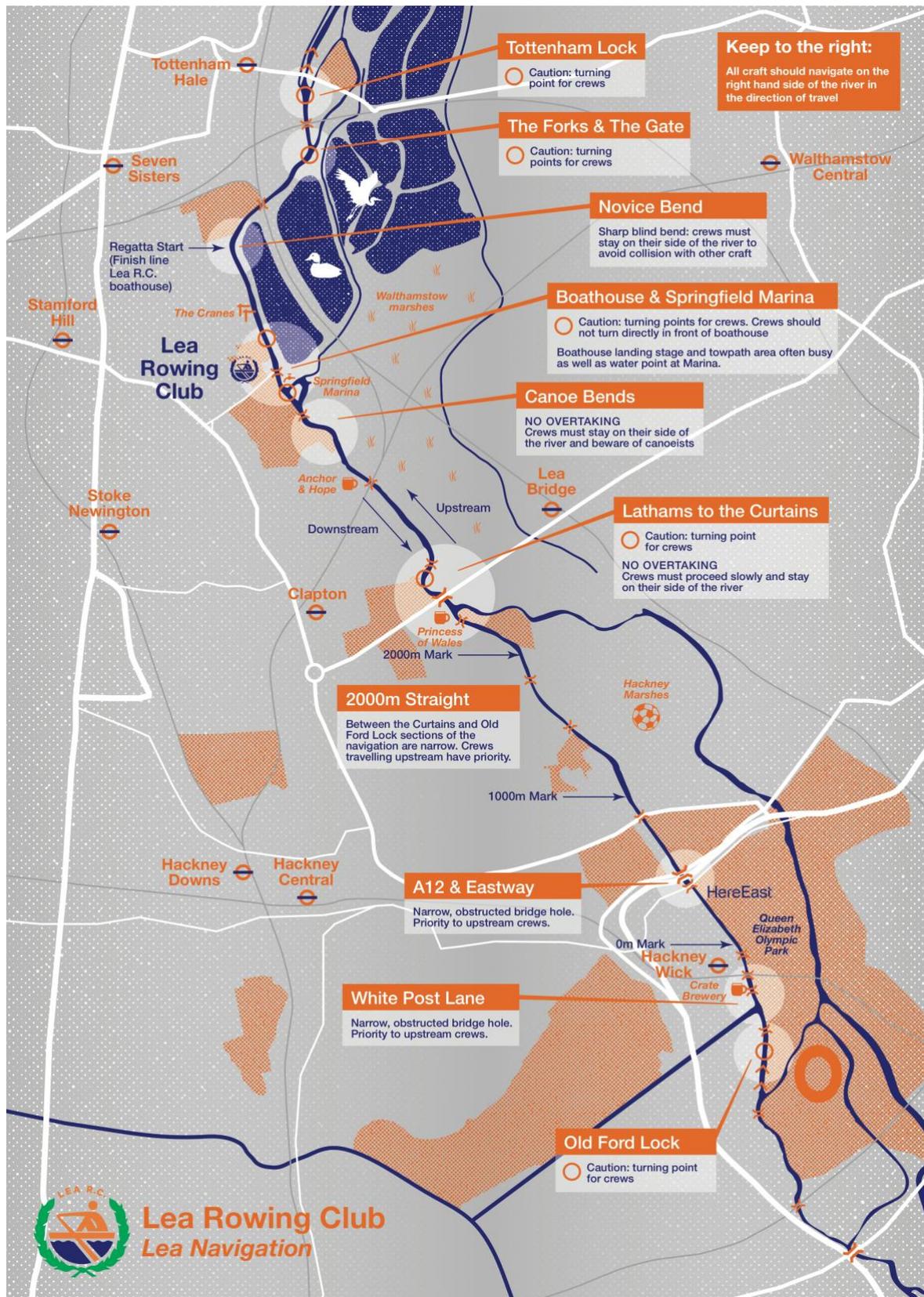
<b>1. Bowball securely in place and not rotten</b>	
2. Steering wires not frayed and not likely to snap	
3. Steering wires have correct tension	
4. Steering handles or foot steering are correctly attached.	
5. Rudder is central when steering mechanism is central	
6. Rudder moves easily side to side	
7. Rudder is not bent	
8. Cox back support in place and secure	
9. The nut on top of the rudder yoke is done up and the yoke is not sloppy (worn out hole)	
10. Coxbox charged and microphone working	
11. Rate meter works on cox box/stroke coach (magnet & sensor correctly attached to correct seat)	
<b>12. Cox lifejacket appropriate for boat type, in good condition, correctly adjusted and inflation cord accessible</b>	

### Seat checks

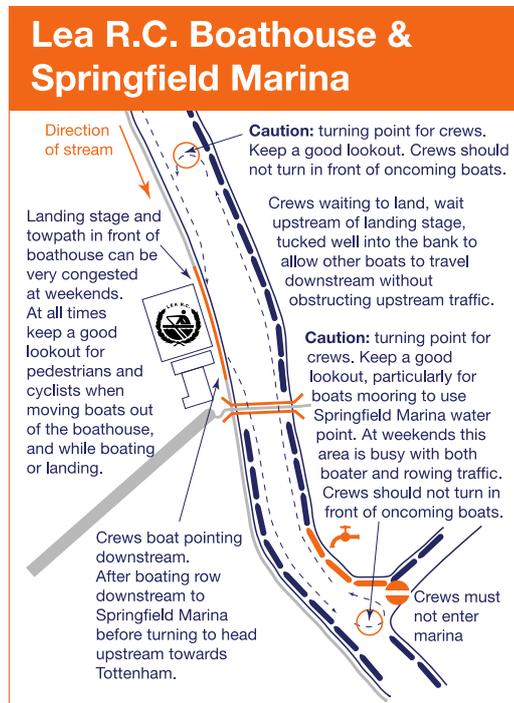
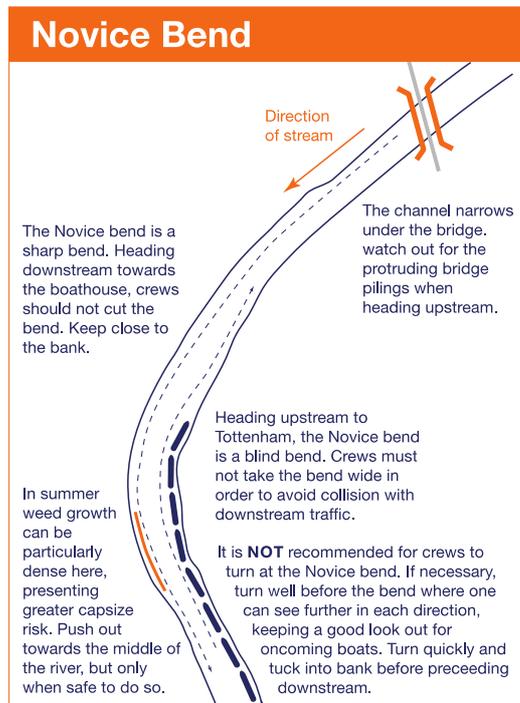
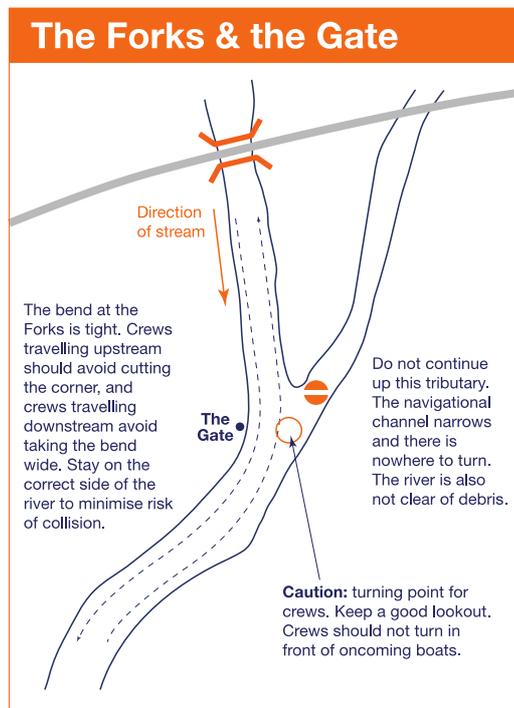
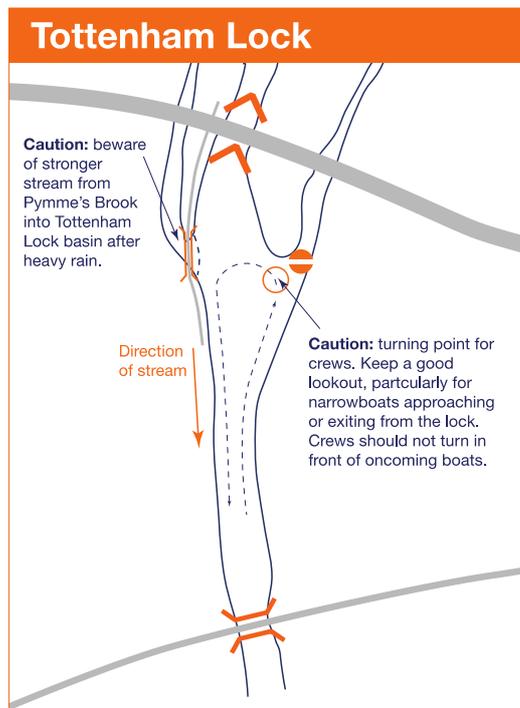
*Cox or steer to call out each check. Put your hand up when the check is completed. Call out your seat number if it has failed the check.*

	BOW	2	3	4	5	6	7	STROKE
1. Nearest loudspeaker works OK								
<b>2. Heel restraints strong; max 3 fingers gap at heel (&lt;7 cm)</b>								
3. Side and bottom Footplate adjustment tracks securely screwed to boat (give them a wiggle)								
4. Footplate nuts all tight								
5. Shoe soles are not cracked- feel underneath where they meet the footplate								
<b>6. Quick-release strap for shoes in place and usable</b>								
7. Shoes properly screwed on to footplate - wiggle to see if loose, particularly on a steering foot								
8. Seat runs freely along slides								
9. Slides are not loose and are screwed on tight								
10. No washers missing on the gates								
<b>11. Buoyancy compartments have watertight covers OR buoyancy bags are in place and are inflated.</b>								
12. (Turn boat over) Check for any holes, cracks or rips (not white coat chips) which could let water in								
13. Oars in good condition (inspect the blades, shafts, sleeves, tips and collars for any damage or wear)								
<b>14. Blades are painted in club colours</b>								

## Navigation maps



# Lea Navigation Tottenham Lock to Springfield Marina



# Lea Navigation Canoe Bends to A12 Flyover & Eastway

## Canoe Bends

Channel narrows under Horse Shoe Bridge and the bend downstream of the bridge is deceptively sharp. Keep close to the bank. Don't cut the corner when heading downstream, or take the bend wide when travelling upstream.

Visibility is restricted on the long bend past the canoe club. Keep to your side of the river and proceed with caution.

**NO OVERTAKING** around Canoe Bends

Coaches and bank riders will lose sight of crews while cycling along path behind the canoe club, so will not be able to communicate warnings of oncoming traffic to crews. Coxes and steers must keep a good lookout for oncoming boats.

**Caution:** keep a good look out for groups of canoeists.

Leaside Canoe Club

Direction of stream

Anchor & Hope

## Lathams to Lea Bridge

**Caution:** turning point for crews. Travelling downstream under Lathams Footbridge the bend is blind. Keep a good lookout. Don't turn in front of oncoming boats. Turn quickly and tuck in close to the bank before proceeding back upstream

This bend next to Millfields Park is very tight and difficult to negotiate, with restricted visibility. Crews should proceed slowing keeping to their side of the river.

**NO OVERTAKING**

The corner underneath Lea Bridge Road is very tight and the channel narrow. Proceed with extreme caution and be prepared to stop if necessary.

Entrance to towpath under Lea Bridge is blind. Cyclists give an audio signal before entering.

Princess of Wales Weir

Direction of stream

## Lea Bridge to Curtains

Proceed slowing under Lea Bridge to navigate the very sharp corner.

Boats travelling upstream use the eastern arch to pass through the Curtains. The channel is very narrow just upstream of the curtains. Proceed slowing, keeping a good lookout.

Princess of Wales Weir

Direction of stream

The navigational channel narrows after Lea Bridge and, depending on moored boats, is often only wide enough for one boat to pass through. Proceed slowly, keeping a good lookout, and be prepared to stop if necessary.

The Curtains has two narrow arches. Crews larger than a double/pair will need to draw their oars in. All crews must proceed slowly through the Curtains.

**Between Curtains and Old Ford Lock:** The navigational channel is narrow. Double mooring can restrict the channel width further. Crews travelling upstream have priority.

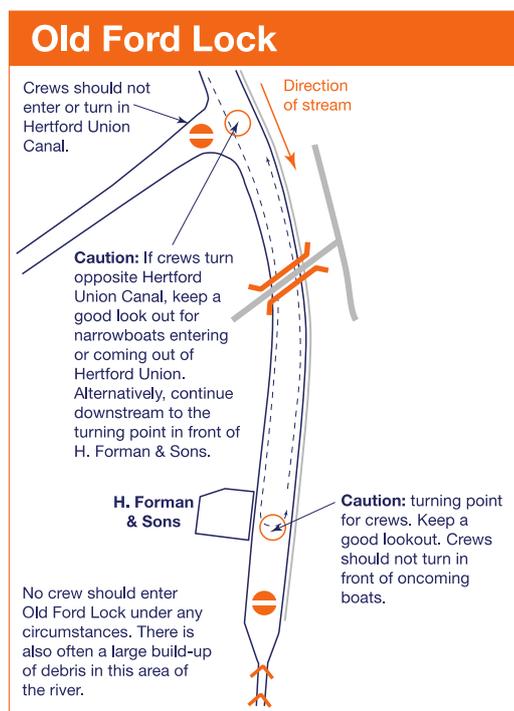
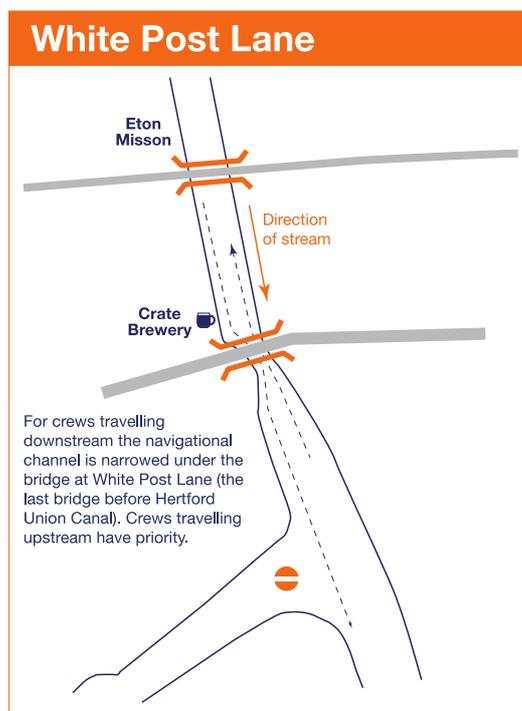
Boats travelling downstream use the western arch.

## A12 Flyover & Eastway

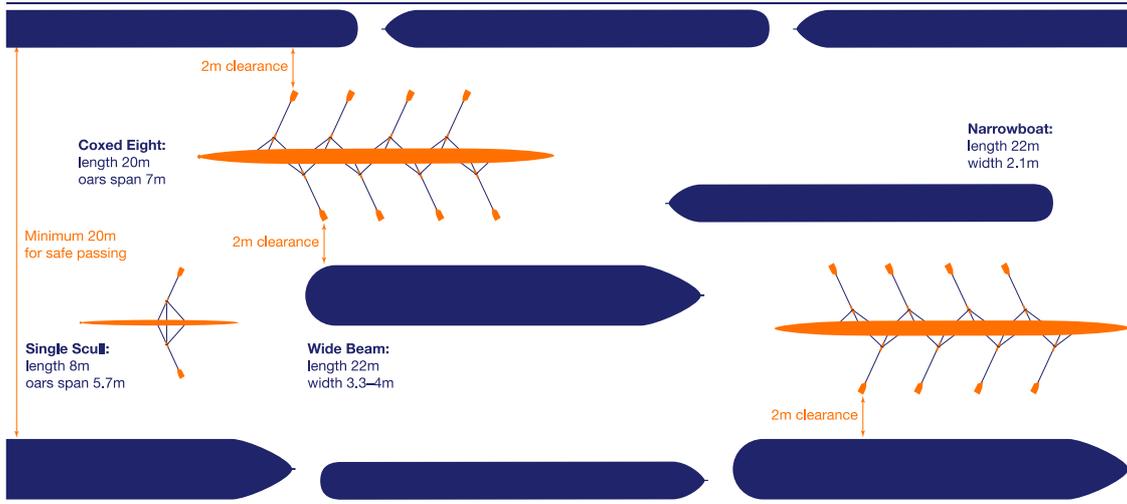
Direction of stream

The navigational channel is narrowed under the Eastway bridge downstream of the A12 flyover. Crews travelling upstream have priority over downstream crews. Downstream crews keep a good lookout for oncoming traffic, and be prepared to stop if necessary.

## Lea Navigation White Post Lane to Old Ford Lock



## Boat Dimesions & Safe Passing



## **Towing**

Occasionally volunteers may be asked to tow a trailer carrying boats to or from a racing event.

The cost of towing is covered by the Club.

The websites <http://www.direct.gov.uk>, <http://www.dvla.gov.uk> and <http://www.britishrowing.org> provide useful information on safety and regulations for towing a trailer, together with practical tips for driving.

DVLA also provide a Fact Sheet, INF 30 "Requirements for Towing Trailers in Great Britain".

Importantly there are legal restrictions that apply when towing, such as: you are not allowed to tow more than your driving licence permits; most vehicles have a maximum towing weight; the width limit for any towing vehicle is 2.55 metres; the length limit is 7 metres for a trailer towed by a vehicle weighing up to 3.5 tonnes (3,500 kilograms); if your trailer is wider than the rear of the towing vehicle, you must by law fit suitable towing mirrors; and any trailer weighing over 750 kilograms must have a working brake system.

It is also important to know the speed limits and braking distances that apply, and what action to take in the event of a breakdown. As a rough guide the trailer weight should not be more than 85% of the weight of the towing vehicle.

The heaviest boats should be carried on the lower tiers of the trailer and the trailer should be loaded so as to be nose heavy.

Before setting out, the driver should check that their insurance covers them while towing a trailer (the club insures the boats and trailer), that tyres are the correct pressure, the lights and brakes work, and the boats are secure.

Either a white or fluorescent flag should also be attached to that part of the trailer that has the longest overhang.

Whilst all this may seem very onerous, the loading of boats will be supervised by either a coach or experienced member of the club.