

CMI Sculling guidelines

Summer, 2020

SAFETY

- The safety and well-being on and off the water comes first
- Avoid a collision no matter what
- Communicate with the other rowers and the boathouse whenever you have any kind of problem
- If another CMI boat lags behind, don't ever assume that it doesn't need your help; ASK
- Absolutely know the weather forecast, the state of the tide, and expected tide currents
- Be prepared for thunder, sudden strong wind, and for fog
- Thunder means lightning is close, *get off the water*
- A sudden increase in wind means trouble, *get off the water*
- A hazy day can bring sudden fog with wind coming in from the ocean
- Be prepared to report your present position and situation to the Harbormaster
- Pump out the boat immediately if water gets in
- When holed or capsized, put on PFDs and STAY TOGETHER WITH THE BOAT no matter what

NAVIGATION

- Be vigilant, keep a constant 360 degree look out— ESPECIALLY BEHIND YOU
- Know when the wind and the current runs against you or favors you
- Know what a red buoy, red day marker and a green buoy and a green day marker signify
- Know the shallows, the rocks, ledges, and obstructions
- Keep at least five boat lengths away from any ledge
- A boat length is 18 feet or 6 yards, more or less, use yards to describe your position to another contact
- Always watch for disturbed water that could indicate a submerged ledge
- Sculling is only allowed on the routes defined in the attached navigation maps

SEAMANSHIP

- Absolutely know the tides for the day, anticipate current set
- Absolutely know the wind strength and direction
- Absolutely write your float plan and designated worrier
- Carry a cox box with marine radio, compass, tools
- Know how to use the marine radio and ALWAYS run a radio check before leaving
- Know how to use the CMI compass to find your way during a sudden fog
- Carry one PFD per person
- Know how to securely tie a bowline and tie the boat to a dock cleat
- Launch and haul the boats SLOWLY and carefully
- Think several steps ahead of your current position to avoid danger or difficulty
- ALWAYS give yourself an escape path
- Keep a SLOW speed through the inner harbor
- Keep to the inner harbor channels, STAY OUT of the mooring field
- Give Way to Other Boats
- Slow WAY down or stop the boat if you have any doubt about your next course of action

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BOAT HANDLING

Focus on the essentials: SAFETY, SEEING and STEERING.

Safety

Safety is the most important part of rowing your boat.

Seeing

The main way to be safe is to watch. Watch all around you. Continually scan the waters off the port and starboard sides of the boat. *Don't forget to scan behind you, every few strokes, to look for other boats, hazards and check your bearings.*

Scan as much as a half mile ahead and everywhere between, not just immediately off your bow. Is there a turn ahead? Is there any traffic? Find your obstacles and plan accordingly. Stay in control of your environment as much as possible.

Steering

Steering is a function of boat speed and the boat's resistance to turning.

Avoiding a collision is paramount. Be on the lookout and prepared to stop the boat quickly by holding water..

For low speeds, like through the harbor, use light pressure.

For major course changes, like rounding a bend or a buoy, use one oar square and keep the other flat on the water. You can spin the boat by having one oar pull and the other oar hold or even back water.

Holding Your Point

Unless you are in the rare situation of being on flat water with no current, no wind, and pulling on the oars evenly, steering straight is not as easy as it might seem. Look off your bow and find a reference point in the direction you wish to travel. Then look for a FIXED reference point off the stern you can use to keep this bearing.

Sometimes wind or current will push you off your point a few degrees. If you notice your bow keeps drifting to the left of your landmark, aim your bow to the RIGHT of the landmark, to compensate for the set of the wind and current.

Know Your Limits

If you're not sure that the conditions match your rowing ability, stay in.

Taking a Crew for a Row

Prepping the Boat

Foot stretchers, PFDs, VHF Radio, Compass

Double check that every seat and the helm have all the required equipment

Double check the drain plug and replace it if it feels loose

Setting the Destination, writing the Float Plan

Weigh the present and future conditions: wind, tidal current, height of tide

Weigh your and other rowers' ability and rowing style

Choose your destination and put it down in the float plan

Launching the Boat

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Landing the Boat

- Approach the dock or the ramp CAREFULLY with just enough speed to steer, no more
- Watch out for all kinds of other boats that can interfere with your desired track

Landing the Boat

- Use light strokes to nudge the boat, use the wind and current force to your advantage
- If you're landing on the dock, the bow must point into the wind
- Come in slowly, keep your hands inside the boat
- Approach at a shallow angle to the dock
- Don't EVER bang the bow into the dock, the boat should come up alongside quietly
- The boat must ease into the ramp area, never scrape the bottom

Hauling the Boat and Unloading the Dolly

Boat Care and Maintenance

- Inspect the boats and equipment for damage or breakage BEFORE and AFTER each row
- Wash the boats and oars
- Communicate any damage, no matter how slight, directly to Laura Kennedy \ Eric Penanhoat
- In the event of damage, write down the facts: who, what, when, where, and how

Marine Radio Protocol and Etiquette

A marine radio in a boat is the crew's lifeline to help. In times of emergency, we must use standard protocols that communicate with brevity and clarity. The radios are on a public frequency and we use a standard etiquette on marine radios. Use the CMI Boat Names first and then your name when using the marine radio Hold down the transmit key, speak, say OVER, then release the transmit key to hear the reply.

Calling: Say the name you are calling TWICE, then identify who you ONCE, then say OVER:

"CMI Boathouse, CMI Boathouse, this is CMI Hubbard, Liz" OVER

You'll hear, CMI Hubbard, this is CMI Boathouse, go ahead, OVER, your turn to speak

Ending Transmission: Say your identifier once, then say OUT

"this is CMI Hubbard, Liz" OUT

Using the Radio IN AN EMERGENCY (life safety)

Get on 16 and call for the Cohasset Harbormaster:

"Cohasset Harbormaster, Cohasset Harbormaster, this is (your boat name)" we have an emergency."

Give your location with two landmarks and your distance and bearing from one:

- "We're 50 yards SW of Whitehead heading for the breakwater"
 - "We're a 100 yards off the Glades Flagpole, heading for the Cohasset Channel"
1. Give your description ("28 foot, 4 seat rowing boat, light blue with a white deck")
 2. Give the nature of the emergency
 3. Give the number of persons on board and colors that they are wearing