

ROWING AT ROGUE-HELPFUL HINTS for NEW ROWERS

Taking oars out of rack/boathouse: When you take out an oar, grab the center of the shaft and back out letting the blade drop until the oar is parallel to the ground. Be careful about the boats up above that are stored on racks suspended from the ceiling. Walk the oars out of the boat house, blades forward and carried parallel to the ground. Put them gently on the ground, or prop them on the gate with the handles up if you are not going directly to the lake. Avoid putting them on the ground right outside the boathouse doors to prevent their getting stepped on.

Handling oars: hold oars off of the ground when carrying - don't drag the handles or the blades. Keep handles off of dirt and out of mud when laying them on the ground. Find a rock, branch, tire, etc to prop the oars on in order to keep the handles out of the dirt in order to avoid the dirt being ground into the grips and damaging them. Do not drop the oars from any height.

Putting oars away: When putting oars back, keep them in their sets. Each sculling set has 4 pairs. Quad sets and sweep sets are identified by colored tape and pairs by letters. Put oars back in sets with matching tapes and pairs with matching letters. For sculling oars place both blades into one slot at the top and the handles in two parallel holes at the bottom. The sweep oars have holes one behind the other and go into their own space at the top. The sweep oars are placed in their storage spot by alternating a port oar then a starboard oar. There is either a red piece of tape for port or a green tape for starboard on each oar.

Slings: these are kept in the right bay under the oars. Store the slings vertically not flat in order to fit more into the space available. Before setting up slings or dollies in the boathouse, see if any other boats in your bay are to be rowed. If so, set up slings / dolly outside. Make sure to leave room outside for singles and doubles to maneuver around your boat on the slings.

ROWING PREPARATION TIPS

Clothing and warmth: The general rule is that “too much is better than too little.” Dress in layers and be prepared for all weather. Dressing in layers is the key, and long-sleeve synthetic t-shirts are an adaptable way to add layers under, over, or between your other clothes. A good combination is to wear a CoolMax shirt under a cotton, or a cotton blend shirt and then layer with fleeces and shells over them. You want to avoid cotton itself

next to your skin because it holds moisture and wicks away heat.

Polyester training pants for keeping warm are moderately waterproof. It's nice to have both lined and unlined pants to cover a range of temperatures. Layering also works for pants.

Hats – one for warmth (if necessary) and a baseball cap to block sun and rain – are good to have. Sunglasses (especially polarized lenses that cut glare on the water) are also important.

Tall winter boots you can wear in the mud, waterproof socks, or dry socks to put on once you are in the boat will help keep your feet warm.

Pogies - A type of mitten with holes on the ends which allow you to row with bare hands on the handle for optimum feel, yet keep your hands warm. There is a supply in the boathouse if you want to try them out.

BOATS: The club stores both club boats and members' private boats at the boathouse.

SINGLE SCULLS - Unless you can remove the scull from the rack on your own without hitting another boat, have two people remove the boat. Have the dolly set up next to the boat. Place the boat on the dolly with one set of straps between the foot stretcher and the seat and the other set of straps at the top of the shoes. Strap the boat on. The bow may be placed on the ground with something (pad, towel, bag, etc) under it to prevent gravel damage to the hull. Do not put the stern of the boat on the ground - the skeg can get damaged this way. The oars can be strapped onto the boat.

SINGLES AND DOUBLES: There is a black plug on the deck of the stern of most boats. Remove the plug when the boat is out of the water and stored. Put the plug in the hole when the boat is on the water. Also remove the round hull cover for storage and replace it before going on the water. These 2 openings allow any water in the hull to dry out when they are uncapped.

DOUBLE / PAIR (2X & 2-) AND QUADS / FOUR (4X & 4+) can be carried by rowers or put onto dollies. Quads (& 4+) have burgundy booties to put on the oarlocks while on the racks. For boats stored in boathouse, put burgundy booties on the oarlocks of all boats except for the boat on the lowest rack. This prevents the riggers from damaging

the hulls of the other boats while moving boats off and on the racks. When rowing a double or quad at the same time as Adaptive Rowers, make sure you take a boat that does not have a square bracket on the stroke seat. These boats are set up for pontoons. The Phoenix is a quad that has brackets for pontoons used by the adaptive rowing team. Please avoid using this boat during A Team turnouts.

EIGHTS have to be carried by at least 8 rowers with a coxswain guiding.

When rowing in an 8+, 4+ or 4X+ you will have a coxswain (+means coxswain). From the moment you place your hands on the boats until you set the boat in the water, only the coxswain should be talking. Your cox will give you the directions and commands to get the boat into the water and has the responsibility to make sure that the boat and rowers carrying it get to the water, back to the dock, and on the rack safely.

MOVING BOATS:

Singles: On and off the racks: Set up a dolly near the mid-point of the boat and a sling at the bow end. For a boat that is located above ground level and below your shoulders, stand mid-way along the hull of the boat between the riggers and the bow, facing the hull with your shoulders parallel to the hull of the boat. Reach across the hull with your bow side arm and grasp the boat edge with that hand. With your stern-side hand, grip the other edge of the hull near the rigger. Hands are usually spread 2 to 3 feet apart, one on each edge of the hull. Lift the boat slightly using your legs and check the balance of the boat. If it tips to one end shift your hands and body in that direction and lift again. When the boat is balanced (parallel to the ground), straighten up and slowly walk backwards, checking that neither the bow nor stern hits other boats or the ground. Remember to keep your shoulders facing the hull of the boat. Place the boat in the slings, go to the stern end and lift it enough so the riggers easily clear the ground as you roll the boat upright. Be sure the skeg and impellers are clear of the slings.

For a boat that is above your shoulders, get a second person and face each other, one at the bow and one at the stern. Lift the boat and step carefully away from the racks until the riggers are clear of the rack. Slowly roll the boat down into the slings being sure the skeg and impeller are clear.

When standing in the boathouse and boats are coming in or going out, stay alert. Move out of the way of boats being carried and be aware of the rigger span.

Store your gear in spots that are not in front of oars or boats that need to come out and not in traffic areas where people might trip over it. There is a shelf in the left bay along the wall for personal belongings. Shoes may be on the shelves but you can put your gear on top of them during your turnout.

DO NOT turn boats in front of the boathouse.

When moving or carrying your boat (especially singles) look around you to see what or who might be impacted by the bow or stern of your boat as you move it. Ask for help for a spotter if there are a lot of people near the boathouse when you are moving through them.

Boat Inspection: Each rower is responsible for their own seat and the general inspection of the entire boat. Before your boat is turned over, inspect the hull for any cracks or holes. After turning it over, check that the rigger screws are tight, oar locks turn freely, nuts are tight, spacers are in the correct position. The rudder should be secure and not bent. The seat tracks tight (don't over tighten) and clear of dirt (wipe them out). Check track position relative to your leg length. The seat wheels should turn freely and not be wobbly. The hull hatch cover should be present and secure. Foot stretchers have wing nuts and the angle at which they are set on some boats can be changed. Heel ties and bow balls are not only required safety equipment on all shells, they are required for a critical reason. If a boat collides with another boat or worse, with a person, the bow of the boat can do serious damage. The bow ball cushions the blow. If the bow ball is not affixed firmly, it can merely ride up upon collision, and do no good. Heel ties hold the shoes in place and allow the rower to get out of the shoes if the boat capsizes (flips). Without the ties, there is nothing to pull against, and a capsized rower may not be able to get to the surface. Heel ties should not allow the heel of the shoes to be raised more than 3".

BOAT SEAT ADJUSTMENTS:

Setting foot stretchers: Sit at the finish with your legs straight and your back slightly laid back, good finish posture. Pull your oars into the finish position, wrists flat, elbows out, handles one fist apart and a thumbs width from your rib cage. If the ends of your handles are too close to each other, you need to move the foot stretchers towards the bow (towards you) in order to give your handles more clearance. If your hands are too wide (clear the sides of your ribs), you should move the foot stretchers towards the stern

(away from you). To move your foot stretchers, take your feet out of the foot stretchers and place them gently on the gunwales. Loosen the wing nuts on each side of the foot stretcher and the one on the bottom near the hull. Lift the foot stretcher at all three spots and slide it in the direction you need, set it in place and tighten all three wing nuts snugly. Please do NOT over tighten.

Setting the oarlock spacers: Set the spacers so that your hand/wrists are level with your elbows when you sit at the finish with blades squared and buried in the water, and the boat is set evenly.

COXSWAIN CALLS FOR MOVING BOATS TO AND FROM RACKS TO WATER (These are general calls and may differ between coxswains and coaches. The following gives you an idea of what to expect)

Make sure the crew is balanced bow and stern BY HEIGHT, and arranged at the first two and last two (bow and 2, 7 and stroke) riggers.

Calls may be as follows:

- "Hands On" Crew grabs the gunwales and is ready to lift. (NO TALKING FROM HANDS ON).
- "Up an inch, and, up." In unison, raise the boat only enough to clear it from the rack.
- "Walk it out slow" step away from the rack until the inner riggers are clear.
- "Up and over head, and, UP"
- "Split to shoulders, and split."
- "Walk it forward" Make sure the riggers on your side will clear the bay doorway.
- Slow down for downward inclines or crowds
- Proceed with the boat onto the dock, sending the front four left or right. When in position call "weigh enough" and stand ready by the skeg.
- It is important to perform the following commands as fluidly and quickly as possible:
 - "To the edge"
 - "Up and over head, and, UP"

- "Down to waist, and down."

"Press it out and down to water, and down."

Make sure your crew always uses their legs and squats when lifting or lowering boats rather than just leaning from the waist, in order to protect their backs.

Have a hand on the stern to make sure the skeg clears.

On the dock:

The aim is to get the boat launched as quickly as possible in less than two minutes. The line up for seats is set before "hands on." There is to be minimal talking; no chit chat.

The cox calls one side (port or starboard) to oars, the other to locks. If called to oars, bring back one port and one starboard oar for yourself and your rowing partner. If called to locks, unlock your oar gate and your rowing partners'. If time and traffic permits and you have not already done so, adjust stretchers if necessary. You may have to make adjustments on the water.

- "Countdown from bow when ready."
- "Extend port/starboard oars. One foot in, and down. Tie in, and count down." While getting in and out of the boat, step only on the Step Plate area with clean feet/socks. Move the seat back so that it is against your heel, lock your handles together and hold them with your water side hand, and gently lower yourself onto the seat keeping light pressure on the dock side rigger with your free hand. Put your feet into the shoes and fasten the shoes.
- "Lean away and walk it down" Lean away from the dock in order to lift the dockside oars off the dock and use your dockside hand to move the boat along the dock out onto the water.

COXSWAIN CALLS FOR DOCKING AND MOVING BOATS BACK TO THE RACKS

Approaching the dock slowly, once on the dock, calls may be as follows:

- "One foot up and out" Place one foot on the strip, stand up and place your dockside foot on the dock, then bring the other foot onto the dock, holding onto your oar at all

times.

“Oars in” Water side oars are brought in until the blade is against the oarlock.

- Call one side to oars, the other to locks. The idea here is that oar handlers get their shoes while the locks are being loosened, then the remaining crew can get their shoes while the oars are being carried. This is crucial for efficiency in removing the boat from the dock.
- Again stand by the skeg, calling the next segment quickly:
- "Hands on. Up to waist, and UP. UP and over head, and UP.

“Split to shoulders from bow/stern, and split.”

“Ready and walk”

Most boats go in the boathouse stern first. Again be careful of the riggers at the boathouse doors.

Once on the racks get the oars and return them to the appropriate rack.

SOME OF THE PREPARATIONS CAN BE DONE WITHOUT THE COX'NS COMMAND:

Holding the shell near the bow and stern seats so that it doesn't drift away from the dock.

Place the oars in the oarlocks. The collar should be on the inside of the oarlock. For sculling boats without a backstay, the oarlock should be facing toward the stern.

The cox'n may ask if you are ready by saying, count down from the bow when ready.

The cox may call one side in, “one foot in and down” (sit down on the seat) and then the other side in and down, or may call all eight in and down.

The cox'n then gets in the shell asking, hold for cox (hold the shell ... one hand on the dock the other on the oar). (The cox may get in first and get out first)

Once everyone is in, the cox will say, tie in and count down when ready. This means close the Velcro straps on your shoes. Then the bow person begins the count when they are ready and the count proceeds down the boat to the stern: Bow (instead of saying one), two, three four, five, six, seven, stroke (instead of saying eight).

GOOD ROWING PROCEDURE

Watch where you are going to avoid collisions.

Familiarize yourself with shallow water, stumps, rocks, seasonal problems and landmarks.

Rowers in multi person boats should always be quiet and attentive to the Coxswain, Coach or bow seat (who is responsible for calling out steering to the crew in quads, 4-s, doubles and pairs. All users of Rogue Rowing equipment must comply with instructions given by a Coach or coxswain.

Keep oarlocks locked until the boat is securely alongside the dock.

Always keep at least one hand on the oar/s while on the water - this includes at the dock

Before getting into the boat, be sure you know:

- a) which seat and which side you are rowing- by number
- b) whether you are in the bow or stern/bow four or stern/bow pair

Additional Safety Guidelines

1. Under no circumstances should a rower or paddler in the water leave the floating boat. Even if a swamped boat seems to be a swimmable distance from shore, the rower or paddler should hold on to the boat while swimming it to shore. Do not leave your flotation, even if you consider yourself to be a strong swimmer.

Oars cannot be used reliably as a floatation device.

2. If you hear the command “Hold the boat” or ‘WAY ENOUGH - HOLD WATER’ or “Check it down hard”, don't ask questions. Respond immediately by stopping all forward body movement. Square the blades quickly into the water to bring the boat to a halt.

3. Use these distress signals to communicate to other boats: wave your arms or a shirt above your head, raise one oar or paddle in the air (this method preferable only in eights or doubles and quads), use air horn/whistle, or marine radio.

Shell Swamped, capsized, broken

(a) Rowers: Command - 'UNTIE' or 'FEET OUT'. Be prepared to assist someone who is having difficulty releasing their feet from the foot stretchers. For all boats: be sure that all rowers and coxswain are accounted for. Stay with the boat until assistance arrives.

(b) If the boat is taking on excessive water, signal the safety launch and decide whether to get the rowers and coxswain out of the boat. This decision will depend on various factors, including water temperature. If the decision is made to get the crew out, then unload by pairs -starting in the middle of the boat - as soon as possible to avoid damage to the boat. Pairs should form 'buddies' and keep watch on each other. Be certain all are accounted for. The Coxswain should buddy with the stern pair.

(c) If rescue is not imminent, take the following steps:

Remove oars or place them parallel to the shell. All persons should move to the ends of the shell (it is dangerous to roll a shell near riggers). Roll the boat to form a more stable flotation platform, so rowers can either lie on top of the hull or buddies can hold onto each other across the hull. Remember that body heat loss occurs 25 times faster in water. Do not attempt to roll the boat if rescue is on the way as a launch can shuttle rowers to the nearest shore. If the ends of the shell have filled with water, they must be drained before the boat can be removed from the water. Remove the shell carefully to avoid injury or damage. A boat full of water is very heavy, so bail first, then roll it slowly and remove it from the water.

If a rower falls out of the boat, the rescue launch can stabilize the re-entry. Entering the shell directly from the water can cause splashboard damage, so if re-entry is difficult, swim the boat to shore, lying on the stern, using the shell as a paddle board. In cold weather, you can abandon your shell and lie on the stern deck of your buddy's boat to be taken to shore. Loss of muscle control can occur very quickly and dramatically in cold water - stern deck rescue may be your only option.

Go/No Go Decisions - At turnouts, the coach will make this call for the turnout.

REGATTAS:

Loading / unloading, derigging / re-rigging, etc: When attending regattas, each team is responsible for derigging and re-rigging their boats, both at home and at the venue. This

must be done before trailer loading. If you can't derig your boat, notify your crew mates. Make sure you are at the venue in time for trailer unloading and re-rigging. If you can't be there for trailer loading, unloading, re-rigging, derigging, make sure this is communicated and arrangements are made for your participation.

If you can't be at loading and have oars to go, make sure they are either on the trailer or someone knows where your oars are so they can be loaded.

ROWING GLOSSARY - *(This is a basic list. For a more comprehensive list, look up US Rowing).*

Back-it or Back-it-down - Call to rowers to place their blades at the release position, squared, and push the oar handle toward the stern of the boat. This motion causes the shell to move backwards.

Backsplash - water that is thrown back toward the bow by the oar's blade as it enters the water during the catch

Blade - The hatchet or spoon shaped end of the oar.

Blades-down - The command to place feathered blades flat on the water. Usually after performing 'let-it-run'

Body Angle/Body Position - The amount of forward pivot of a rower's torso stemming from the hips during the recovery for a proper catch position.

Bow - The front of the shell. The name for the rower in the seat at the very front of the shell

Bow Ball - The rubber ball at the tip of the bow that helps prevent damage to people or shells in cases of collision.

Bow Loader - refers to a type of boat (usually a four) where the coxswain rides lying down beneath the bow decking. Most racing fours are bow loaders

Bow Pair - The pair of rowers in the bow of a 4 or 8-person boat. This would be seats 1 and 2.

Catch - The moment the blade enters the water and initiates the drive of each stroke.

Check - The reverse momentum resulting from the crews' body weight moving toward

stern during the recovery. Check is unavoidable but can be minimized through proper technique for optimal speed.

'Check-it-down' - Tells the crew to square their blades and drag them across the surface of the water in order to slow down, turn, or stop the boat. "Check it down hard" usually means there is an emergency and the boat needs to be stopped immediately.

CLAM - short for Clip-on Load Adjusting Mechanism. A device that snaps on and off the sleeve of an oar to quickly adjust the length of the inboard section of the oar

Collar - A wide collar on the sleeve of the oar that keeps the oar from slipping through the oarlock.

Count-Down - A command for the crew to call out their seat number, usually starting at bow, when they are ready to row.

Cox box - Part of a speaker system which runs through the boat with microphones so the coxswain does not have to yell. The cox box itself displays the crew's stroke rate, which is measured by a magnet usually located under the stroke seat.

Coxswain or "Cox" - Person (usually small) who steers the shell, gives commands, and passes on the coach's directions.

Crab - Action caused by the turning of the oar blade so that it is trapped under water and cannot be removed at the release. A crab can slow down or even stop the boat. A rower "catches a crab" when the oar gets stuck in the water at the finish. In extreme cases a crab can eject the rower from the shell.

Deck - the topside of the bow and stern that is covered with fiberglass cloth or a thin plastic

Digging or Going Deep - When the blade of the oar goes deeper in the water than it should because the hands are being lifted up too much, slowing the boat down.

Down-on-port or Down-on-starboard - Means that the boat is tipping to one side. Rowers on that the side is down on must raise their hands and/or the other side must lower their hands.

Double (2x) - A sculling boat for two rowers.

Drive - Portion of the stroke that propels the boat through the water. The drive starts at the catch and ends with the release. The main power from the drive is generated by the rower's legs pushing off the foot stretchers.

Ease-up - Reduce pressure on the oar

Eight (8+) - A sweep boat for eight rowers and a coxswain. A crew of nine altogether

Engine Room - The rowers in the middle of a boat. For an eight, these would be seats 6, 5, 4, and 3. Generally the largest and most powerful rowers of the boat

Ergometer - Also, called an 'erg'. The indoor rowing machine used for land based fitness training.

Feather - Rotating the oar in the oarlock so that the blade is parallel to the water. In sweep rowing the feathering hand is the hand closest to the rigger, also called the 'inside hand'.

Finish - The end of the drive when the rower feathers the oar after it has been removed from the water. (See Release)

FISA - short for Federation Internationale des Societes d'Aviron. International governing body for the sport of rowing

Foot Stretcher - The adjustable footplate with built in shoes or sandals which allow the rower to adjust their position in the shell relative to the oarlock.

Four (4+ or 4-) - A sweep boat for four rowers. Can be with (+) or without (-) a coxswain.

Gate - the bar across the oarlock that keeps the oar in place

Gunwales (pronounced gunnels) - The top outer edges of the shell.

Handle - Part of the oar that rowers hold on to during each stroke.

Hands away - Hands moving away from the body after the finish.

Hands-on – Call to the rowers to hold onto the gunwales of the boat in preparation to lifting it.

Head Race - type of race where crews start in a single file line and race for time. Longer

than sprint races, head races range from 4k to 10k and are usually run on rivers during the fall season

Heads-up - The command, tells everyone within earshot that a shell is being moved, and to be alert as it passes nearby.

Hold Water - The command to stop the boat quickly. Each rower squares their blade in the water, creating drag. Like putting on the brakes. Also for rowers to square their blades in the water while the boat is sitting still. This helps keep the boat in a set place.

Hull -the body of the shell

Inboard - length of the oar measuring from the end of the handle to the button where the collar sits against the oarlock

Lay Back - Amount of backward lean of a rower's body at the finish of the drive.

Let-it-run - Letting the boat glide with feathered blades off the water after rowing stops.

Leg Drive - Pushing with the legs against the foot stretchers on the drive.

Missing Water -not getting the blade into the water soon enough at the catch causing one to miss the beginning of the stroke

Oar - Device used to drive the boat forward. In order from rower: Handle, shaft, sleeve, collar, shaft, blade. The oar attaches to the boat at the oarlock.

Oarlock - The u-shaped lock at the end of the rigger that attaches the oar to the shell. The oarlock allows the rower to rotate the oar between the squared and feathered positions.

Outboard/outside hand - A sweep rower's hand that rests on the end of the oar handle. Used to control the oar and pull.

Outboard - The length of the oar measuring from the button to the tip of the blade.

Paddle - Rowing with just enough pressure to move the boat. The paddle command is also used to bring a crew down from full pressure at the end of a workout piece or race.

Pair (2-) - A sweep boat for two rowers.

Piece - a practice term used to signify a specific interval during a workout

Pin - the vertical metal rod on which the oarlock rotates

Pogies - a type of mitten with holes on the ends which allow the rower to row with bare hands on the handle yet keep the hands warm

Port - Left side of the boat, while facing the bow (forward), in the direction of the movement. When seated for rowing this will be on the rowers' right side.

Power 10 - A call for the crew to row the next 10 strokes at maximal effort in an attempt to increase boat speed.

Puddles - The disturbances in the water made when the blade is released from the water. The farther the puddles are pushed past the stern of the boat before each catch, the more "run" the boat is getting.

Quad (4x) - A sculling boat for four rowers.

Rating - The number of strokes per minute.

Ratio - This is the relationship between how fast rowers push the oars through the water (the drive) versus how fast they move on their slides between the finish and the catch (the recovery). The average ration is 3:1 (3 times slower on the recovery than on the drive). The ratio will vary with stroke rating and speed (pace). At 36 or higher the ratio may be closer to even.

Recovery - The portion of the stroke after the rower releases the oar from the water and feathers (the finish) and returns to the catch position.

Release - The end of the drive when the rower removes the oar from the water followed by feathering at the finish.

Rigger - The support structure attached to the gunwales which extends beyond the sides of the shell and holds the oar/s in place. They are made of either metal or carbon fiber.

Rolled-up - Having the blade square with the water. See feather.

Rudder - movable piece adjacent to and in line with the skeg and used by the cox to steer the boat via attached cables

Run - The distance the shell moves following one stroke, during the recovery. This can be seen by looking at the distance between the puddles made by the same oar. It is also a

feeling of gliding without effort.

Rushing the slide - Coming up the slide to the catch too fast causing one's weight to be thrown toward the stern causing the boat to check (slow down) and feeling like a lurch

Sculling - One of the two disciplines of rowing. In sculling each rower uses one port and one starboard oar to move the boat. In either a single (1x), double (2x) or quad (4x)

Seat Number - Refers to the rower's position in the boat counting up from bow to stern. In an eight these are counted as the 'bow' seat being 1, then 2, 3, 4, 5, 6, 7, and finally 8 in the stern. 8 seat is also referred to as 'stroke' seat.

Set - Refers to the balance of the boat. An unset boat will lean to either port or starboard.

Settle - Refers to a down shift in stroke rate after the start of a sprint race. Crews use the settle to get to their base stroke rating they will row the body of the race but still maintain the same pressure.

Shaft - The part of the oar between the sleeve and the blade. Comprises the majority of the length of the oar. Also, called the loom.

Shell - Another name for the boat and is used interchangeably. Sculling shells are also referred to as "sculls"

Shooting Slide - When a rower's seat moves toward the bow faster than his or her shoulders.

Skeg - the fin attached to the keel of the shell that helps stabilize and maintain a straight course

Sit-ready - A command for the crew to move to the catch, blades squared and buried, and be ready for a racing start.

Split - the amount of time it would take a rower or crew to complete 500 meters at their current pace.

Skying - Coming to the catch with the blade too high above the surface of the water (hands too low).

Slides - Rails that the rower's rolling seat rolls on. Also, called tracks.

Sling - A boat holder. Normally two per boat.

Square - To turn the oar so that its blade is perpendicular to the water. The opposite of the feathered position.

Squared-and-buried - Holding oar blade(s) square and submerged while either at the catch or at the release position.

Starboard - Right side of the boat, while facing the bow (forward), in the direction of the movement. When seated for rowing this will be on the rowers' left side.

Stern - The rear of the boat; the direction the rowers are facing.

Stern Pair - The pair of rowers in the stern of the boat. This would be seats 7 and 8 in an eight or seats 3 and 4 in a four. The stern pair is responsible for setting the rating and rhythm for the rest of the crew in a sweep boat.

Stroke - One complete cycle of the catch, drive, release, and recovery. Also the stern most rower in the boat who is responsible for setting the stroke rating and rhythm of the crew. Referred to as 'the stroke'

Stroke Rating - The number of strokes per minute taken by the rower or rowers. SPM or SR are used in abbreviation.

Sweep - One of the two disciplines of rowing. In sweep rowing, each rower uses one oar and is paired with another rower of the opposite side. Sweep boats are called pairs (2 rowers), fours (4 rowers), and eights (8 rowers). All three classes can include a coxswain. Pairs and fours can come without a coxswain.

Tracks - Rails that the rowers rolling seat rolls on. Also, called slides.

Wake - Turbulence from a motorboat or jet ski

Washing Out - Raising the blade out of the water early, before full completion of the drive.

'Way Enough' or 'Weigh Enough' - The command to stop rowing or, in some cases, whatever the rower is doing, such as walking with the boat on shoulders.