



Member Handbook

updated October 2013

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I. General Information

The St. Croix Rowing Club's primary purpose is to promote the sport of rowing by educating and providing a venue for interested residents of Hudson and surrounding communities. It is a sculling-only club. The St. Croix Rowing Club (SCRC) is a member of the United States Rowing Association. It is exempt from paying Federal Income Tax under section 501(c)(04), and as such, donations by individuals are not deductible as charitable contributions. The employer identification number is 83-0358795.

The SCRC admits members of any race, color, sexual orientation, religion, gender, and national or ethnic origin.

The St. Croix River is a tributary of the Mississippi River. The river forms the state line between Wisconsin and Minnesota and is a National Scenic Riverway under the protection of the National Park Service.

"Let it leave its mark on you, but do not leave a mark on it."

~National Park Service Website

Boathouse Location *(not a mailing address)*

6 St. Croix Street
Hudson, WI

SCRC History

In the summer of 1999, rowing enthusiasts Hal and Kathy Barnes, Tom Palmer, and Maynard Schultz began efforts to start a new rowing club on the St. Croix River. They used their own boats to offer *free-rides* to passers-by at the boat landing in Hudson and ended the season with two more members. The club's biggest obstacle was finding a place to call *boathouse*.

In 2001, the first lessons were offered at Steamboat Park in Afton, MN. That same year, permission was granted to place boat racks on the beach of the YMCA camp in Hudson, Wisconsin. Membership dues from 12 people enabled the club to purchase 3 used boats (1x Little Croix, 2x Kinnickinnic, 4x H&K Barnes). The St. Croix Rowing Club was established.

In 2002, SCRC moved to its present location on the west end of St. Croix Street in Hudson. Renting the old Luebke Oil shed from the city and cutting the back end of the 20' x 30' pole building allowed the club to accommodate the growing fleet of boats.

By 2006, the club had acquired two more doubles, a racing single and a training single. The membership had grown to 26 members with annual Open House and Learn to Row sessions.

SCRC Important Dates

January	Annual membership meeting
February	Membership fees due, Rack fees due
April	Spring clean-up
June	Learn-to-Row
July	Carnival in town (camped around boathouse)
October	Fall Clean-up

Club colors

Club colors for SCRC are orange, light blue and navy blue. Competitors in sanctioned regattas are required to wear club colors.

Waivers

All rowers **MUST** sign a waiver before *each* rowing season. Waivers are good for one calendar year only. Waivers are essential for the club's insurance criteria and are used to update the club's membership information.

Dues

Dues are required to be paid in full by February 1st. Timely payment is expected and allows for the purchase of equipment in time for the start of the rowing season. If you have questions about your membership dues or other fees, please contact the treasurer.

Member Type	Age/Criteria	Term	2013 Cost	Due Date
Novice	14 years and older*, first year rower, includes a Learn-to-Row (LTR) session in the current year	Remainder of the year after LTR	\$350	\$250 before starting LTR , \$100 to join the club after LTR
Regular	18 years of age or older	Full Year	\$300	February 1 st
Junior	14 - 17 years of age, children of members	Full Year	\$125	February 1 st

* Ages 14-17 must be a child of a member

Workdays

Occasional workdays are scheduled throughout the rowing season to maintain the facilities, equipment and grounds. All SCRC members are expected to participate in workdays so that the burden of maintaining our boathouse and shells, etc., falls equally on everyone.

Volunteer Commitment

All SCRC members are expected to put in a *minimum* of 20 hours of volunteer activities per year (Feb 1 – Jan 31). This can include, but is not limited to, attending membership meetings, washing towels, helping with *Learn-to-Row*, cleaning up the beach, filling water jugs, and helping on workdays. To this end, a \$50 volunteer deposit is collected from each non-first year member at the time of collecting membership dues. Once the member has fulfilled their 20 hours within the February 1 – January 31 timeframe, and turned in a volunteer log to the Treasurer, the \$50 deposit will be refunded or rolled over to the upcoming season. If this creates undue financial hardship, members should contact the President for other arrangements. Ultimately, all members are needed to play a part in the growth of the club.

Guest Rowers

Guests **MUST** sign a liability waiver (or parent's signature if under 18) before handling/rowing boats, must be 14 or older and be a competent swimmer (defined by being able to swim a minimum of 50 yards). Guests can row with a current member of SCRC up to 2 times before paying a fee of \$20 per time. Junior rowers with a

guest must have their SCRC member parent or a bow-certified regular member assist at the boathouse and with boat handling. Guests are allowed to row trainers with a bow certified member present. Guests are not allowed to bow any other boat, including non-trainer singles.

Private Boat Storage Policy

Rack space for storing privately owned shells in the boathouse is based on availability at a rate fixed by the membership. Fees for rack space are due February 1. Space is rented on a February 1 – January 31 basis. Unpaid dues will result in loss of rack space and/or rack list seniority.

2013 Rack fees for private boats:

Single — \$100/year

Double-- \$150/year

Allocation of rack space is made by the boathouse Commodore. Considerations for requests include: space availability, waiting list, the nature of the equipment to be stored, ease of access, and frequency of use.

If a boat is not rowed a minimum of 10 times per year from the SCRC boathouse (as reflected in the log book), the boat owner will be moved to the bottom of the rack waiting list. If a boat has not met minimum requirements, the Commodore, considering special circumstances, may make a recommendation to the Board to maintain seniority on the rack waiting list.

Members may store privately owned blades or slings in the boathouse without charge, space permitting. Members are urged to store all other equipment (such as covers and car racks) off-site, but may in certain circumstances keep such items at the boathouse with the express permission of the commodore.

The Commodore will maintain a waiting list of people who wish to rent boat racks. Waiting list positions are not transferable. As rack space becomes available, the Commodore will give preference to people who have been on the waiting list the longest. If an exception is warranted, the Commodore may make a recommendation to the board.

The Board of Directors may deny space in any case considered to be contrary to the goals of the organization. The Board may terminate any rental agreement with good cause.

The St. Croix Rowing Club is not liable for any damage, theft, or personal injury resulting from the placement of private equipment in the boathouse or from its use. It is suggested that members storing equipment in the boathouse insure it against any loss.

Regattas and Boat Transportation

Members wishing to use a club boat for any off-site event must submit the following information to the commodore and the Board for approval:

- Race/Event
- Crew
- Boat
- Date
- Training schedule (if applicable)
- Transportation arrangements.

Once approved, members must follow all transportation laws in the state or states through which the boat will be transported and provide proof of insurance, if requested.

III. 2013 Fleet

The SCRC primarily names boats after tributaries that flow into the St. Croix River.

1x Little Croix (purchased 2001)
1988 Little River Marine Olympus (trainer)
Max rower weight 240 lbs.
SN 31061

1x Sunrise (purchased 2005)
2001 Maas Aero (trainer)
Max rower weight 240 lbs
SN XBQ21597KB01
Length 21' 3"; Weight 39 lbs

1x Rush (purchased 2003)
2000 Vespoli Matrix (midweight)
Max rower weight 200 lbs
SN VUAOA324H000
Length 26'; Weight 30 lbs

1x Sweet Afton (purchased 2010)
2002 Kaschper Custom 30 (midweight)
Max rower weight 200 lbs
SN ZKQ03325H002

2x Trimbelle (purchased 2008)
2007 Hudson Elite (lightweight)
Max average rower weight 170 lbs
SN QVU2L024D707
Length 30' 6"

2x Willow (purchased 2004)
2002 Hudson Sport (mid-weight)
Max average rower weight 195 lbs
SN 8-202/25
Length 33' 3"

4x Mallalieu (purchased 2007)
2000 Vespoli Ultralight DS (lightweight)
Max average rower weight 165 lbs
SN VUAHA222E000
Length 41'; weight 112 lbs

Olympic Trailer (purchased 2010)
2010, max capacity 9 quads
VIN: 129CB3124AV146015

III. Club Administration

An annual membership meeting is held in January to elect new directors and officers. All adult voting-eligible members in good standing may participate in the election. Board meetings are held semi-annually, with agendas e-mailed to the membership one week prior. All members are welcomed to attend. Membership meetings are also held semi-annually, with agendas e-mailed to the membership one week prior. Meeting minutes are likewise sent via e-mail to club members. All club members can submit issues to be added to the agenda for discussion at upcoming meetings and should attend meetings.

Board of Directors (2 year staggered term)

The Board of Directors consists of three to seven members. The President and past-President will each fill a board seat for a 1 year term. The other one to five members are at-large positions.

Officers (1 year term)

President: automatically holds a position on the Board of Directors; heads board meetings and drafts meeting agendas

Secretary: custodian of all the records, books, and documents of the club

Treasurer: custodian of all funds of the club, automatically holds a position on the Board of Directors

Commodore: custodian of all the boats, oars, buildings, grounds, docks, and other equipment

Other positions:

Novice Row Coordinator: sets up specific times for veterans to row with novices

Prospective member contact: coordinates contact with potential new members

Committees (open to all members)

Building Committee: directs development of boathouse facilities and grounds

IV. Programs

Learn-to-Row Classes

All members new to rowing are eligible to attend Learn to Row classes. The session typically starts in June. Attendees are introduced to the basics of sculling, rowing terminology and safety. Following completion of a learn-to-row session, attendance at a boathouse orientation and approval of the Commodore, students are eligible to row the singles and participate in novice rowing. Club members volunteer their time to help instruct at Learn-to-Row and the boathouse orientation.

Novice Rowing

Rowers will gain essential experience and hone their skills in rowing technique, bowing, river navigation, equipment care, and boat handling through experience. Novice rowers may only row SCRC singles after completing Learn to Row or attending equivalent private lessons and attending the Boathouse orientation.

V. WHAT TO KNOW WHILE ON LAND

Choosing a Boat

Members must meet minimum rowing requirements and be checked out by the Commodore to row boats. Different boats have different requirements – see the Bow List for more information.

Boats/equipment in need of repairs will be marked *Do Not Row*. Do not row a boat or use equipment with a *Do Not Row* sign affixed to it.

All boats periodically need maintenance. Before hitting the water rowers should check for missing seats, incorrect rigging, and loose foot stretchers. If any piece of equipment appears unsafe, do not use it and alert the Commodore.

Reporting Damage

When equipment is damaged, major or minor, on or off the water, the incident must be reported. Contact the Commodore via phone or email, *and* leave a note on the whiteboard at the boathouse. If the damage renders the boat or equipment unfit to use, you must also tag it with a *Do Not Row* sign to prevent further use until it is repaired. Anyone responsible for damaging equipment is also responsible for helping with repairs.

Reserving Boats

Club boats may be reserved one week in advance on a weekly sign-out schedule on the club website. Boats reserved for novice rows, races and repair will also be marked on this schedule. Please be courteous about showing up when you have reserved a boat, or deleting your name at least half a day in advance if you need to cancel your reservation.

SCRC observes the 10-minute rule: if a rower does not show up within 10 minutes of their reserved time, the boat is free to use. Boats can be reserved for one hour segments and must be back at the beach by the next reservation. Boats must be reserved by 8 pm the night before.

Log Book

Before taking any boat out, either a club boat or your own private boat, you **MUST** sign out in the log book. Guests must also be recorded by name in the log book. This holds true whether the boat is being removed from the boathouse for a row, to go to a regatta, or to be sent away for repairs. This is mandated by our insurance policy, and the consequences for having an accident on the river in an unlogged boat are serious.

When signing the log book, write the date, boat, names of all rowers in the boat (circle the bow if known), time out, and your intended direction (down river or upriver). When you come back from rowing, you must sign in with the time you return.

Bow List

Occupying a position on the bow list allows members to reserve and bow particular boats. The individual thereby accepts full responsibility for the condition of the boat, equipment and safety of the crew while the boat is signed out. Membership in SCRC does not confer a place on the bow list. Only the Commodore or their designate, may qualify a person for a bow position.

The rower in bow seat (1 seat) is responsible for navigation and must have a solid knowledge of and comfort level negotiating the various hazards of the river. Concern for the safety of SCRC members and equipment is the primary purpose of the bow list.

The bow list is posted on the SCRC website and is updated as needed by the Commodore.

Lifting and Carrying Boats

Before moving a boat out of the boathouse, ensure that you have the appropriate slings set up. Check that you are using SCRC slings, not personal slings (they are labeled).

Take care when removing boats from the racks, as the boats are stored in rather tight confines. Be sure to ask a more experienced rower if you are unsure as to how to maneuver a boat from its storage space. Above all, don't be afraid to ask for help, even if you merely need a spotter to watch for hazards.

Rowers should never attempt to carry a fully rigged boat with less than the number of rowers the boat holds (i.e. four people carry a quad, etc.). If you are uncertain about how to properly carry any boat, ask for assistance.

Oars

Make sure that you have a matching set of SCRC oars (Starboard and Port). Pairs are marked: A's, B's, etc. Do not use private oars.

Wiping Down Boats

After rowing, all club boats must be wiped down with a towel before being put back in the boathouse. Use water to rinse the boat and wipe down to remove river scum, including slides and wheels. Open all vents.

Boat Rigging

Boat rigging and oar settings are not to be changed, except for foot stretcher position and oar lock height for those boats that have the removable (yellow) washers. If you find a problem with the rigging of a particular boat or oars, notify the commodore.

Rowing Schedules

If other rowers are signed out to use a boat after you, please be courteous and arrive back to the beach by the next crew's start time.

Replacing Boats on the Racks

Each boat in the boathouse has a designated rack and orientation and should be returned to the proper position.

Bringing in Slings

If you are the last rower to come off the water, bring in all slings even if you didn't set them out yourself. If there are other rowers out, leave slings out. Check the logbook to determine if other rowers are still out on the water.

Closing the Boathouse

The boathouse is never to be left open and unattended. Even when coming to and from the beach, the large doors as well as the entry door must be closed

Upon leaving the boathouse, make sure the following is done:

- Log book is noted
- Oars are stowed
- Annex key is hanging in boathouse
- The big sliding doors are in their tracks and latched
- Lights are off
- Main door is locked

Boathouse lock combination

The combination to the boathouse is changed every year in the spring. Members will be notified of the new combination when they pay their annual dues.

VI. WHAT TO KNOW ON THE WATER

Traffic Patterns

Following standard boating rules, SCRC shells should row up river on the Wisconsin side of the river and down river on the Minnesota side. However, the river is so wide that we often stay close to shore on one side of the river both going up- and down-stream.

The river's navigation channel is marked by red and green buoys, or, in the absence of buoys, by daymarks (which are the reflective, diamond-shaped symbols on shore). Facing downstream, red buoys (nuns) mark the port (left) side of the channel, and green buoys (cans) mark the starboard (right) side of the river.

A map of the river is posted in the boathouse. The area of the river where we launch is affectionately called "the pond." The stretch of the main channel just south of the I-94 bridge to just north of the railroad bridge is marked as no-wake. However, the pond is open for motorized boat traffic, and this is *not* a no-wake zone.

Things to Watch Out For On the River

- **Buoys**—These do get moved occasionally, especially in the spring and fall, so don't assume their location. They come up on you quickly as you move downstream, especially when the current is strong.
- **Bridges**—Never turn a boat around under or immediately upriver of bridges. The current can push a turning boat into a bridge piling, so make sure you are far enough away or down river of a bridge before turning.
- **Sandbars**— In late summer, when the water is low, the pond can be quite shallow and the islands grow. Stay closer to the railroad embankment when heading out to the main channel.
- **Deadheads**—Deadheads occur when a free-floating log becomes mired in the riverbed, usually with one end pointing up toward (and sometimes through) the surface of the water. These can be very difficult to see and extremely damaging to boats. They can also occur almost anywhere in the river, near shore or in the middle of the channel. Bows need to watch closely for them.
- **Other Watercraft**—We share the river with motor boats, jet skis, canoes, other rowing shells, and paddlewheels. Legally, motor boats and jet skis are required to decrease speed so as to cause a minimum wake when coming upon rowers. This doesn't always happen. Stop rowing if necessary to wait for motorized watercraft and the ensuing wake to go by. Paddlewheels and sailboats without wind, however, need not stop for rowers and have the right of way.

Launching

SCRC does not currently have a dock, so all landings are water landings. Wear protective footwear on the beach and in the water. There is glass around the area.

Flipping a Boat

Make sure that the heels of your shoes are tied to the foot stretchers. In the event of a flipped boat, you need to be able to get your feet free quickly.

If you should flip or fall out of your boat, remain calm and **STAY WITH THE BOAT**. It will float. Contrary to urban legends, oars are not certified personal flotation devices. Try to get back in the boat, or, using the boat as a flotation device, kick your way to shore and get back in the boat there. Ask an experienced rower for techniques for getting back into a flipped boat.

According to Coast Guard Rules (33 CFR 175.17): *(c) Racing shells, rowing sculls, racing canoes and racing kayaks are exempted from the requirements for carriage of any Type Personal Flotation Device (PFD) required under §175.15.*

This is a Federal Law, and since the St. Croix River is a federally protected riverway, it applies to the SCRC. Other bodies of water may be affected differently by local or state laws in this regard.

Cold-Water Policy

When cold-water rowing conditions exist, defined as water temperature below 55 degrees Fahrenheit as determined by the Commodore, club equipment will only be used as described below so as to be in compliance with USRA guidelines:

- When the water temperature is below 45 degrees, all club-owned boats are not allowed on the water, unless accompanied by a motorized boat (launch).
- When the water temperature is between 45 and 55 degrees, club-owned boats must stay in groups of two or more, remain within 50 meters of all other boats in their group and stay close to the shoreline. The boats must be signed out in the log book, bracketing all boats in the group.

A link to the Army Corp of Engineers official water temperature can be found on the SCRC website.

Owners of private equipment are strongly encouraged to follow the above guidelines, and are expected to make responsible and mature decisions in an effort to promote safe and responsible rowing for all club members.

These guidelines establish a *minimum* safety standard. All rowers are encouraged to use extreme caution in any conditions that pose a risk of hypothermia and ensure that they are following cold water rules. Rowers must check water temperature as required. This policy is usually only necessary in the spring and late fall. If the cold-water policy is in effect, an email will be sent to members. If any member is uncertain about water temperature or cold water rules they should contact the Commodore *before* rowing.

Lightning Policy

NEVER launch a boat if you see lightning! According to USRA guidelines, rowers must wait 30 minutes after lightning has been sighted, and no new lightning bolts have been seen to launch. If lightning is sighted while you are already on the water, you must return to the boathouse IMMEDIATELY and wait for conditions to clear.

If lightning appears close, rowers are cautioned to use best judgment between going immediately to shore or returning to the boathouse.

Low-Light Policy

All boats rowing after sunset or before sunrise or in periods of restricted visibility (fog) are required by law to display a white light in sufficient time to avoid collision.

All club-owned boats must not be on the water more than thirty minutes before sunrise or more than thirty minutes after sunset. Sunset and sunrise times are posted in the boathouse.

Owners of private equipment are strongly encouraged to follow the above guidelines, and are expected to make responsible and mature decisions in an effort to promote safe and responsible rowing for all club members.

These guidelines establish a minimum safety standard. All rowers are encouraged to use extreme caution in

low-light conditions, including those that exist due to weather conditions.

Other Adverse Conditions

Under certain adverse conditions, members should decide against going out on the water. These include excessive heat and humidity, high wind, downpour, horizontal rain, rough water (marked by whitecaps), strong current, excessive debris, or ominous weather. Not only do these conditions make rowing dangerous, but incredibly frustrating and not much fun.

VII. Bow Qualification Guidelines

Bow certification require the following competencies:

- Knowledge of boathouse rules, procedures, equipment care
- Careful maneuvering of boats in/out of the boathouse and down to the water
- Steering, stopping and safe rowing strategies
- Knowledge of boat terminology (e.g., bow, stern, port, starboard) and bow commands
- Familiarity with the river, traffic patterns and rules of the water
- Display common sense when rowing (e.g., weather conditions, navigation)
- Accountable for equipment condition

Because SCRC has a small fleet, different boats have different requirements for gaining access to the bow:

Singles:

- Complete Learn-to-Row classes
- Attend boathouse orientation and be familiar with policies, cleaning and handling the singles
- And/or with approval of Commodore, or their designate

Doubles requirements:

- 120 km on the water in any boat
- 30 km in stroke seat of 2x (can be part of 120 km),
- Bow 3 outings with bow certified rower outside pond
- Know river navigation and bow calls
- Commodore or their designate approval

Quad requirements:

- Certified to bow a double
- Commodore or their designate approval

VIII. Rowing Terms

Blade: the oar; also the end of the oar which is placed in the water

Bow: the front end of the boat; also used as the name of the person sitting nearest the bow

Catch: the oar blade entering the water at the beginning of the stroke

Collar (or Button): a plastic or metal fitting tightened to the oar to keep the oar from slipping through the oarlock

Crab: a stroke that goes bad. The oar blade slices into the water at an angle and gets caught under the surface. A bad crab can catapult you out of the boat.

Erg(ometer): a rowing machine designed to simulate the actual rowing motion; used for training and testing

Feathering: turning the oar blade flat during the recovery to lessen wind resistance

Fin (or skeg): a small flat appendage located along the stern section of the hull which helps stabilize the shell in holding a straight course

Finish: the oar blade leaving the water at the end of the stroke

Foot stretcher (or clogs or shoes): an adjustable bracket in a shell to which rowers feet are secured

Gunwale (or gunnel): that part of a shell which runs along the sides of the crew compartment through which the riggers are bolted

Handle: the end of the oar you hold in your hand

Hatchet blade: a type of oar with a blade larger in surface than that of a Macon blade, not symmetric about the shaft

Keel: the center line of the shell

Macon blade: an older type of oar with a blade symmetric about the shaft

Oarlock: a U-shaped swivel which holds the oar in place. It is mounted at the end of the rigger and rotates around a metal pin. A gate closes across the top to keep the oar in place.

Pitch: the angle between a "squared" blade and a line perpendicular to the water's surface

Port side: left side of the boat, as facing the bow

Recovery: the time between strokes when the oar blade is traveling through the air

Ribs: the name given to that part of the boat to which the skin of the hull is attached. They are typically made of wood, aluminum or composite materials and provide structural integrity. The riggers bolt to the ribs.

Rigger: the assembly of tubes which are tightly bolted to the hull to which are attached an oarlock

Rigging: the adjustment and alteration of accessories (riggers, foot stretchers, oar, etc.) in and on the shell to maximize a particular rowers efficiency, based on their size and capabilities

Rudder: device used to steer the shell

Scull: this term is used interchangeably: the oars used in sculling, the sculling shell itself, or the act of rowing in a sculling shell

Shell: a racing boat; term for rowing boats

Sleeve: a plastic or leather wrap placed around the shaft at the location of the collar to protect the shaft from the tightening of the collar

Slide: the track on which the seat moves

Slings: collapsible/portable frames with straps upon which a shell can be placed

Split: the time a crew takes to complete a 500 meter segment of the race

Starboard: right side of the boat facing the bow

Stern: the rear end of the boat

Stroke: apart from the rowing action, this can also mean the person who sets the pace for the rest of the crew; The stroke sits nearest the stern.

Sweep: form of rowing where each crewmember has only one oar

“Way Enough!”: command used to stop rowing

IX. Regional Regattas

Minneapolis Sprints	June
Chicago Sprints	July
Duluth Invitational Regatta (Duluth, MN)	July
NWIRA Championships	(traveling) July or August
Royal Canadian Henley (St. Catherine, Ont.)	August
Masters Nationals (traveling)	August or September
Death Row (Duluth, MN)	September
Head of the Des Moines (Des Moines, IA)	September
Pike Island Challenge (St. Paul, MN)	September
Head of the Mississippi (Mpls, MN)	October
Head of the Rock (Rockford, IL)	October
Quad Cities Classic (Moline, IL)	October

Addendum I: River Map

