Rowing

KILLALOE
NATIONAL WATER ACTIVITY CENTRE

Rowing

Adventure Skills Handbook

Version 2.2

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National Water Activities Centre (NWAC)

The National Water Activity Centre (NWAC) of Scouting Ireland is situated 20 Km from Limerick City on the shores of Lough Derg which is just 3 Km from the village of Killaloe. The site is bounded on one side by an extensive forest with panoramic views of counties Clare and Tipperary. On the other side we have Lough Derg which is one of Ireland's most picturesque lakes leading up to the north to the villages of Mountshannon, Garrykennedy, Terryglass and Portumna.

The Centre is run by a trained group of volunteers and the training of staff is provided by the Irish Sailing Association (ISA).

The centre is the ideal location to explore water activities with your Section. The centre can provide canoeing, sailing, rafting and fun water based activities where your Section can explore the water with the comfort and security of trained staff. If you are experienced in water activities then the centre is an ideal base to explore the beauty of Lough Derg.

Killaloe is one of Ireland's most attractive villages with many places of historical interest as well as excellent outdoor sporting facilities. Killaloe was also the home of Brian Boru, High King of Ireland in 1102, when it was the Capital of Ireland.

The centre is tasked with providing members of Scouting Ireland with access to Water Activities training. Training provided at the centre includes Sailing in small dinghy's like the Topper Topaz, Taz and Laser Pico as well as sailing and rowing is small crewed Dutch Lelievlet vessels. The centre also has lake based canoe/kayak introduction training.

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Introducion

oneProgramme

In 2010 Scouting Ireland launched a new programme for the youth sections dubbed the one Programme. This is a progressive programme from Beaver Scouts to Rover Scouts. The programme allows the scout to experience traditional scout skills as part of the Adventure Skills set while they follow their personal journey through where they will learn through planning, doing and reviewing methodology.

Adventure Skills

There are nine defined Adventure Skills; Camping, Backwoods, Pioneering, Hillwalking, Emergencies, Air Activities, Paddling, Rowing, Sailing. This range of skill areas has been chosen to provide a framework for an active and adventurous outdoor programme providing fun, friendship and challenge.

This handbook is designed to assist the scout to achieve the competency required to meet the requirements of the Rowing adventure skills. The Rowing adventure skills encourage young people to progressively increase their skills level.

The handbook is also a reference to the scouter as they support youth members. For each part the planning, tracking and reviewing of their rowing competence will help to ensure that each Scout achieves the Rowing adventure skills stage awards as they progress through the scheme.

Rowing Adventure Skill

The skill requirements for the rowing adventure skill are presented as a set of statements of competency - I know how, I can do, etc. These Competency Statements outline the knowledge, abilities and experience that the young person must display. Each Competency Statement is further broken down into a set of Skills Requirements. The Competency Statements and Skills Requirements for Rowing are listed and explained in this document.

Boating Guidelines

Each Scout participating in activities on the water should have completed the swimming standard as laid down in the Scouting Ireland Boating guidelines. This swimming standard has different levels and the Scout should ensure that they have completed the appropriate level of swimming ability and the Scouter should know this before undertaking a Stage Badge.

The Scouting Ireland Boating Guidelines present Rules and Guidelines related to water based activity. These guidelines should be referenced when setting out to achieve Stage Badges to ensure that best practice is maintained and to ensure a safe experience on the water.

The Scouting Ireland Boating Guidelines can be viewed on the www.scouts.ie website.

Swimming

All scouts partaking in the rowing adventure skill stages must be able to swim 50m in clothing appropriate to rowing and thereafter remain afloat for 2 minutes. This should take place in normal rowing waters out of swimmers depth (it cannot be performed in a swimming pool). The distance for Beaver and Cub Scouts is adjusted for their young age to 20m.

Ropework

Ropework describes the various skills required in working with rope. Knotting, splicing and coiling are important ropework skills. Many of the same knots are used ashore and afloat but it is particularly important to use the correct knot when in and around water.

These knots have been chosen because hundreds of years of experience tell us they are the best knot for a task.

As the young person progresses through the adventure skills they will find themselves in circumstances when knowledge of a particular knot is useful. The knots have been introduced in a progressive way here so that the scout will know them when needed.

Rowing Stage 1

Competency Statements

- I can assist in the launching of a small punt.
- I know about the buddy system.
- I know the importance of a Personal Flotation Device.
- I know the correct clothing to wear when going afloat.
- I can row a small punt.
- I can point out the bow, stern, transom, port and starboard of a boat.
- I know how to contact the emergency services.
- I know why it is important to stay with a capsized boat.
- I know why I should follow directions from my instructor.
- I know not go afloat if the wind is greater than Force 4.
- I can show the limits of where I may go each time I go afloat.
- I have taken part in two half-day exercises afloat consisting of a minimum of two hours afloat.

I can assist in the launching of a small punt

- The Scout should assist in the launching in an age appropriate way. The scout should be aware of the need to be careful around water.

In stage 1 the scout is taught to row a punt. These are typically light, solidly built, long-lasting and stable. Their typical use is as a tender for a yacht. Typical examples are the BIC 245 and the Pioner series of dingys.

Punts should be launched under the supervision of a responsible person, up until such time it can be demonstrated that supervision is no longer required. Punts should be lifted and launched by a minimum of 2 persons. No person should be forced to lift punts without appropriate assistance. Depending on their type trailers may be used as an aid in the launching of all punts. Rowers should be instructed in safe lifting and be warned of the risks associated with lifting incorrectly, and not wearing appropriate footwear.

Figure 1: BIC 245 Rowing punt

I know about the buddy system

- The Scout should be able to talk about the buddy system and explain how and why it is used when in the water.

Every rower must be paired off with another rower in the same ability group. Buddies check in and out of the rowing area together. It is important that each scout realises that they are a lifeguard for their buddy. The activity leader (Scouter or Scout in charge) in charge of the activity should check regularly to be sure that buddy pairs are indeed together and looking out for eachother. The activity leader should signal for a buddy check with a single blast of a whistle or ring of a bell, and call "Buddies!" Activity leaders count slowly to 10 while buddies join and raise hands and remain still and silent. The activity leader count the pairs, and compare the total with the number known to be in the water. Signal two blasts or bells to resume activity. Signal three blasts or bells for participants to leave the water and fall in on land.

I know the importance of a personal floatation device (PFD)

- The Scout should know that wearing a PFD is important around water and how they should not go near any boat without first having a personal flotation device on them.

There must be suitable PFDs for everyone on board any pleasure craft including rowing boats.

A suitable PFD must be worn in the following situations;

- By anyone on board an open craft that is under 7 meters in length.
- By anyone on deck on a craft that is under 7 meters length.
- By anyone under the age of 16 on board an open craft or on deck of any other type of craft.
- By anyone being towed in another craft or on any other device (skis, donuts etc.).
- By anyone on a personal watercraft (jet ski).

Except when;

- Tied up alongside or made fast to an anchor, marina, pier or mooring.
- Immediately prior to, during and after swimming from a craft that is not moving through the water.
- Putting on, wearing or taking off diving equipment on a craft that is not moving through the water.

I know the correct clothing to wear when going afloat

- The Scout should be able to show footwear and layers of light clothing suitable for boating. A windproof jacket of some sort should also be worn.

It is important to protecting yourself while rowing in a cold weather environment by properly layering of clothing. This method of dressing allows the rower to regulate their temperature by taking off or putting on additional clothing layers. Layers are broken down into three categories: Inner, mid, and outer. These three layers work together to trap heat, wick moisture, breath, block wind, and repel water.

Base Layer: The base layer is worn next to the skin and should be designed to move moisture away from the skin, keeping the scout dry and warm after bursts of activity.

Mid layer: The middle or insulating layer is designed to be worn over the base layer and under the outer layer. Made of synthetic thermal fibres, it assists the movement of moisture to the outer layer.

Outer Layer: The outer or waterproof layer is intended to keep the elements out. These usually have very little or no thermal properties, but are entirely water and windproof.

I can row a small punt

- Depending on the age of the Scout it may be considered prudent to have a competent person in the boat too. The Scout should be able to propel the punt with some directional control.

Figure 2: Rowing a punt

The diagram above shows a typical punt and the rowing methods. The first rule of rowing is the keep weight centred to guarantee stability of the vessel. The diagrams in Figure 2 show a single rower who is sitting central in the punt for stability. In the second diagram the rower moves nearer the bow of the boat to allow the passenger to sit in the stern. It is possible to fit a third passenger and again the rower mush rebalance the boat to ensure stability.

I can point out the bow, stern, transom, bowline, port, starboard, rudder & oar

- The Scout should be able to name the parts when pointed to and point to the named parts.

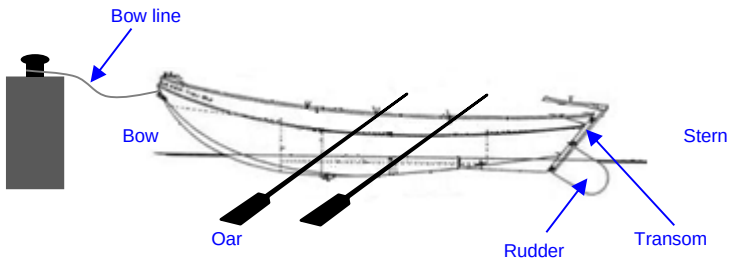

Figure 3: Parts of a rowing boat

Bow	Forward part of the hull of a ship or boat, the point that is most forward when the vessel is underway.
Stern	The stern is the rear or aft part of a ship or boat.
Transom	Is the surface that forms the stern of a vessel.
Bow line	Line or rope that is fixed to the bow of the boat and is used for tying up.
Port	Port refers to the left side of a boat as perceived by a person on board facing the bow. At night, the port side of a vessel is indicated with a red navigation light.
Starboard	Starboard refers to the right side of a boat as perceived by a person on board facing the bow. At night, the port side of a vessel is indicated with a green navigation light.
Rudder	Device used to steer a boat or ship as it moves through the water.
Oar	An oar is an implement used for water-borne propulsion. Oars have a flat blade at one end. Oarsmen grasp the oar at the other end.

I know how to contact the emergency services

- The Scout should know the emergency number 112 (or 999) and say what kind of help is needed (Garda/Police, lifeboat, ambulance, fire brigade).

The 112 (999) emergency line is open 24 hours a day, 365 days a year. It is intended for use when there is imminent danger to life, property or when a crime is in progress. When you call 112, you will be asked for the service you require. You may choose from:

- Gardaí/Police
- Fire
- Ambulance
- Mountain Rescue
- Coastguard
- Cave Rescue

The operator will connect you to the appropriate service in the relevant area. Depending on where you are calling from, the operator may have to relay your location and telephone number to the call taker.

I know why it is important to stay with a capsized boat

- A capsized boat is easier to see in the water than a head and the hull will help you stay afloat.

Immediately following a boat capsizing the preeminent rule is to always stay with the boat. The moment a person attempts to leave the boat for a swim to safety, the chances that person will be successfully rescued drops drastically.

If it is a small enough boat and the situations are suitable, righting the boat to its correct position is ideal. This is however quite a difficult and often impossible task. Staying with the boat provides the rower with a number of helpful resources that can make the difference between life or death.

- Boats are far easily more visible by rescue aircraft and parties than are individuals floating in the water.
- A boat provides you with additional floatation opportunities.
- Body heat is lost very rapidly when a person is immersed in water. Being with the boat will provide the opportunity to climb up and remove oneself from the water thereby keeping body temperature at a sustainable level. Keeping your clothing on and covering your head if possible are also steps that can help your body temperature stay high.

I know why I should follow directions from my instructor

- The Scout should understand how to behave on a boat and that there may be safety reason why an instructor doesn't have time to explain a direction in advance.

The instructor is there to help the scout and has far more experience that the student.

I know not go afloat if the wind is greater than Force 4

- I can show the limits of where I may go each time I go afloat.

The Beaufort wind force scale is a guide to water and sea conditions. Force 4 indicates that the wind is travelling at moderate 20-29 Km/h. This creates small waves and for scouts in a small rowing punt could be enough to turn over the boat.

I can show the limits of where I may go each time I go afloat

- A Scout should know that for safety reasons they should stay within a defined area. They should know how far they can go.

The area around the centre or group the scout is rowing with is divided into safety zones. This is called the classification of Safe Waters.

- **Enclosed Safe Waters** - Suitable for basic instruction and practice.
- **Restricted Waters** - Suitable for more advanced instruction and practice. An Intermediate Charge Certificate is required here.
- **Unrestricted Waters** - Suitable for expeditions. An Advanced Charge Certificate is required for this zone.

I have taken part in two half-day exercises afloat

- A half day is at least two hours on or around the water.

Rowing Stage 2

Competency Statements

- I can assist in the launch and recovery of a small punt.
- I can explain what impact I may have on local vegetation when launching and retrieving a punt.
- I have discussed “Weil’s disease” and the precautions necessary to take part in open water activities.
- I can put on my own Personal Floatation Device and adjust it properly.
- I know why I should wear suitable footwear.
- I can make a recognised distress signal.
- I know how to raise the alarm if I see somebody in difficulty on the water.
- I know what hypothermia is.
- I know that I should keep clear of channels and fairways.
- I can get a weather forecast.
- I can tie the following knots; round-turn-andtwo-half-hitches, figure of eight, bowline.
- I have taken part in four half-day exercises afloat consisting of a minimum of two hours afloat.

I can assist in the launching of a small punt

- This should include making sure there is no water in the punt when it is put away.

The scout should listen for the instruction of the scout that is leading the activity. He/she should look out for things that may happen like the bow line might get caught or an oar may fall out of the punt.

I can explain the impact on local vegetation when launching and retrieving a punt

- Use a slipway where possible, avoid launching in or near nesting sites and where vegetation will be trampled down and damaged.

I have discussed "Weil's disease" & precautions necessary to take part in water activities

- Avoiding stagnant water and canal banks, proper personal hygiene before and after going afloat and covering open wounds with a water-proof plaster.

Weil's disease is the acute human form of a bacterial infection with a number of different names: mud fever, swamp fever, haemorrhagic jaundice, swineherd's disease, sewerman's flu. All are known as Leptospirosis, mild cases of which affect millions of people every year worldwide.

The infection is caught through contact with infected animal urine (mainly from rodents, cattle or pigs), generally in contaminated water, and typically enters the body through cuts or scrapes, or the lining of the nose, mouth, throat or eyes.

After an incubation period that can vary from three days to three weeks, most patients suffer severe headaches, red eyes, muscle pains, fatigue, nausea and a temperature of 39^{o}C or above. In roughly a third of cases there is a skin rash; sometimes hallucinations.

Hospitalisation, followed by antibiotics and often dialysis, will be required if the patient is to survive. Recovery can take months.

The risk of contracting the disease in Ireland is very small. Infection is more likely in slow-moving or stagnant water and areas where agriculture and rodents mix; lakes, ponds and canals are more likely to be contaminated than fast-running streams.

Scouts partaking in water activities should cover all cuts and abrasions; avoid splashing themselves, or swallowing potentially contaminated water; wash their hands carefully and if possible shower afterwards; and wash all equipment and clothing regularly. Anyone experiencing flu-like symptoms after contact with fresh water should see their doctor immediately.

I can put on my own personal floatation device properly

- This should include securing all fastenings and using a crotch strap where it is fitted.

Putting on a PFD may seem like common sense, but many people wear them incorrectly. Some common forms of incorrect wearing of PFDs are that they are too big, not securely fastened, and are structurally compromised due to wear and tear.

I know why I should wear suitable footwear

- The Scout should be able to explain that it offers better grip, warmth and protection from sharp protrusions as well as debris in the water.

I can make a recognised distress signal

The Scout should be able to make one of the signals described in the International Regulations for the Prevention of Collisions at Sea.

The official list of Distress Signals is given in the International Regulations for the Prevention of Collision at Sea

1. A gun or other explosive signal fired at intervals of about one minute.
2. A continuous sounding of any fog-signalling apparatus (now recommended to use "S0S").
3. Rockets or shells throwing red stars, fired one at a time at short intervals.
4. A signal made by wireless telegraphy (W/T) or by any other signalling method, consisting of S0S in Morse Code.

Figure 5: SOS

Figure 4: Mayday

5. A signal by radiotelephony (R/T) consisting of the spoken word - "MAYDAY!" as described above.

6. International Code Flag Signal of distress - NC

Figure 6: NC - Distress Flags

7. A signal consisting of a square flag having above or below it a ball or anything resembling a ball.

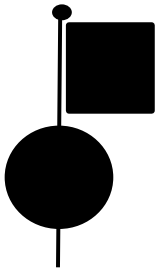

Figure 7: Square and ball

8. Flames on the vessel - as from a burning tar barrel, oil barrel, etc.

9. A rocket parachute flare or a hand flare showing a red light.

10. A smoke signal giving off a volume of orange coloured smoke.

11. Slowly raising and lowering of arms outstretched to each side.

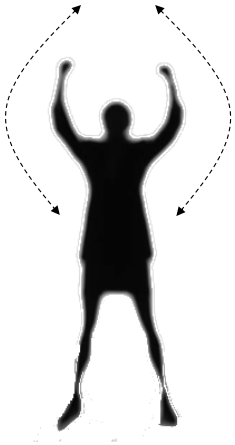

Figure 10: Personal Distress signal

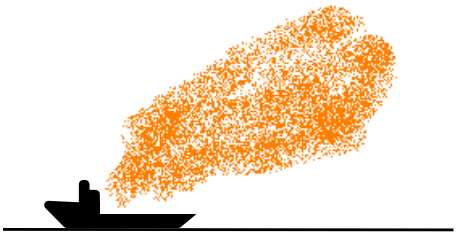

Figure 8: Smoke from vessel

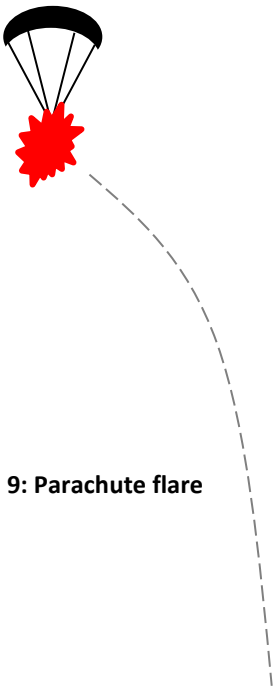

Figure 9: Parachute flare

Flares

Flares have two functions:

- To draw attention.
- To pinpoint position.

Hand-held flares

A hand-held red flare burns very brightly and is highly visible for about 8 km day or night. It burns for about 60 seconds. Generally used at night, in poor visibility or in high wind. A hand-held orange flare burns for about 40 seconds, and is visible for about 3 km. Generally used in daylight, good visibility and light wind. Both are used to guide rescuers to you when in view. A hand-held white flare burns for about 50 seconds.

It is used at night to attract attention to warn off a possible collision. Hand-held flares should be held well clear, at arms length and downwind of yourself or others, in order to avoid injury from burning particles of the flare and sparks.

Cartridge flares

Red, orange and white flares held on a cartridge holder with a pen- type projector used to project each them to a height of 60m and burn for about 5 seconds. Suitable only for inland and close inshore waters. They should be aimed vertically when fired.

Some important things to note when using or handling flares:

- All flares and smoke signals should be stored in a sturdy waterproof container.
- Ensure all aboard know about them and their location.
- Out-of-date flares are unreliable and should be discarded. They usually have a life span of about 3 years.
- Inspect all flares regularly and replace any which are suspect.
- Immediately discard misfired flares and signals.
- Do not use all your flares at once and then sit in the dark with nobody able to find you.

I know how to raise the alarm if I see somebody in difficulty on the water

- The Scout should know how to make a call to the emergency services and give clear information as to what was seen and where.

Calling 112 (999) is very stressful and it's easy to feel overwhelmed. 112 call agents are trained to guide callers through the experience, but knowing what to expect can help make the 112 call go smoothly and get emergency help where and when it's needed. Callers should:

- Stay calm.
- Know the location of the emergency and the number they are calling from.
- Wait for the call-taker to ask questions, then answer clearly and calmly.
- If the caller reaches a recording, they should listen to what it says.
- Let the call-taker guide the conversation.
- Follow all directions.
- Be alert to the situation so they can describe it.
- Do not hang up the call until told to.

I know what hypothermia is

- The Scout should have a knowledge of the signs and symptoms of hypothermia and have an understanding of why it is a problem.

Hypothermia is the prolonged exposure to the cold, it can lower the body's core temperature to such an extent as to cause death. When sailing in cold water, hypothermia may be more of a danger to the person in the water than drowning, although one may lead to the other. As the temperature of the water falls, the risk of hypothermia increases. Neoprene and fleece are two materials which help to insulate the body even when wet. Most synthetic materials will not insulate a person in the water. Also as most of the heat loss occurs through the head you should wear a wool of fleece lined hat in cool weather and try and keep the entire head out of the water.

If a scout falls into the water, to maximize survival, they should not swim. They should conserve heat by keeping their knees drawn up to keep the body as small as possible and stay as near to their boat as possible.

If someone does get exposed to the cold in this way it is important to dry them completely as soon as possible, then the treatment is to slowly warm the crew member. Faster warming, rubbing the arms and giving stimulants such as caffeine may cause harm and induce dangerous cardiac arrest. A medical emergency exists if changes in consciousness or delirium are present.

I know that I should keep clear of channels and fairways

- The Scout should be able to identify channels and fairways in their local boating waters and understand why other boats may not be able to avoid a scout in a punt.

Rule 9 - Narrow Channels (International Regulations for the Prevention of Collisions at Sea) is very important for rowing boats. It governs activity in channels and fairways where larger vessels are channelled and have restricted manoeuvrability as a result. The rule means that vessels in channels will keep as near to the starboard side of the channel or fairway, as is safe and practicable.

Smaller vessels like rowing punts and sailing dingies cannot impede the passage of a larger vessel which can safely navigate only within a narrow channel or fairway. Such large vessels have quite restricted manoeuvrability when in the channel and may not be in a position to avoid the smaller rowing or sailing boat.

Crossing the channel or fairway should be done diagonally and quickly if it is clear of other vessels.

Remember: A large deep draught ship cannot easily avoid small craft in a narrow channel. It is up to leisure craft to keep clear.

I can get a weather forecast

The Scout should be able to get a local or national weather forecast suitable for outdoor activity.

Weather Forecast

In Ireland Met Éireann - The Irish Meteorological Service is the main source of practical weather forecasting.

Internet

Met Éireann forecasts can be gotten from their website at http://www.met.ie. As well as the normal forecasts Met Éireann provide specific forecasts for Sea Area, Coastal Reports and Inland Lakes. Take as an example Lough Derg.

Example::

Meteorological situation at 15:00 hours: An anticyclone of 1032 hPa, between Iceland and Scotland, and a complex area of low pressure, with centres of 1000hPa over the Bay of Biscay and west France, maintain a northeast airflow over Ireland. An occluded front is approaching the south and southeast coasts and will cross the country later today and tomorrow.

Forecast For Lough Derg until nightfall today

Wind :	Northeast force 5 to 6 and gusty.
Weather :	Mainly fair.
Visibility :	Good.
Winds Overnight :	Moderate to fresh and gusty northeast winds.
Outlook for tomorrow :	Fresh and gusty northeast to east winds. Winds decreasing to moderate in the evening. Scattered outbreaks of rain and drizzle.

Other sources of forecasts

Media and Commercial Availability of Sea Area Forecasts

Sea Area Forecasts are issued and broadcast live from Met Éireann's General Forecasting Division on RTÉ Radio 1. Any gale warnings are also included on hourly news bulletin on RTÉ Radio. Any Gale Warnings are also included on hourly news bulletins on RTÉ Radio.

I can tie the following knots; Round turn & 2 half-hitches, Figure of eight and Bowline

- The Scout should be able to tie the named knots on request.

Round-turn and two half-hitches

Figure 11:
Round turn & 2 1/2 hitches

Round turn and two half hitches - The name comes from a categorisation of the knot: a round turn wraps the rope around an object (this might seem like two wraps, but it is one complete encirclement of the object), and two half hitches, which are the two little half-knots used to secure the end.

Figure of eight

This is a basic knot used in boating to terminate a rope.

Figure 12:
Figure of Eight

Bowline

Figure 13: Bowline

The Bowline makes a reasonably secure loop in the end of a piece of rope. It has many uses, e.g., to fasten a mooring line to a ring or a post. Under load, it does not slip or bind. With no load it can be untied easily. It's principle shortcoming is that it cannot be tied, or untied, when there is a load on the standing end. It should therefore be avoided when, for example, a mooring line may have to be released under load. Two bowlines can be linked together to join two ropes.

I have taken part in four half-day exercises afloat

- A half day is at least two hours on or around the water.

Rowing Stage 3

Competency Statements

- I can take a leading part in the launch and recovery of a small rowing punt.
- I know why wearing layers of clothing is a good idea.
- I can embark, manoeuvre and disembark from a rowing punt safely.
- I can point out the main parts of a boat.
- I can use a small anchor from a punt.
- I can get into the water from a punt in a safe way.
- I can help to right a capsized rowing punt.
- I know how to do CPR and place the casualty in the recovery position.
- I know that I should follow the instructions of the person in charge of the boat.
- I understand the terms used in a maritime weather forecast.
- I have taken part in three full day exercises afloat consisting of a minimum of 4 hours afloat.

I can take a leading part in the launch and recovery of a small rowing punt

- The Scout should be able to direct other Scouts as to how and where to launch and recover the boat including ensuring that the boat is bailed fully before being stored.

Remember most damage occurs to boats whilst ashore rather than on the water, so the take notice of the following:

- Never step or jump into a boat on dry land. The pressure of your foot in the bottom of the boat not supported by water may be enough to make a hole.
- When moving a boat on a trolley, make sure that you tie the bow down to the trolley handle with the bowline and, if the rudder has been fitted, make sure that the rudder blade has been pulled up and secured.
- As you wheel the boat about on its trolley, watch out for the overhang of the stern when manoeuvring in crowded dinghy parks or other tight spaces. Always check your route to ensure there are no overhead power cables below or near mast height.
- When launching the boat from a trolley, immerse the trolley deep enough so that the boat will float off. Make sure that the trolley is parked out of other people's way and above the high water mark.
- When you return and are recovering the boat, immerse the trolley deep into the water and pull the dinghy over it by the painter. Do not drag the boat onto the trolley or you may damage its bottom.
- If you Beach a dinghy for a short break, carry it clear of the water, so that wave action won't grind the hull against the sand or stones. If you are leaving the boat, carry it well above the high water mark; don't drag it up the beach. Try to support the hull with something that will not damage it. Old tyres or shaped wooden chocks are ideal. Whenever you leave a boat for any length of time, cover it to protect it and the interior from the weather.

I can put on my personal floatation device and adjust it properly

- Many PFDs are adjustable. The Scout should be able to make appropriate adjustments in order that the PFD fits the scout correctly.

Donning the PFD

Before donning make sure that the shoulder and side compression straps are fully extended. Don the PFD and starting from the bottom, clip the buckles together.

Adjusting the PFD

Tighten the webbing straps at the top by holding the buckle with one hand and pulling the webbing strap with the other hand.

Take the shoulder straps and pull forward simultaneously to ensure the correct adjustment. The PFD should fit snug around the body.

I know why wearing layers of clothing is a good idea

- The Scout should be able to explain the benefit of a layered approach and identify clothing best suited as a base, mid or top layer.

It is important to protecting yourself while rowing in a cold weather environment by properly layering of clothing. This method of dressing allows the rower to regulate their temperature by taking off or putting on additional clothing layers. Layers are broken down into three categories: Inner, mid, and outer. These three layers work together to trap heat, wick moisture, breath, block wind, and repel water.

Base Layer: The base layer is worn next to the skin and should be designed to move moisture away from the skin, keeping the scout dry and warm after bursts of activity.

Mid layer: The middle or insulating layer is designed to be worn over the base layer and under the outer layer. Made of synthetic thermal fibres, it assists the movement of moisture to the outer layer.

Outer Layer: The outer or waterproof layer is intended to keep the elements out. These usually have very little or no thermal properties, but are entirely water and windproof.

I can embark, manoeuvre and disembark from a rowing punt safely

- The Scout should be able to demonstrate an ability to get in and out of a punt safely, row in a straight line and demonstrate an ability to turn, stop, reverse and come alongside in a controlled manner. The Scout should be able to carry out these manoeuvres alone or with others on-board.

The scout should:

- Step into the rowing boat and balance their weight on the central thwart (seat).
- Sit in the row boat facing the stern of the boat. As a rough guide the scout should be sitting with the oarlocks/spurs about level with his/her knees are.
- Ship (put) the oars in the oarlocks/spurs (points the oars pivot around).
- Grip the ends of the oars, and adjust them so the ends come to the middle of the boat with a little gap between. The blades should be perpendicular to the water.
- Lean forward to move the blades of the oars behind. During this move, hold the handles down to keep the blades out of the water.
- Lift up to put the blades in the water, and in the same motion, pull back. The scout needs to lean his/her whole back into it. He/she should wedge his/her feet against something if possible.
- When the oars have been pulled as far as they can go, the scout pushes down to lift the blades out of the water.
- Go back to step four and repeat until finished. Keep moving the oar handles in a smooth oval motion.
- To turn to the boats right (starboard), and your left as you face backwards, only row with the right oar.
- To go to the boats left (port), and your right as you face backwards, row with only the left oar.

I can point out the parts of a boat

- The Scout should be familiar with and be able to name and point out thwarts, gunwale, spur/oarlock and rowlock as well as those parts previously mentioned.

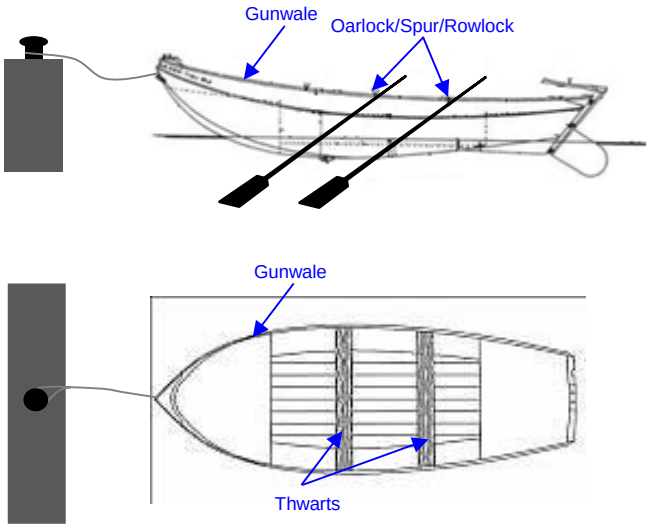

Figure 14: Parts of a boat #2

Thwarts	A structural crosspiece forming a seat for a rower in a boat.
Gunwale	The top edge of the side of a boa
Oarlock/Spur/Rowlock	The difference between oars and paddles are that paddles are held by the paddler, and are not connected with the vessel. Oars generally are connected to the Oarlocks also called spurs are a means to hold the oars and allow the transmission of applied force to the boat.

I can use a small anchor from a punt.

- The Scout should be able to set up, tie in, deploy and recover a suitably sized anchor.

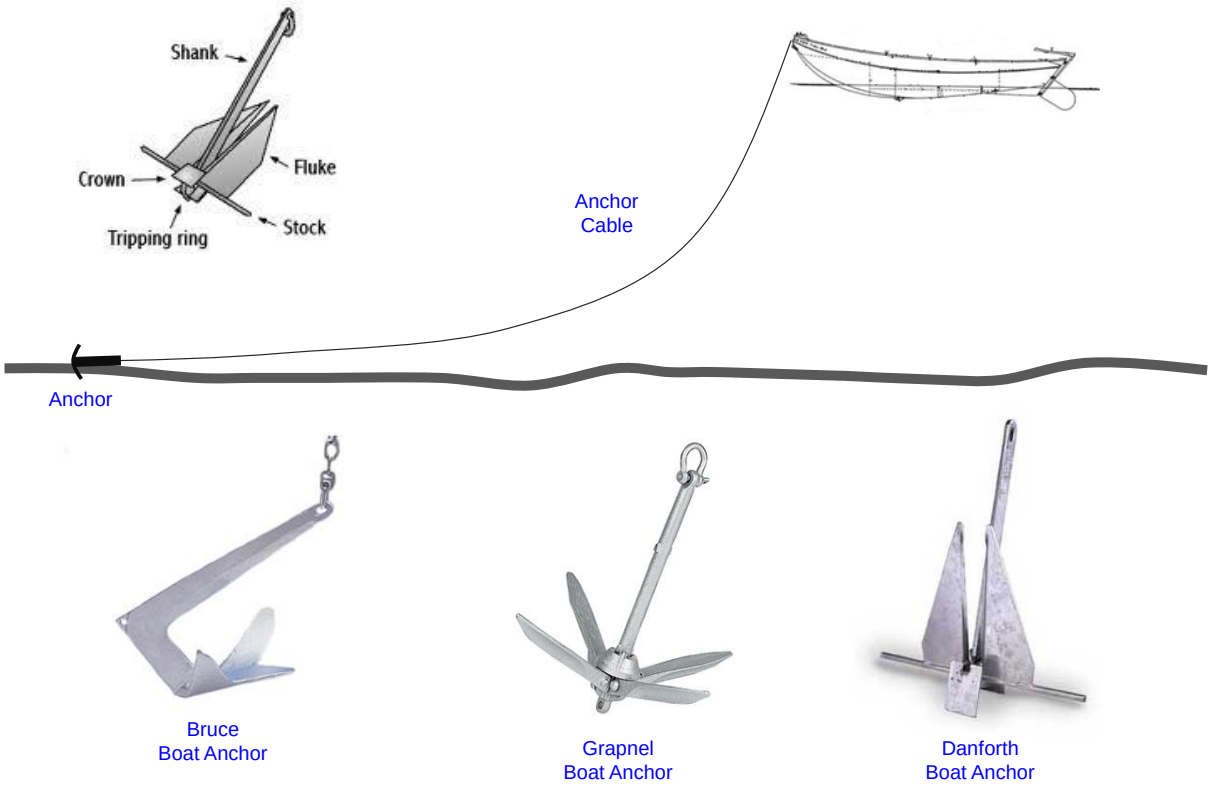

Figure 15: Anchors

Anchoring is a skill you should master as a sailor. Be sure that your anchor line or cable is firmly attached to your boat, either at the bow or the stern. A few figure-8 turns around the forwardmost or aftermost cleat or bits is sufficient. An anchor attached amidships i.e. at or near the centre of the side, will cause your boat to lie "side sea" and possibly capsize.

I can get into the water from a punt in a safe way

- The Scout should demonstrate a suitable technique which is safe for the type of craft in use. The transom would usually be considered the safest place to do this.

I can help to right a capsized rowing punt.

- The Scout should be able to follow direction to assist in the righting of a capsized rowing punt.

I know how to do CPR and place the casualty in the recovery position.

- The Scout should be able to demonstrate an up-to-date CPR technique on a suitable mannequin and demonstrate how to put an adult or child in the recovery position (also known as the safe-airway position).

Cardio Pulmonary Resuscitation (CPR)

This is the skill necessary to artificially provide circulation of blood to the brain and air to the lungs in order to prevent damage to the brain. It is done till medical help arrives.

It is only ever preformed on someone who is:

- Unresponsive.
- Not breathing.
- No Pulse.

1. Open airway

2. Look Listen & Feel

3. Pinch nostrils and 2 breaths

4. Locate CPR position

5. Deliver 30 compressions

6. Repeat in sets of 5

- Further dangers ?
- Check the victim for unresponsiveness. *Shake – speak – shout*
- Shout for help.
- If there is no response, Call 112 and return to the victim.

Carrying out CPR

- Open airway by Head Tilt - Chin Lift
- If neck injury suspected, use chin lift only.
- Check for breathing - 5 seconds.
- look - listen – feel.
- If no breathing - Give 2 inflations.
- Check pulse for 10 seconds.
- If no pulse, correctly position hands.
- Depress the chest 4 - 5 cm.
- Rate 100 compressions per minute.
- Repeat cycle 4 times before checking pulse.
- Continue if necessary.

I know that I should follow the instructions of the person in charge of the boat.

- The Scout may be asked to explain what a charge certificate is and why it is important that the person in charge of activities afloat should be suitably qualified.

The Charge Certificate scheme is a system of qualifications for activity leaders. The scheme is intended as an assessment of:

- Practical competence in boat handling
- Leadership ability of the Scout or Leader concerned
- Local knowledge

Intermediate 

Advanced 

Instructor 

Rowing Charge Certificates come in four formats:

- **Basic Boat-handling Certificates** are issued for one season only, enabling those with limited experience to get afloat to improve skill and be assessed for a full certificate later. They are confined to enclosed safe waters, 1 May to 30 September, wind force 3 max.
- **Intermediate Certificates** are intended for Adult Leaders with limited experience and for Watch Leaders over fourteen years old and Venture Scouts. They signify competence to take charge of a boat and crew in enclosed safe waters and restricted waters.
- **Advanced Certificates** are available to Adult Leaders and Venture Scouts over 17 years, and signify competence to take charge of a craft and crew in Day Cruising Waters.
- **Instructor Ratings** are additional qualifications available to experienced Leaders with Advanced Certificates.

I understand the terms that are used in a maritime weather forecast.

- The Scout should be able to explain the following terms and what they mean in the context of a maritime weather forecast; small craft warning, gale warning, imminent, soon, later.

Small craft warning	Beaufort Scale: Force 6 and 7. Wind 22 - 33 knots.
Gale warning	Beaufort Scale: Force 8 and 9. Wind 34 - 47 knots.
Imminent	Expected within six hours of time of issue.
Soon	Expected within six to 12 hours of time of issue.
Later	Expected more than 12 hours from time of issue.

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Rowing
Log Book

Rowing Log Book

Date	Type of boat	Hours Experience		Activity & Weather Conditions		Authorisation
		Helm	Crew	Type of Course or Activity	Max. Wind Speed	Venue Instructor

Rowing

Date	Type of boat	Hours Experience		Activity & Weather Conditions		Authorisation
		Helm	Crew	Type of Course or Activity	Max. Wind Speed	Venue Instructor

Rowing

Date	Type of boat	Hours Experience		Activity & Weather Conditions		Authorisation
		Helm	Crew	Type of Course or Activity	Max. Wind Speed	Venue Instructor

Rowing

Date	Type of boat	Hours Experience		Activity & Weather Conditions		Authorisation
		Helm	Crew	Type of Course or Activity	Max. Wind Speed	Venue Instructor