



## **SANTA CRUZ ROWING CLUB EQUIPMENT RENTAL GUIDELINES**

### **INTRODUCTION**

These are the Santa Cruz Rowing Club (SCRC) Equipment Rental Rules. All users of Club equipment are required to understand and agree to follow these rules.

Additionally, while rowing in the Monterey Bay is a wonderful experience, it also carries dangers that all rowers need to understand and be prepared for. Our goal is to keep the rental fleet seaworthy and safe by minimizing damage and ensuring that rowers take all necessary precautions in order to have a safe rowing experience.

**Background:** The Santa Cruz Rowing Club (SCRC) was started by a small group of rowing enthusiasts in 1975 and formalized in 1985. Through the years, the club has become increasingly more structured as membership has increased and a large fleet of rental boats has been put into service. The SCRC mission has remained the same, however. SCRC is dedicated to promoting recreational and competitive open water rowing in the Monterey Bay area. We are especially proud of our accomplishments and look forward to our future with rowers like you.

**Club membership** is open to anyone who is interested in supporting these goals, and has paid annual Club dues.

**Equipment Rental** is available to SCRC members under the following conditions:

1. That the member has demonstrated competency in boat handling and rowing, as deemed by an SCRC-approved Instructor.
2. That the member is current in his or her SCRC annual Club dues and Equipment Rental Fees.
3. That the member reads and understands, and agrees to follow the SCRC Equipment Rental rules, as indicated by signature at the end of this document.
4. That the member understands that he/she is financially responsible for any damages that occur while the member is in control of the equipment (from the point of log-out until the equipment is logged in).
5. That the member has completed a SCRC waiver for the current calendar year.
6. That the member participates in 10 hours of volunteer activity during the membership year (April 1 – March 31<sup>st</sup>).

Additionally, SCRC has a Guest Policy as follows:

The guest must:

1. Complete a SCRC waiver.
2. Pay a \$10 rental fee/per row if he/she will be rowing. This fee must be placed in the Iron Ranger (green metal box) in the door of the oar closet.
3. Follow all other safety and club procedures, under the supervision of the Club member.
4. The member who has hosted the guest is financially responsible for any boat damages that occur during the visit.

## **SECURITY**

The oar closet is for the exclusive use of SCRC members and their supervised guests. The combination is changed periodically to limit access to authorized personnel only. Club members who have satisfied the Equipment Rental requirements are considered authorized personnel. If you have not received the updated combination, please contact the Club Treasurer. Club contact information is listed inside the oar closet.

***DO NOT*** give out a combination to anyone. If someone asks you for the combination, refer him/her to the Club Treasurer (phone numbers/email addresses are posted on a sign inside the oar locker). The Club Treasurer can verify that the individual has Equipment Rental privileges before giving out the combination.

## **BOAT AVAILABILITY**

***Boat Reservations*** must be made by using the Reservation Log on the oar closet. List the time that you intend to use the boat, including your return time. Out of courtesy to other members, if a boat is reserved and not claimed within 15 minutes of the reservation time, the reservation is cancelled and the boat is available to other parties. Remember to return at the time you have stated in your reservation.

## **Log Book**

Any equipment that is borrowed should be logged out. Your boat rental includes seats, oars, PFDs and portable compass (if applicable). If you are borrowing oars only or compass only, please indicate this in the log book.

## Preparation & Launching

### SAFETY FIRST!

**Always review the water and weather conditions** - wind/fog/tide/visibility - before deciding to row. BE SAFE, NOT SORRY!! Both the Pacific Ocean and the Harbor mouth are unpredictable. Don't take unnecessary risks. It is also **strongly recommended** that rowers row with at least one other person, and that someone on land knows you are out rowing and what time to expect you back. You are encouraged to carry a marine radio with you and know how to use it, in case you need to call for help.

### Procedure

1. Open the Oar Locker and check the boat reservation calendar and the log book to determine which boats are available. It is also a good idea to look at the boat itself for a "DO NOT ROW" notice, in case the boat is out of commission.

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### MANDATORY

**NEVER** row a boat that has a DO NOT ROW sign on it. Do not remove the sign and do not assume that the boat is seaworthy. If you have questions, contact the Club Vice President/Fleet Manager for more information.

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2. Sign out the boat in the log. (If a boat is NOT signed out and is not in the rack, it is considered a stolen boat. Please notify the Club Vice President/Fleet Manager.
3. Get the following equipment from the oar closet and bring down to the docks:
  - Oars - make sure they are in good working condition with solid grips, and a sturdy collar, and you have a matched set (the letters on the oars should match).
  - Seat(s) for the boat you will be rowing.
  - PFD(s) (one per rower) and bungee(s) (if necessary to attach PFD to boat).  
Remember to make sure your PFD straps are untangled so that you can put it on easily if you need to. You don't want to struggle to make your PFD fit if you end up in the water.
  - Portable compass from the oar locker, if your boat does not have one attached.
  - A water bottle is strongly recommended.

4. Look the boat over in the rack. Check for:
  - Hull cracks or damage.
  - Loose screws on oarlock or rigger.
  - Check oarlock flexibility. It should feel rigid, and not as if it is about to break (or like a loose tooth.)
  - Cork/rubber plug in the hole at the stern end of the boat.
  - If possible, adjust the foot stretchers in the rack.

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**MANDATORY**

Never row a boat that is missing key safety parts such as the cork or inspection port cover. If it is possible for water to enter the hull of the boat, the boat is not seaworthy, regardless of how ideal the weather and water conditions may be.

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5. Before moving the boat, do the following:
  - Close hatch/inspection port(s).
  - Close corks/plugs.
  - Close bailers.
  - Assemble all of the items you will bring in the boat on the dock.

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**MANDATORY**

**NEVER** move a boat with the bailer open. This can damage the bailer and could cost \$50 to \$200 to repair.

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6. Take out the boat and place it in the water **only when you are ready to go**. Take the boat out of rack by slowly lifting it clear of the rack. Do not drag the boat on the rack. Be careful that riggers, oarlocks and the skeg (fin) do not touch other boats, rack, or the dock. Lift the body of the boat, NEVER the riggers. Move slowly until you are clear of the racks and other boats. ***If you are not 100% sure you can lift and maneuver the boat by yourself, ASK FOR HELP from another rower, a jogger, or anyone who may be around. You are responsible for any boat damage that occurs when you are handling the boat.*** The cost to repair a skeg can cost \$100-\$200. The cost to repair the hull of another boat if a rigger is dropped on it can be several hundred dollars.
7. **Don't be a dock-hog!** Place the boat in the water **only** when you are ready to launch, you have visited the rest room, put coins in your meter, stretched, or whatever else you need to do. Plan to spend no more than 2-3 minutes here. Open the oarlock on the dock side. Put your oar in and fasten the oarlock. Remember that when closed, the oarlock fastener should face the stern. Keep the oar stretched across the dock. This will create an anchor that will help prevent your boat from moving while you load the rest of the boat.

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**MANDATORY**

**NEVER** put your boat in the water unless you are ready to get in and push off. Leaving your boat on the dock unattended inconveniences others and can result in the boat drifting away or becoming damaged due to passing boat wakes. You are responsible for the boat once you have logged it out.

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- 8. Get the 2nd oar. Keeping your weight on the dock side, lean across the boat and open the oarlock on the water side. If you can't reach using your arms only, it is acceptable to put a foot in the center of the boat, keeping your other foot on the dock, and reaching out with your hand to unscrew the oarlock. Put the oar in the oarlock but keep it pulled across the boat, so that the blade of the oar is next to the oarlock, with the handle on the dock. This will cause the boat to lean towards the dock and anchor it more.
- 9. Put the seat(s) in the boat. On all boats except the Trimline, the seats go onto the tracks from the front. On the Trimline, the seats go onto the tracks from the back. In any case, do not force the seat onto the track. ***If you must force it, you are probably breaking the plastic tabs under the seat.*** If you break these tabs, it could cost \$50-100 to fix, plus put the boat out of commission while new parts are on order, which could take a week or two. Note: the Echo seat and the Quad seats stay in the boat.
- 10. Double check that the foot stretchers are where you want them to be and make any adjustments. In general, you should not set your foot stretchers at the extreme ends of the tracks. For best results, set your foot stretchers so that when you come forward on the slide, you do not hit the end stops on the tracks with your wheels, and in the layback position at the finish of the stroke, your hands are separated and your thumbs are in front of your ribs. If you are rowing a double, you can make foot-stretcher adjustments while the boat is in the rack.
- 11. Secure other items – PFD, compass, water bottle.

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**MANDATORY**

**ALWAYS** carry a PFD for each person in your boat. This is a Coast Guard requirement.

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- 12. To get into the boat, push the oar on the water side all the way out. The two oars will now create a stable platform for you to get into the boat. For extra stability, take the two oar handles and butt their ends together (they will make a slight forward angle). Hold the oars in one hand while pulling them back towards the seat. You can actually use this "handle" to support your weight as you step in to the boat and sit down.

13. Once seated in the boat, secure the Velcro in the foot stretchers and make any final adjustments. Keep control of your oars the whole time you are in the boat until you are done rowing and out of the boat. You can hold one oar in each hand, two oars in one hand, or tuck them between your legs and torso, but don't let go! It's a good idea to carry a Velcro strap with you in case you need to secure your oars.
14. Check for oncoming boat traffic before launching. Make sure you know which way you are going and which side you should be on. If you are heading upstream you must cross over to the other side of the Harbor. If you are headed downstream, towards the ocean, you need to go under the bridge in the lane closest to the dock.
15. When the coast is clear, hold both oar handles in one hand (the side closer to the water). Push down slightly on your handles so your oar blades raise up. At the same time, push off the dock with your free hand and lean away from the dock. You should be able to clear the dock without pushing off with your oar.
16. Again, looking carefully first for oncoming traffic, make the turn to go out to the ocean or cross over to the other side of the channel if you are going to the north harbor area. The traffic pattern is to stay on the SCRC side of the channel when rowing south towards the harbor mouth and then the opposite side when rowing back in going north. The traffic pattern is just as for vehicles (in the USA); stay on the RIGHT side of the channel, but keep in mind that because we are going backwards it feels like the LEFT.

### **Rowing Procedure**

1. Remember to look over your shoulder frequently in the channel as boat traffic is constantly changing. Try to look during a stroke (while your oars are in the water), because this position is most stable.

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### ***MANDATORY***

***ALWAYS*** watch where you are going, especially in the Harbor. Look over your shoulder every 1-2 strokes in the Harbor.

***ALWAYS*** follow the Harbor traffic pattern, without exception. If another boat is on the wrong side of the Harbor, stop, wait and resume when the situation is cleared and you can access the correct side of the Harbor. Boat collisions are very expensive to repair, ranging from \$500 to total replacement cost of up to \$5000, not to mention the possibility of injury (or worse). No one has the right of way and everyone who gets into an accident is wrong for not controlling their craft.

***DO NOT race in the Harbor.*** Keep your boat under control and ready to stop immediately. This is a tourist destination so there are boaters who have little experience with our Harbor, and are not expecting small, fast boats to appear in front of them.

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2. If going out to the ocean, stop at the 5 mph sign to again review the ocean conditions; if you have the smallest doubt DO NOT GO OUT, just row in the harbor. If the coast is clear, proceed carefully through the harbor mouth out into the bay. Review the traffic situation once you are a safe distance out of the harbor and can stop (never stop at the harbor mouth). If there are lots of boats, you might want to choose to go in another direction.
3. If you are a newer rower and don't have a lot of off-shore experience, you might want to row closer to the coast, outside the breakers. Just be careful of the kelp beds, because oars can become tangled in the kelp. Also, be aware of the direction of the wind and current. If you row against the wind going out, you will have an easier time coming back with the wind.

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**MANDATORY**

**NEVER** row through the Harbor mouth and out into the Bay if there is whitewater, or waves breaking across 1/3 (or more) of the Harbor mouth. If there are surfers in the Harbor mouth or you feel you must row wearing a PFD, the conditions are too rough for rowing Club boats. Collisions with surfers could result in personal injury which would be very costly.

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4. Remember that fog can blow in quickly and unexpectedly. Get your bearings before starting your trip and always take a compass. Understand which direction you are going in and what direction you will return in, in the event that you lose visibility. Be aware of your location at all times. Familiarize yourself with the various sounds and foghorns and their locations around the Bay.
5. When returning to the harbor, again make sure the coast is clear before proceeding into the harbor mouth. Ideally, you want to enter the Harbor mouth next to the east jetty (not the lighthouse side). In the summer, there is a big red buoy next to the east jetty as well. Enter the harbor so that red buoy or the jetty is close on your left. Enter the harbor from the South East; if you are coming from Light House Point stay at least 400 – 500 yards away from the harbor mouth until you can clearly see into the channel and then turn to make your approach. If the swell has come up while you were out, and there are waves breaking in the harbor mouth, stop and observe the sets of waves for a few minutes. Wait for a low point in the sets of waves before you row in.

**Docking & Storing Procedure**

**Stern-First Docking** is highly encouraged as a way to minimize boat damage and promote safety. Because the rower is going forward towards the dock, it's easier to watch where you're going.

The basics of the procedure are:

(a) Approach the dock from upstream. Position the boat so the stern is pointing to the spot where you want to “land” at the dock and approach that spot at a 45 degree angle.

(b) “Back” your oars so that you are rowing stern first; row deliberately and establish a little speed so you can maneuver – do not be too timid. Keep your oars working together in short arms-only strokes.

(c) When the stern is about 5 – 10 feet from the dock, feather both oars and lift your blades.

(d) When the stern is about 2 – 5 feet from the dock lean away from the dock – this will ensure that the dock-side oar and rigger are well clear of the dock; in addition, this maneuver will cause your boat to glide right in next to the dock. If you are too close to the dock you can adjust the rate of your turn by dragging or squaring your left oar.

(e) Keep your (right) hand out on the dockside to grab the dock. Using this procedure you should be able to dock without the boat bumping into the dock – your right hand will be the “first part of the vessel” to touch the dock.

In a double, the person in the stern seat should do the docking.

### **Landing**

1. Keep your oars in the oarlocks and fully extended until you are out of the boat. Pull the outside (water side) oar across the boat as you step out.
2. Remove your items from the boat.
3. Remove the oars from the oarlocks and **close all oarlocks**.
4. Put the boat on slings and wash it (except Skates, Ruby, Trimline and the quad, which must be washed on the dock). While washing it, look at the hull for any cracks or holes. While the boat is upside down, remove the cork and hold up the opposite end of the boat higher than the stern end to let water run out of the inside of the boat. If you find hull damage or excessive amounts of water inside the boat, report it immediately. **Note: the Dragonfly Doubles can be washed putting the carpeted board underneath the boat. Position it so the skeg does not touch the deck. When you are washing a boat this way make sure the bow end of the boat is pulled clear of the edge of the dock so other people can launch/land.**
5. Flip the boat and wash the inside, with the bailers open for drainage. Be sure to scrub the tracks and clean inside the oarlocks – this eliminates most of the squeaking problems. After you are done spraying the hose, remove the inspection port cover and look inside for water. If you see large amounts of water, report it immediately.
6. Tip: If you are rowing a single, cover the boat while still in the slings, rather than on the rack. Much easier.

7. Close the bailers before moving the boat. Lift the boat and carefully place it in the rack, being careful of the skeg, riggers and oarlocks. Do not drag the boat on the rack (lift it, don't drag it) and make sure that oarlocks and riggers are clear of other boats, crossbars or the rack. Make sure the oarlocks are closed.
8. Open bailers if the boat is right-side up. Open inspection port cover. Also, cover (if there is one) and tie down the boat. The Aeros that have fitted covers should be covered first (preferably while on slings as mentioned earlier) and then tied down.

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**MANDATORY**

**NEVER** apply WD-40 to slide tracks on any SCRC-owned boat. While it temporarily lubricates the track and alleviates squeak, over time, it results in damage to the track as dirt, salt and sand are attracted to the oil. **CLEANING** with fresh water and soap is the best solution to squeak problems.

**NEVER** make repairs to a boat without the prior approval of the Club VP/Fleet Manager. We appreciate any help from members in repairing and maintaining boats, and want to make sure the proper materials and procedures are used, for safety reasons. If you are interested in learning how to fix boats, speak up!! We welcome your help. The Club will reimburse authorized repairs – send your receipts to SCRC PO Box 2544, Santa Cruz, CA 95063

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***Please return this page, signed, along with your Membership Fees, Membership Form and signed SCRC Waiver to:***



**SANTA CRUZ ROWING CLUB  
PO BOX 2544  
SANTA CRUZ, CA 95063-2544**

I, \_\_\_\_\_, have read and understand the Santa Cruz Rowing Club (SCRC) Equipment Rental Guidelines and agree to follow them. I understand that I am financially responsible for damages to the equipment that directly result from my handling or use of the equipment.

I further understand that renting SCRC equipment is conditional upon my proper care of the equipment and that my refusal to obey SCRC Equipment Rental Guidelines may result in a loss of my SCRC Equipment Rental privileges.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Printed Name: \_\_\_\_\_ Phone #: \_\_\_\_\_