

# THE WAVE

The Coastal & Offshore Rowing Magazine

 ISSUE #5 | AUTUMN 2020



**RETURNING TO THE WATER**  
*again...*

**COASTAL SCULLING**  
*To get you moving*

**CROKER OARS**  
**RANDALLFOILS**

**BOOK REVIEW, YOUR STORY**  
**PLUS MORE...**

# CROKER OARS UK

## COASTAL & OCEAN ROWING

### CROKER OARS

have been manufacturing Rowing oars for more than 50 years and in that time have gained invaluable experience in all types of rowing, from designing and building oars that win Gold medals at the Olympics to oars that cross Oceans and everything in between.

Rather than a one fits all philosophy Croker Oars have a wide range of oars, each of which is designed for a specific type or discipline of rowing - along with couple of models that cross over and can be used in multiple disciplines.

Croker Oars has an unrivalled knowledge of Surf Boat Rowing and are the go to oars for Surf Boat Clubs throughout the world. Using all this knowledge we went about designing and building our Coastal and Ocean oars with usability and durability at their fore front.

For Coastal and Gig rowing we have 3 different model M1, M2 and M4 all of which can be built to your exact specifications.

For Coastal Sculling we have 3 different models our S6, S3 and S40 which cover the full range of abilities from learn to row through to International competition. Our S40 sculls have been the preferred choice of the organisers at the last 2 World Coastal Championships.

For Ocean Rowing we build our M10S sculling oars to your specifications and each year provide sculls for a large number of crews.

We hold a good stock of the full range of oars and sculls and are also happy to build to your specifications at no additional cost.



For information or advice please call  
**JOHN TETLEY on 0748 725 6783**

[john@crokeroars.co.uk](mailto:john@crokeroars.co.uk)  
[www.crokeroars.co.uk](http://www.crokeroars.co.uk)





Pictured: Jon of Exmouth RC with The Wave's Craig Chaulk rowing for Mayflower Offshore Rowing Club. ©The Wave Rowing

**W**elcome to Issue #5 of The Wave – the Coastal and Offshore Magazine.

Just as some of us were getting back on the water adapting to the new normal version of rowing... a second lockdown came along.

During this time, I have evaluated the future of The Wave Rowing. Writing and producing The Wave Rowing is time consuming and find myself writing more about rowing than actually rowing and have missed out on rowing opportunities due to producing The Wave. I believe it has some good content, and is growing in subscribers but I feel it could reach further.

For this reason, I will be releasing articles at [thewaverowing.com](http://thewaverowing.com) and share them on social channels (and hope you do too) to hopefully create more conversation about particular topics and spread the word about our sport and hopefully reaching a new audience.

This issue features a Coastal Sculling special, this is the rowing style I perform (pictured above in the blue top).

I thought a guideline in getting you moving; for those wishing to look into our sport or have recently purchased a boat, and for existing rowers, there might be something new you learn with contributions from Rowing Ireland, Croker Oars and Randallfoils. I hope you find the content useful and interesting.

If there's anything you would like The Wave Rowing to feature, please email [rowing@thewaverowing.com](mailto:rowing@thewaverowing.com)

Enjoy the issue!



Craig Chaulk  
Editor

The Wave – The Coastal & Offshore Rowing Magazine

### Contents:

Covid-19.....	4	Randallfoil.....	22
News.....	5	Rigging for rough water.....	24
Coastal Sculling - <i>to get you moving</i> .....	8	Book Review: Masters Sculling.....	26
Offshore Rowing – Rowing Ireland.....	16	Generation Gap.....	28
Croker Oars.....	18	Your Story: Rowing in Lockdown.....	30

**@thewaverowing**



**Send us your news & stories:**

✉ [rowing@thewaverowing.com](mailto:rowing@thewaverowing.com)

Below are the links to the governing bodies for rowing and their resources.  
Please follow their latest advice and guidance.



[britishrowing.org](http://britishrowing.org)



[scottish-rowing.org.uk](http://scottish-rowing.org.uk)



[scottishcoastalrowing.org](http://scottishcoastalrowing.org)



[welshrowing.com](http://welshrowing.com)



[rowingireland.ie](http://rowingireland.ie)



[worldrowing.com](http://worldrowing.com)

***Stay Safe ~ Stay Alert ~ Enjoy Rowing***

**FIXED SEAT ROWING (Gigs, St Ayles Skiff, Skiff, Yoals, Flashboats etc):**

Follow your governments and associated bodies guidance .

Unfortunately the World Pilot Gig Championships has been cancelled for 2021. If you have any queries, please contact the WPGC committee at [worldgigs@gmail.com](mailto:worldgigs@gmail.com)

The **Row Around Scotland 2021** has every intention in going ahead subject to government restrictions, follow <http://www.rowaround.scot> for more information and developments.

**OCEAN ROWING**

Teams are arriving in La Gomera for the **Talisker Whisky Atlantic Challenge** which begins on December 12<sup>th</sup>, 2020. Follow the rowers at [www.taliskerwhiskyatlanticchallenge.com](http://www.taliskerwhiskyatlanticchallenge.com)

Did you watch **'Don't Rock The Boat'** on ITV? This 5-part show saw 12 celebrities rowing in two modified R4 ocean rowing boats from Rannoch Adventure. Find it on ITV hub to rewatch or [click here](#).

Rannoch still have spaces on their Roxy Expeditions. Visit: <https://www.rannochadventure.com/roxy/expeditions>

**COASTAL SWEEP**

**2021 South Coast Championships** *The South Coast Council which includes representatives from the respective CARA and WEARA associations were in full agreement of the postponement to 2021 which will mean that the H&D will host the 2021 championships and the subsequent championships in Paignton, due to be held in 2021 will move to 2022. We are hoping that we will be able to continue to host the championships in 2021 at Royal Victoria Country Park as a lot of work has gone into the logistics, course and venue by the organising committee, but this will be dependent on tides and venue availability for September 2021. If we cannot hold it at RVCP, we will look at an alternative venue in the H&D region. A decision will be made by mid-May at the latest and we will keep all clubs informed of the decision.*

**COASTAL SCULLING**

LiteBoat have launched a new innovation titled the LiteTRIO (pictured left). A coastal scull that can be rowed with three rowers or as two rowers plus a cox. Stay tuned to The Wave for a feature on this boat.

South West Coastal Rowing League dates have been release – these are subject to change due to a virus that's going around...

Saturday 3rd April Plymouth  
Saturday 8th May Exmouth  
Saturday 22nd May Torquay  
Saturday 19th June Teignmouth

Saturday 4th September Torquay  
Saturday 18th September Plymouth  
Saturday 16th October Exmouth  
Saturday 30th October Teignmouth

Email: [gbr.swcrl@gmail.com](mailto:gbr.swcrl@gmail.com) for more details.



**British Rowing Offshore Championships & Beach Sprints:** Exmouth Rowing Club has formally said that the event will be held at Exmouth in Devon in July 14<sup>th</sup>-16<sup>th</sup>, 2021. BROC is the qualifiers in order to participate at the World Rowing Coastal Championships...

**2021 World Rowing Coastal Championships & Beach Sprints** will be held in Oeiras, Portugal on 1<sup>st</sup>-3<sup>rd</sup> October 2021.

The **2022 World Rowing Coastal Championships & Beach Sprints** will be staged at Saundersfoot Beach, Pembrokeshire, **WALES!!!**

You now have two years to get ready for the World's returning to Great Britain. Now we just need to get on the water!



The new GlideSolo boat got the seal of approval.

[Click here to find out more.](#)





Lifeboats

# GIVE YOURSELF A FLOATING CHANCE

If you're in trouble in cold water:

- 1 Fight your instinct to thrash around**
- 2 Lean back, extend your arms and legs**
- 3 If you need to, gently move your arms and legs to help you float**
- 4 Float until you can control your breathing**
- 5 Only then call for help or swim to safety**

## FOR THOSE WHO FIND FLOATING A LITTLE HARDER:

- clothing can provide natural buoyancy for the first few minutes.
- stick to gentle movement to help you float.
- practice your floating technique in a pool.

The average temperature of British and Irish coastal waters is 12–15°C. That's cold enough to cause cold water shock.

## WHEN THE SHOCK HAS PASSED, LOOK FOR SAFETY. OPTIONS ARE LIKELY TO INCLUDE:

- swimming to safety – parallel to the beach if you're caught in a rip current
- calling for help
- finding something to hold onto to help keep afloat
- thinking about ways to preserve body heat until help arrives.

Help save lives. Share our Float to Live advice.  
[RNLI.org/RespectTheWater](https://RNLI.org/RespectTheWater)

The RNLI is the charity that saves lives at sea  
Royal National Lifeboat Institution, a charity registered in England and Wales (209603), Scotland (SC037736),  
the Republic of Ireland (20003326), the Bailiwick of Jersey (14), the Isle of Man, the Bailiwick of Guernsey and Alderney

RESPECT  
THE WATER





# Lifeboats

# RESPECT THE WATER WHEREVER YOU ARE

## What do you do if you see someone in trouble in the water?

All too often, people's first instinct is to go into the water. As a result, too many people drown trying to save others or their pets.

If you see somebody in danger of drowning at the coast, **call 999** or **112** and ask for the coastguard straight away.

Look for something that floats and throw it out to them.

Help them stay calm and encourage them to float.

## HELPING YOU TO STAY SAFE



### AT THE BEACH

- Go to a lifeguarded beach and swim between the red and yellow flags.
- Before going into the sea, consider your ability and the conditions; swimming in the sea is very different to swimming in a pool.
- When you enter the water, take time to acclimatise to the temperature.
- Have someone watching you from the beach and make sure they are able to call for help.



### NEAR OPEN WATER

- When you're near open water, keep away from the edge; stick to designated paths and look out for safety signs; and keep clear of uneven, unstable or slippery ground.
- Avoid walking alone or at night, and always carry a means of calling for help.
- If exploring the coastline, always get local advice on the tide to make sure you don't get cut off.



### ON THE WATER

- Carry a means of calling for help in case you do end up in trouble.
- Wear the appropriate flotation device, such as a lifejacket or buoyancy aid, it could save your life.
- If you are going out alone, tell someone ashore about your plans and what time you expect to be back.

To find out more visit: [RNLI.org/RespectTheWater](https://www.rnli.org/RespectTheWater).  
Please support us by sharing these important lifesaving skills.

The RNLI is the charity that saves lives at sea  
Royal National Lifeboat Institution, a charity registered in England and Wales (209603), Scotland (SC037736),  
the Republic of Ireland (20003326), the Bailiwick of Jersey (14), the Isle of Man, the Bailiwick of Guernsey and Alderney



# COASTAL SCULLING



@kateparsons15



© Picture: C. S. Chaulk

## Coastal Sculling - Making a splash in the boat and across the world

**T**ransitioned from the river to the sea and adapted accordingly. Considered the adventurous side to rowing, this version of the sport is growing worldwide with annual World Championships and is being considered for the 2024 Olympics.

The boat design features a wider hull for stability and a maximum of four rowers plus cox capable of buoy turns and quick directional changes on the sea. With a very buoyant hull, some models can tackle big swells, choppy seas, and handle swamping aided through self-bailing designs and motion.

The boats are commonly made from GRP, fibreglass, as well as Carbon Fibre, as well as plywood versions. The sport is evolving with many innovative designs emerging for example, the LiteTrio in which can be adapted for three rowers or two rowers plus a cox. The coastal stability also makes them versatile, being adapted for touring and endurance expeditions for the adventurous rowers, with boats emerging for example: The Rannoch Explorer (featured in Issue #1 of The Wave Rowing), Nordic Explorer, GlideSolo to name a few.

Typical categories featured in Coastal Sculling are:

- Coastal Coxed Quad (C4x+)
- Coastal Double Scull (C2x)
- Coastal Single (C1x)

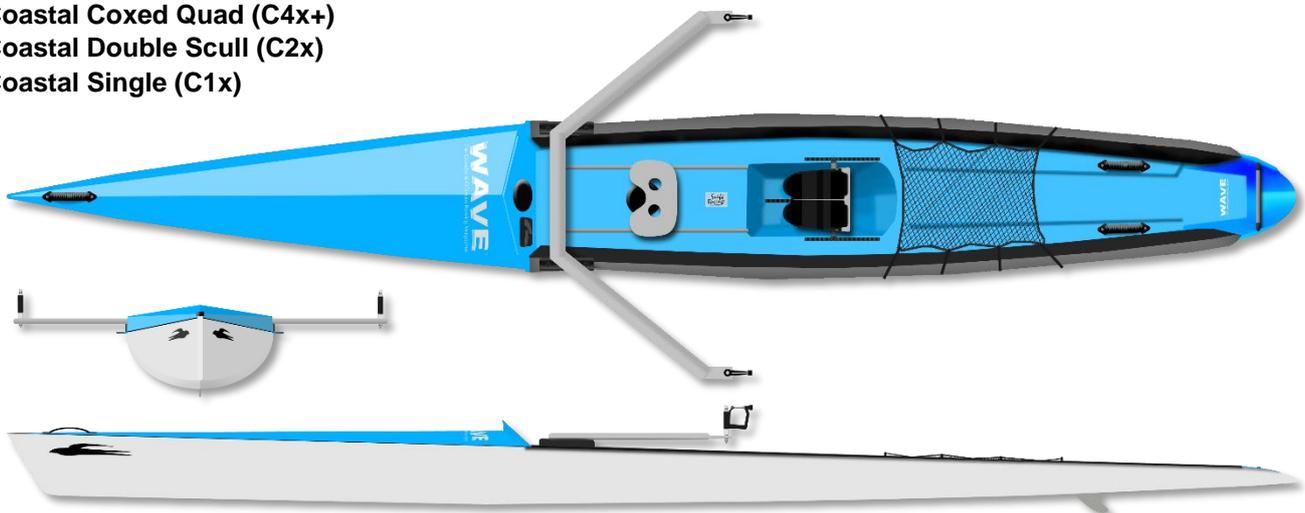
Picture above: The South West Coastal League is a growing league in Devon, Great Britain. The league is now attracting clubs participating from the south coast and Wales. Races are held at Exmouth, Torquay, Teignmouth, Plymouth and potentially in Dorset from 2021. © Picture: C. S. Chaulk

The boat can be found worldwide with a variety of leagues, challenges, championships including the World Rowing Coastal Championships and Beach Sprints – the latter see’s rowers starting on the beach running to board the boat, race 500m rounding a buoy then running up the beach to the finish line.

For competitive rowing, boats have to adhere to FISA regulations in the following categories:

	C4x+	C2x	C1x
Maximum Length:	10.70m	7.50m	6.0m
Width overall:	1.3m	1.0m	0.75m
Minimum weight:	130 kg	60 kg	35 kg
Number of rowers:	4	2	1
Coxwain:	Yes	-	-
Blade type:	Clever		
Bailing:	Self-bailing; some C4x+ fitted with hand-pump or battery-powered pumps.		

Pictured below: An example of Coastal Single Scull (C1x) from the manufacturer Swift Racing.



© Artwork created by The Wave – The Coastal & Offshore Rowing Magazine (The Wave Rowing). Not to be used without permission.

## Getting started in Coastal Sculling

**F**or this guide brought to you by *The Wave – The Coastal & Offshore Rowing Magazine*, we will be focusing the basics to get you rowing if you're new to this discipline whilst also offering tips and suggestions to get you moving. The technique and set-up being used is individual dependent and serves as a basis to which to start from – these are guidelines and not requirements, you have to experiment to find what works based on you, your height, flexibility and athletic ability.

The boat we will be using is the **Coastal Single Scull (C1x)** also known as a **Coastal Solo**. Why the C1x single scull? Because nothing is more noticeable than yourself and it is only you that can provide propulsion to move this boat, you can learn, adapt and experiment and is fantastic for training, technique, racing... or if wishing to be adventurous. However, if this is your first time, it is recommended to join a club first to build up confidence, get to know the local water as rowing along the coast can be dangerous in changeable and challenging conditions including tides, currents and shipping.

The following pages will be broken down into sections:

- Right: The names for the front back and sides of the boat, and forces that act upon the boat.
- Parts of the boat
- Technique
- Rigging:
  - Considerations prior to rigging
  - Foot stretcher
  - Making the changes to suit

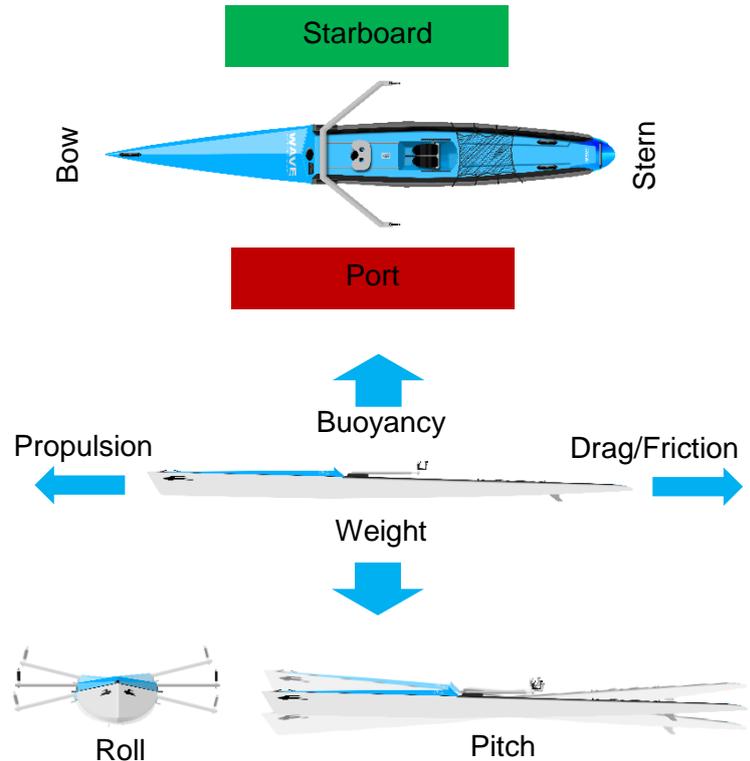
Experiment. Have Fun and always tell someone where you are going and an expected time of return, take a lifejacket (150n for coastal) and a form of communication - VHF radio for example the iCOM IC-M125 and mobile phone. And make sure you've put the bung in before you set-off!

Recommended reading: *Masters Sculling – Technique & Training*, see our book review on page 26.

**TIP:** Struggling to remember Port and Starboard? Why not use the relevant coloured electrical tape on the riggers to indicate the Red and Green sides. To add to the fun, you'll be rowing backwards, if you're coxing a boat it will be the other way around – it's good to have this visual markers.

**Did you know?** Using the United States nautical system, it's the opposite way to that in the UK. Therefore, if rowing in another country, check which system they use.

Below is a guide to the boat to get you familiar to the parts, forces and expressions used.



**Buoyancy:** This is in the design of the boat, it is meant to be buoyant and usually consists of three or more watertight compartments should one section be breached to avoid sinking.

**Propulsion:** This is influenced by the rower in propelling the boat forwards.

**Drag/Friction:** As the boat goes forward, water (including, waves, tide and currents) and air (wind) friction acts on the boat slowing the boat down, this can also be termed as resistance.

**Weight:** This is influenced by the rower. The heavier the contents of the boat (not just the rower but also a swamped boat or full dry bag), the larger the surface area of the hull in is the water resulting in more resistance in propelling the boat through the water.

*Roll and Pitch will be common in coastal conditions due to the swell and waves influence on the boat.*

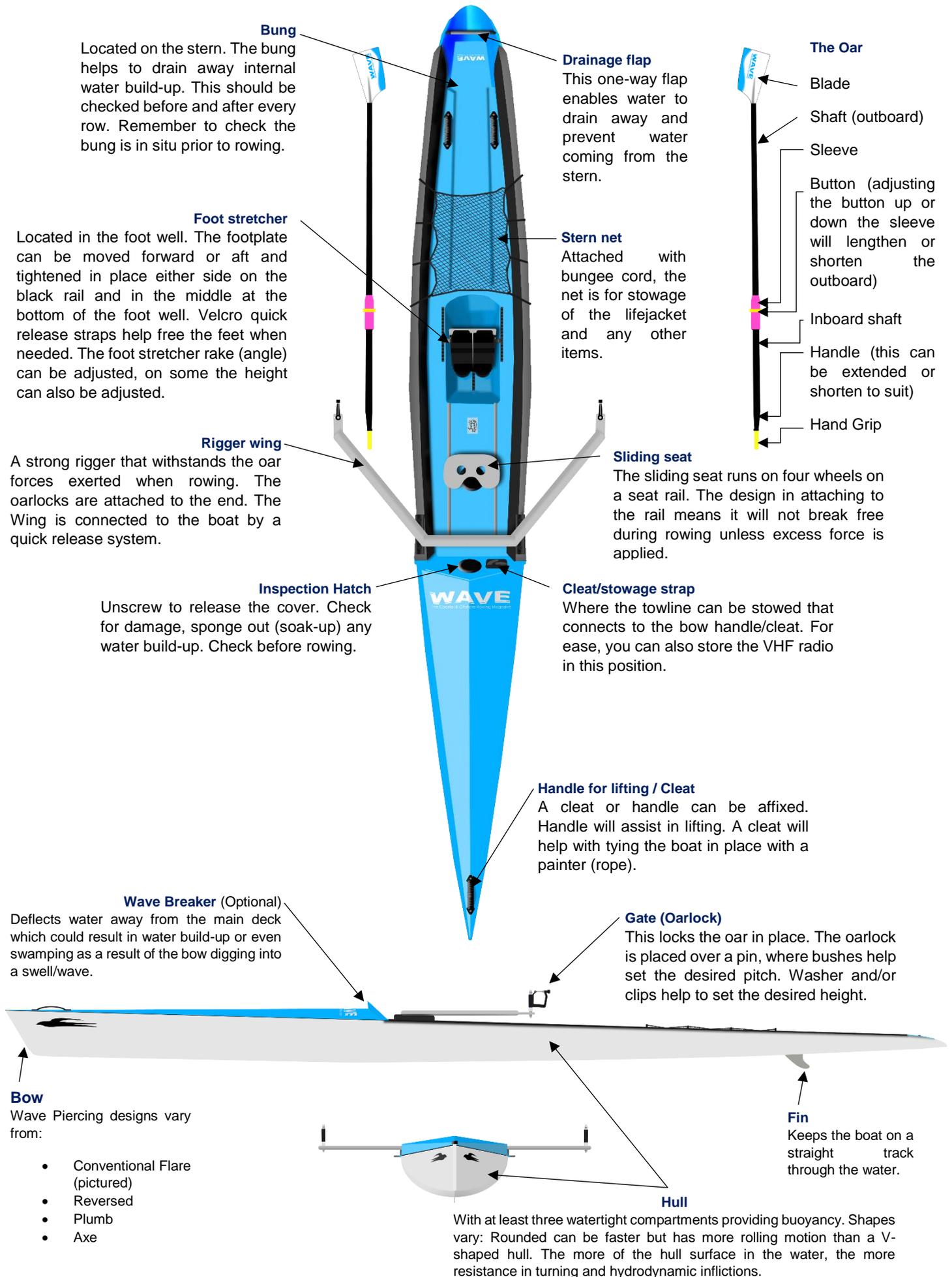
**Roll:** If influenced by the rower, it will be a result of down to instability in technique (leaning to one side at the catch), roll also creates drag.

**Pitch:** If influenced by the rower, this will be due to the shift in the centre of gravity (CofG) on the boat, the shift is only a matter of inches but results in the following: At the catch, the CofG will shift aft raising the bow which will induce more drag due to the exposed wider surface area; at the release the CofG will shift forward resulting in the bow being locker and 'cutting' through the water making the boat more streamlined as it propels through the water.

There are ways you can use the forces to your advantage, some will be mentioned in this feature, and others are for a future issue of *The Wave Rowing*.

## Parts of the boat

© Artwork created by The Wave – The Coastal & Offshore Rowing Magazine (The Wave Rowing).  
Not to be used without permission.



© Artwork created by The Wave – The Coastal & Offshore Rowing Magazine (The Wave Rowing).  
Not to be used without permission.

## Technique



### 1 – Catch

Shins vertical.  
No gap between thighs and the body.  
Knees just below the armpits  
Back is straight, should are relaxed.  
Body should be in the +25° (1 o'clock) position.

The CofG shift results in the bow slightly pitching up.



### 2 – Catch

The hands are the only things that move to drop the blade vertically into the water to lock the blade into the water.



### 3 – Drive

Engage and push against the footplate horizontally.  
Legs accelerate through the stroke.  
Body remains locked at the +25° angle with the weight suspended through the handle.  
Legs then body



### 4 – Drive

Pushing through the footplate, knees now down, you begin to open backwards to accommodate the handles.  
Moving towards the -25° (11 o'clock) position.

CofG is now central as the body passes the upright position.



### 5 – Extraction

The legs, upper body and arms all combine to the power.  
The body is now at the -25° (11 o'clock) position.  
You begin to bring the handles slightly down towards you.  
The oars extract from the water.

The CofG now results in the pitch of the boat where the bow cuts through the water. Maximising the energy from the drive.



### 6 – Recovery – quick hands

The body is now at the -25° (11 o'clock) position.  
Push the handle down and quickly away.



### 7 – Recovery – body rock

The oars are now perpendicular to the boat.  
Body rock forward to +25° (1 o'clock) position.  
Begin to move down the slide controlling with your knees as if you are coming down when doing a weight squat.  
Begin to feather as the hands come over the knees.



### 8 – Recovery – slide

The body is forward in the +25° (1 o'clock) position.  
Continue the controlled slide.  
Feathering to square.

Keep the movement smooth and controlled.  
Catch your breath, you can make two inhales during the recovery.



### 9 – Setting up

The body is forward in the +25° (1 o'clock) position.  
Continue the controlled slide.  
Blades are now squared

Keep the movement smooth and controlled.  
Body pre-stretched ready for the catch.

#### Tips:

In coastal sculling, waves will interrupt the stroke, you need quick reactions as during certain phases your left-over-right will suddenly switch as you react.

Remember to look over your shoulder ~every 3 strokes... Crab pots, flotsam, rocks can sometimes appear at short notice.

What is the wind doing? Opening the blade early with a headwind will create drag and slightly slow you down, consider feathering at the last minute; likewise if the wind is coming from behind, feather early as the blade can act like a sail and push you along. It's free energy and may push you a few inches further.

A 'V' shape in the water will appear in the boats wash with a little fountain, try to push that fountain further away by exerting more power. It's a target you can focus on during a long race.

## Rigging

Every individual is different; different height, age, length of lengths, arms, torso; the flexibility and fitness of the rower. These are all things that need to be taken into consideration when rigging for the rower.

As a rower gets fitter, they may also become more flexible and as a result they may have more reach, can achieve a higher stroke rate due to their cardiovascular improvements. As a result, the way the boat is rigged will also need to change to maximises these improvements to translate it through the oars.

The following rigging guide is a basis, something to work from and a guideline only, and it is hoped that some may also learn something new. Experimentation is key to finding what works for you and help from a fellow rower will help in providing you with feedback. Most mobile phones have cameras, if you could get someone to film you as you go past, you can then playback and assess your technique.

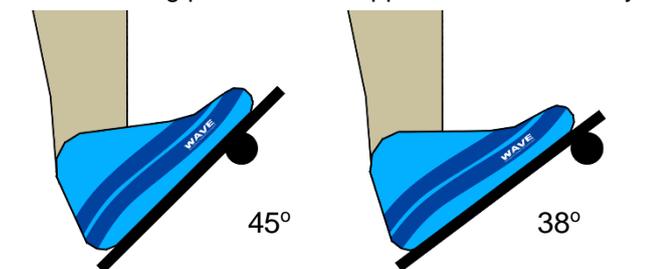
Making changes: Don't start by making big changes, this could result in injury. Change is something that takes time to get used to; you may not like how it feels to start with but after a few rows it might start to feel better or begin to notice improvements.

### Foot Stretcher

When at the catch, the rowers' shins should be vertical - perpendicular to the bottom of the boat. You may wish to have assistance in setting up to ensure that your shins are vertical.

Foot stretchers can move forwards or backwards, some can also move up and down and changing the rake – the angle of the foot on the foot plate.

Those new to rowing, older or not as flexible may not be comfortable with a 45° footplate rake, they may find it harder to maintain vertical shins as a result or lift their heel too high off the plate at the catch. The heel should ideally only come one centimetre off the footplate. With a shallower gradient – for example 40° or 38° may be more suitable and moved to a more comfortable and consistent placement where the shins are vertical at the catch meaning power can be applied more effectively.



© Image created by The Wave Rowing.

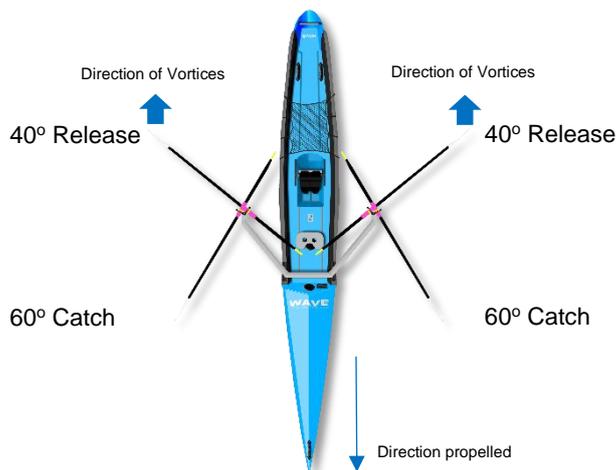
Adjusting to make the shins vertical in a comfortable position at the catch may also mean changing the angle of the footplate.

### Tip:

- 1) Are you finding your feet slipping on the plastic footplate when getting wet? Try applying some anti-slip tape to give you grip on the ball of the feet on the footplate.
- 2) Are you wearing anti-shock trainers? If so, you are cushioning some of the power you are trying to apply. Find a shoe with a harder sole so that you can apply that power rather than having it absorbed.

### Catch angle

You think you have your foot stretcher sorted, however, it may still need to change as we form the basis of the catch angle. Working at a 60° catch and a 40° release; I personally have found this to be an effective stroke for coastal conditions. It will also result in a punchy drive. You may also go slightly further than the 60° angle to allow for slip during the stroke, but through correct technique this should be a little as possible but given coastal conditions and the movement inflicted on the rower, slip is much more likely to occur. You can always invest in Randallfoils for the blades - see the feature in this issue as to how they can help.



© Image created by The Wave Rowing

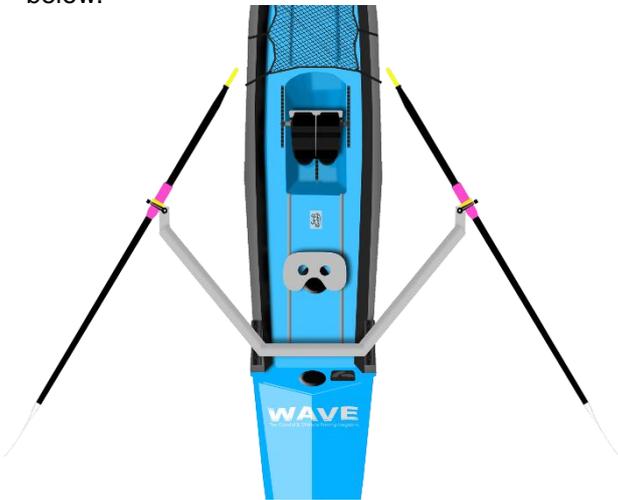
The catch and release angle reflecting the direction of the vortices and the propelled direction of travel.

A catch angle higher than 60° will result in more load on the catch and may be more suited to strong individuals who can apply that muscle power. A later release with push the released pressure from the blades more towards the stern. All because the blades are in the water longer, this doesn't mean it is more effective. From personal observations and again is subjective, the 60°-40° pressure and releasing it at around 40° has been more beneficial and though it feels shorter, it does feel sharper and snappy with a slightly higher stroke rate to accompany it and found it more suited to coastal rowing conditions.

How to adjust for the angle: For this you'll need to change the span and the inboard of the oar...

## Adjustments to the inboard of the oar

Now we could get very technique here, instead it will be kept simple as it is forming a basis to start from. At the catch, you are aiming to get a 60° angle as pictured below.



The oars at the catch angle of 60°. © Image created by The Wave Rowing.

In creating the angle, you (the **rower**) should have someone (**observer**) to overview you and provide feedback in the set-up. This should be done on a pontoon, shallow water or slipway.

The **rower** should warm-up for 15 minutes to get the body into a state of rowing flexibility.

The **rower** should have the footplate set-up as previously described.

**Rower** comes forward to the catch; **observer** checks for a position of +25° forward (1 o'clock) as shown below.



With the **rower** holding at the catch position (not overstretching), the **observer** standing over the **rower** can now check the direction of the oarlock. What you are trying to achieve is the following:

The **rowers** **rightside** oarlock should be at the 2 o'clock position.

The **rowers** **leftside** oarlock should be at the 10 o'clock position.



The left oarlock is at 10 o'clock, the right at 2 o'clock. © Image created by The Wave Rowing.

In order to achieve the direction on the oarlock, the **rower** may need to move the foot stretcher forward (towards the stern) to increase the angle or move the foot stretcher backwards (towards the bow) to create a shallower angle. The **observer** should inform the **rower** if the angle is achieved.

The **rower** should now go to the release where the **observer** should check to see if in the -25° (11 o'clock) position as shown below.



With **rower** in this position, the ends of the oar hand grips should be approximately one fist width apart, enough room for clearance and free from snagging on clothing. Some coastal rowers prefer more room or even swinging more towards the side creating a larger arc.

A 40° release angle should read as...

The **rowers** **right** oarlock in the 11 o'clock position; The **rowers** **left** oarlock should read in the 1 o'clock position.



The **rowers** **right** oarlock at the 11 o'clock position, the left side is at 1 o'clock. The hand grips of the oars are approximately one fist apart. © The Wave Rowing.

Struggling to achieve the angle and hitting backstops - the end of the rail? You may need to create a longer inboard on the oar, shortening the inboard may allow the **rower** to move the footstretcher forward resulting in more degrees at the catch. Adjust in small steps, you will want to allow about an inch of space between the wheels and the backstop – end of the rail (the bow end).

## Span

The average span from pin to pin is 158-160cm. Sometimes it may not be possible to fully achieve a 60:40 angle due to the **rower's** morphology. Some rowers and notably in coastal rowers who may be smaller in stature, less flexible will struggle to achieve the angle. By reducing the span by bringing the oarlock pins closer to the boat will result in an increase in the catch angle. An example in the span differences is in the club rowing environment, where shared boats are used with a one set-up standard across the club. A shorter **rower** has a short stroke... this is probably because the wider span is causing them to have a shallow catch angle and subsequent small arc (stroke).

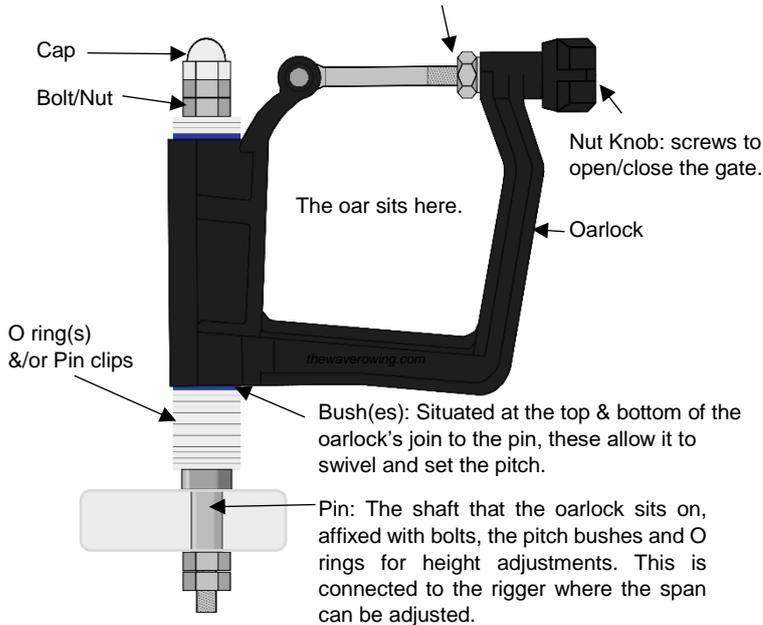
## Oarlock (Gate) Height and Pitch

The boat should be level (possible on trestles). Measure if the boat is level on the main deck between the seat rails in line with the pins (oarlocks).



### The Oarlock:

The nut adjusts reduce the oar moving around in the oarlock. 3-5mm of give should allow the sleeve on the oar to spin.



The oarlock. © Image created by The Wave Rowing.

## Pitch

The pin should sit on the rigger upright perpendicular resulting in a 0° pitch (as pictured above).

Bushes: the hole is where the pin goes with a bush at the top and bottom of the oarlock. Each bush has a set degree of pitch: 7/1, 6/2, 5/3, 4/4 degrees.



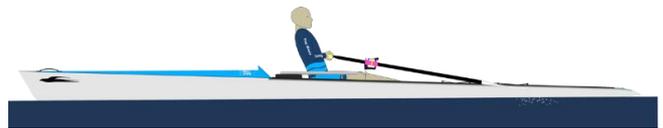
FISA suggests a pitch of 3-5 degrees. The blade should be square at the catch. Check by putting in an oar and setting how it will look at the catch angle, you may require help for someone else in checking this by holding it in situ.

Bushes and oarlocks suffer from wear and should occasionally be checked and replaced accordingly if required.

## Oarlock height

FISA recommends a height measured from the gates to the main deck of 18-20cm.

A good visual indication for the height is the forearm and water line being in parallel with each other. Too high and the hand will be higher than the elbow; too low and your hand will be lower than the elbow and most likely rubbing against your upper leg.



Clearance at the release and recovery is important to avoid catching, especially in choppy conditions. © The Wave Rowing.

The coastal rower must be comfortable and confident to row at different gate heights as conditions dictate. For this reason, it is recommend to have some pin clips in replace of O rings for ease in adjustment.

Assess the conditions, speak to safety boat crew's to determine the sea state for the course to be rowed. If unsure, set at an intermediate setting for both flat and choppy conditions. A higher setting is better than a lower setting.

Flat conditions will favour a lower height (18cm)

Slight chop (19cm)

Choppy/rough (20+) the higher up the pin, the more rotation you'll get when being thrown all over the place.

Hands: Left over right, why not right over left if left handed, or maybe having them at the same setting... afterall, you sometimes are switching between left over right and right over left if rough and if heights weren't offset, would no offset be in issue(?)... That's for another issue of The Wave Rowing to explore!

## Outboard of the oar

This can be adjusted by moving the button up and down the sleeve. The oar is a lever. You have already sorted the inboard, the outboard influences the load on the oar. In coastal rowing, a shorter outboard can be more effective and helps to avoid getting caught in the waves and potential for a crab. The shorter outboard can still provide stability and considering the hull shape of a coastal boat to that of a flat water boat, it can be more forgiving by going shorter. Experiment by reducing 1cm at a time in similar conditions to see how it influences your drive.

Rowing is subjective, with individual preferences and requires experimentation and training. No one is perfect. No matter what your goals or aspirations are in rowing, the important thing is that you enjoy it, have fun and love being on the water. ▲



© Provided by Rowing Ireland

## The Offshore Sculling scene in Ireland

**To develop the sport in your country, you need to draw inspiration from others and learn from them in how to make the sport grow. Ireland is a good example where the coastal sculling scene exploded very quickly. The Wave – The Coastal and Offshore Rowing Magazine chats to David Hussey, the non-executive director, Board of Rowing Ireland to find out more.**



### When did Offshore sculling first become popular in Ireland?

Coastal rowing in Ireland had always been in the fixed seat format but when the coastal sculling clubs began to compete in a World event, Irish clubs were present from the outset. The first world event took place in Guernsey in 2006 with Killorglin blazing a trail for others to follow, the highlight being their women's quad crew who won the senior ladies event. Since then, Irish crews have been ever present with clubs like Arklow and Kilmacsimon leading the way and several Irish crews reaching the medal podium, notables being John Keohane of Kilmacsimon winning the men's solo and Monika Dukarska of Killorglin winning the women's solo twice.

### What investment drive and funding opportunities enabled offshore rowing to grow?

The club scene in Ireland was sporadic in the early years with very few boats in the country. This all changed very quickly about three years ago when the clubs approached Rowing Ireland, the National Governing Body for all types of rowing in Ireland, and asked them to set up a coastal division to promote and regulate the sport.

The Offshore rowing scene evolved rapidly three years ago when a coastal division to promote and regulate the sport was established.  
© Rowing Ireland.

This momentous decision kick-started the sport and brought it to the levels of popularity that we are seeing today. The first and most important decision taken by the new committee was to establish a structure and a rulebook for the sport. A quad purchase scheme was made available to allow clubs to finance new boats and the reorganisation under Rowing Ireland allowed sports capital grants to flow into all clubs. The advantages of coaching, publicity, funding, insurance, vetting etc. were all now available to the newly affiliated coastal clubs.

A regular regatta circuit of ten plus events, junior and masters racing and the formalisation of the new beach sprint structure were all in the pipeline this year until the scourge of Covid struck. However, we are very confident that we can pick up where we left off next year should the new vaccine and protocols etc. allow us to enjoy our sport once again.



© Provided by Rowing Ireland

## What boats are you using?

The early boats coming into Ireland were predominantly Eurodiffusions made in France. However, the last two years has seen the rise of the Swift Racing boat. This has been the boat of choice mainly due to the excellent service provided by their agent, Peter Doyle and also the company's commitment and sponsorship of our National Championships. A local man, the aforementioned John Keohane, has also begun to build singles and his Elite brand is spoken of very highly.



© Provided by Rowing Ireland

## How did you make offshore rowing appeal to a younger audience?

As junior racing is now part of the junior Olympics and also featured in the European Challenge last month, we plan on providing a full programme of events for juniors next year. The only way to build this grade is to have races available for them. The buzz and excitement of offshore racing for juniors was evident in the Bantry regatta 2 months ago and hopefully it will continue to grow in popularity.

## What competitions and challenges are available to offshore rowers in Ireland?

The highlight of our season is always the annual trip to the World Championships. Even in faraway Hong Kong, a large team of about 50 athletes made the journey along with our many supporters. We anticipate all attendance records will be broken in Portugal next year! We will have a National Championships in Bantry next year and hopefully many regattas at other different venues. We do not fund our athletes who compete in the Worlds, many clubs however fundraise locally or use gofundme. We are all extremely grateful for the support all our athletes receive from their local communities. In decades past, every small townland had its own crews and the crews usually came from the locality and rowed against their neighbours and then the rest of the country. There were always great homecomings and celebrations when the winning crews would return home on regatta night after a hard fought victory and this sense of pride in the achievements of your own people still prevails to the present day.

## What competitions and challenges are available to offshore rowers in Ireland?

The highlight of our season is always the annual trip to the World Championships. Even in faraway Hong Kong, a large team of about 50 athletes made the journey along with our many supporters. We anticipate all attendance records will be broken in Portugal next year! We will have a National Championships in Bantry next year and hopefully many regattas at other different venues. We do not fund our athletes who compete in the Worlds, many clubs however fundraise locally or use GoFundMe. We are all extremely grateful for the support all our athletes receive from their local communities. In decades past, every small townland had its own crews and the crews usually came from the locality and rowed against their neighbours and then the rest of the country. There were always great homecomings and celebrations when the winning crews would return home on regatta night after a hard fought victory and this sense of pride in the achievements of your own people still prevails to the present day.

## What is the vision for Offshore rowing in Ireland 10 years from now?

The vision of where we see Offshore in 10 years is an interesting one. I would think that we will have an annual circuit with clubs holding their regatta on similar dates every year, a full calendar of juniors as well as seniors and masters at each. We will have hosted a world championship by then or a European championship. I would imagine that most clubs in Ireland would own one or more coastal boats and we would also see a lot of crossover from our flat water clubs.

I would also hope that we will have our traditional fixed seat racing in the summer months as well, it is very important to pass our traditions on to the next generation while embracing the changes that come with a new form of rowing. Also should Offshore be accepted for the Olympics in 2024, there is no reason why we should not prepare to compete in this grade and aim for Olympic gold which is the target for all athletes in all sports. ▴

[Click here for more information on Rowing Ireland](#)



Thank you to David and Marguerite for contributing to this article.

© Provided by Rowing Ireland



© Croker Oars

## CROKER OARS

**S**trength and agility isn't only the required in the rower but the oars they use. Each individual has different needs and the oar you choose needs to meet these needs to suit the individual. That's why Croker oars has become the world leaders in rowing oars; helping to power novices, Olympians, record breakers and adventurers across oceans. The Wave – The Coastal & Offshore Rowing Magazine chats to John at Croker Oars UK to find out more about the company, and selecting oars for coastal, offshore and Ocean rowing.

### WHO ARE CROKER?

In the early 1960's, Howard Croker began his apprenticeship in boat building. As Howard mastered the skills of his chosen trade, he recognized an untapped market for good quality crafted oars. An ex-rower, Howard felt he knew how to design sleek curves and lines to make any vessel travel faster through the water. Upon completing his apprenticeship, Howard went with his instinct and in 1962 established Croker Oars. And the rest, as they say, is history.

In 1982 Croker Oars was making 400 oars a year between two oar makers. It took each craftsman one day to shape a perfectly weighted wooden oar. It was around this time that technological advances in glass composites introduced a revolutionary new material to the industry – carbon fibre.

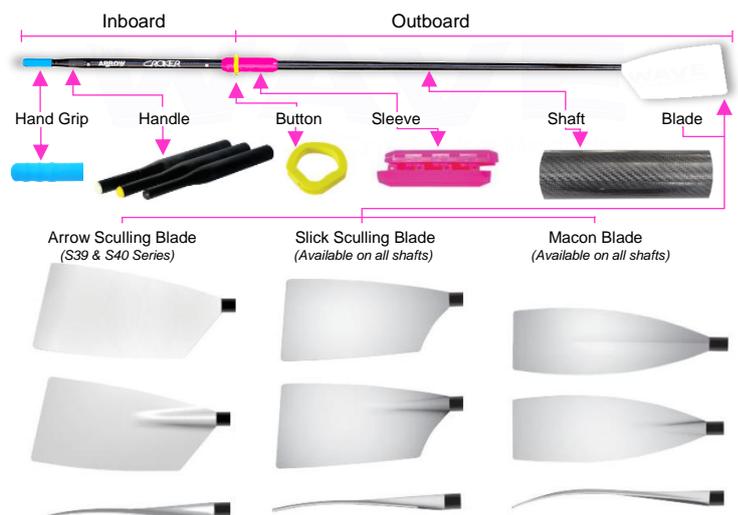
Investing many frustratingly long hours carrying out research and development into materials, tools, design and technology, Croker Oars began moving their oar expertise into carbon fibre. Launching their first carbon fibre oars in September 1990, Croker Oars soon proved themselves as a force to be recognized in the global market.

Today, Croker Oars make over 10,000 oars a year with a workforce of 17+. A far cry from the "oar a day" of yesteryear.

Through continual development of their products, by listening to and working with their customers, and the quality of their oars Croker Oars have remained at the forefront of rowing.

Croker Oars is still a family owned and run business providing top quality oars for all types of rowing throughout the world.

### PARTS OF AN OAR



© Images used with permission from: Croker Oars. Created by The Wave Rowing

### SELECTING AN OAR TO SUIT YOUR NEEDS

You first need to determine what the oars are going to be used for as well as by whom. Next you need to know the setup of the boat so you get the correct length and inboard etc. Once you have this information it is probably best that you contact us to discuss your needs so that we can help you determine which oar would best suit these needs.

## TYPE OF OARS FOR COASTAL/OFFSHORE ROWING

For Coastal/Offshore sculling we recommend our S40 Arrows, S3 and S6 sculling oars

**S40 Arrows** have narrow diameter shaft and are built from full carbon – these sculls have been successfully used at the last 2 World Coastal Championships.

**S3s** are built from 50% carbon and 50% fibreglass and until a few years ago were our standard coastal scull.

**S6s** are built from almost 100% fibreglass (though you wouldn't know it from looking at them) and due to their increase in weight and flex are an ideal beginners or recreational oar – though some still race with them.

Note: S40s are available in Standard and Soft flex – S3s and S6s are only available in Soft flex.

For Coastal/Gig rowing we recommend our M2 or M1 rowing Oars

**M2s** are built from carbon fibre to produces a lightweight high performance oar. M1s are built from a mix of carbon fibre and fibreglass to produce a slightly heavier weight oar then the M2 but with no loss of performance.

Note: M2s are available in Standard and Soft flex. M1s are only available in Standard flex.

We can provide our Sculling and Rowing oars with either a Slick (cleaver) or Macon blades

For Ocean rowing we recommend our M1 Ocean sculls:

**M1 Ocean sculling** oars have been specifically designed for the harsh conditions of open water rowing and utilise a specially built rowing shaft along with a rowing sleeve and sculling Macon blade. We build a number of pairs of these sculls each year for the Talisker Whisky Atlantic Challenge where they have been used to great success.

Oars are made from Carbon fibre and Fibre Glass giving the different benefits of both products properties. There are no optional extras other than our New Tip Protectors which have been designed to save the end of the blade.

- **Sculling:** Carbon Fibre or a mixture of Carbon Fibre and Fibre Glass at different percentages

- **Sweep:** Carbon Fibre or a mixture of Carbon Fibre and Fibre Glass at different percentages

- **Ocean:** Carbon Fibre and Fibre Glass

## THE IMPORTANCE OF DEFLECTION AND FLEX

Deflection of an oar is tested by applying a weight to the end of the shaft and measuring the difference before and after the weight is applied. The larger the distance the greater the deflection.

Due to the typical conditions of Coastal and Ocean rowing the boat will not always be sat which can make perfect timing of all members of the crew much more difficult. This can mean that one rower may be slightly earlier than the others so taking the full weight of the boat which puts a great strain on their back if the oars are too stiff. By having more deflection (soft) it allows the shaft to bend which means that the shock loading on the back is lowered and as such reduces the chance of injury. We recommend soft shafts for anyone with a history back injury as well as for older rowers.

All Croker oar shafts are weighed and have their deflection tested.

## DIFFERENCES IN BOW AND STROKE SIDE OARS

Other than the blade there is generally no difference between sides – though in Coastal and Gig Rowing there may be a difference in length – these oars are built to client specification.

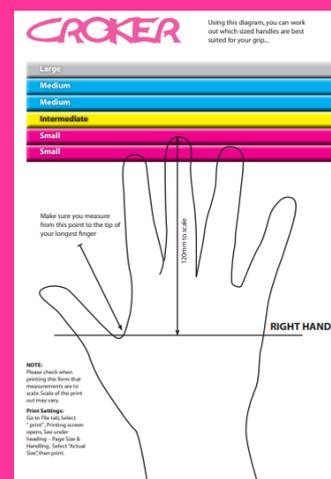
## GETTING TO GRIPS

### Size matters... what size are you?

*"If the grip is too big the fingers will not wrap far enough around which will lead to the rower dipping their wrist which can then cause injuries/discomfort."*

Download and print the following guide by clicking the image below or from the Croker Oars website via the link, at the top of the Sculling Handles & Grips page at:

[www.crokeroars.com/handlesgrips](http://www.crokeroars.com/handlesgrips)



Used with permission from Croker Oars

## HAND GRIPS



### THE IMPORTANCE OF CORRECT HAND GRIP SIZE

It enables the rower to be connected to the oars and in turn to the water meaning they can be more effective. This will result in an enjoyable experience when rowing, make them go faster but more important enjoy our sport because they are comfortable. The correct size grip will reduce injuries.

### INJURIES FROM INCORRECT HAND GRIP SIZE

A number of finger, hand, wrist and arm injuries can be caused by the incorrect size grip: Carpal Tunnel, Tenosynovitis, tightening of the forearms, locking up of the fingers etc.

But worst of all it can put people off our sport before any real injury is caused simply though the pain and discomfort caused.

*"It is always better to have a grip which is too small than a grip which is too big."*

I find that when choosing a grip most people simply wrap their finger and hand around the grip in a manner totally different to how they would hold (should hold!) a scull or oar. To ensure the correct grip size 2 people should be involved, one holding the handle with the grip attached and the other testing it for size.

The fingers should be pointed out and the arm, wrist and fingers should all be in a straight line – wrist and arm should stay in a straight line throughout. The grip should then be placed under the knuckles and the fingers should be wrapped around the grip – the fingers should wrap far enough around the grip to create a good hook shape. If the grip is too big the fingers will not wrap far enough around which will lead to the rower dipping their wrist which can then cause injuries/discomfort.

It is always better to have a grip which is too small than a grip which is too big.



© Images and logo; Croker Oars

## THE PERFECT PARTNERS: HAND GRIP + HANDLE

There are 5 different hand grip sizes which are designed to fit specific handle sizes.

Grips & Handles:



**Pink** (Small - 31mm diameter)  
Handle End Cap: Small - **Black** - 26mm diameter

**Yellow** (Intermediate - 34mm diameter)  
Handle End Cap: Medium - **Yellow** - 29mm diameter

**Blue** (Medium - 35mm diameter)  
Handle End Cap: Medium - **Yellow** - 29mm diameter

**Grey** (Large - 37mm diameter)  
Handle End Cap: Large - **White** - 32mm diameter

**Green** (Extra Large - 39mm diameter)  
Handle End Cap: Large - **White** - 32mm diameter

## CROKER OARS

At Croker Oars we do not have a one fits all philosophy which is why we have a large range of oars and scull to ensure that customer do not have to compromise and get exactly what they need. By getting the correct oar for the specific type of rowing involved ensures you get the best from your rowers.

We are more than happy to chat to discuss the requirements of the user to allow us to provide help and advice – we also build oars and sculls to the clients' individual specifications at no extra cost.

Provide a refurbishment, repair and parts service.

Our quality is second to none – all of our shafts are made to our exacting standards and are weighed and flex tested. All of our blades are closed moulded to ensure there is no delamination of the edges, these are also weighed. We use epoxy resin throughout the building process including our sleeves to ensure there is no movement, whatever the temperature.

Croker have been involved in building oars for Flat Water, Coastal, Surfboat and Ocean rowing for a very long time so we have a good understanding of all types of rowing. It is also worth noting when it comes to Surfboat rowing Croker oars are the standard oar used throughout the world and you think your oars take some abuse! ▲

## CROKER

For more information on Croker Oars, please contact...

UK: +44 (0)7487 256 783

john@crokeroars.co.uk

www.crokeroars.co.uk



# Swift Racing



## Rowing Centre UK and Swift Racing Boats – Your one-stop shop for coastal/offshore boats, equipment and spares...

Swift Racing coastal/offshore boats are proving unbeatable at racing, as well as for just getting out into the tide and having fun!

Since the range was launched in 2017, our rowers have already racked up many world-class records and successes, including sweeping the board at consecutive World Rowing Coastal Championships.

Swift Racing coastal boats give you:

- ✓ FISA certified specification for international competition.
- ✓ Championship winning and record-breaking design and technology.
- ✓ Optimum level of safety features, to cope with the extremes of offshore rowing.
- ✓ Features to protect the equipment when used in shallow water i.e. beaches.
- ✓ Design features to ensure ease of loading, carrying, transport and storage between locations.
- ✓ Multiple set-up combinations to accommodate choices of scull or sweep rowing, as well as steering and coxed or coxless options.

### COASTAL/OFFSHORE OARS

With a choice of A2 big blade or A3 macon blade, Swift Racing coastal/offshore oars have the strength and toughness needed to cope with the full mix of extreme conditions that you will encounter – turbulent winds, rough water, severe swirls, oar clashes, collisions with other boats, to name just a few.

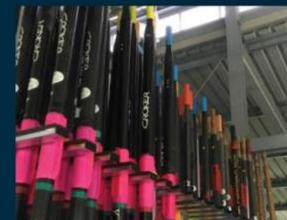
Swift Racing coastal/offshore boats and oars have the best combination of strength, durability and performance you'll need to ensure that you have the edge, in all conditions.

Whether it's boats, oars, spares, tools, boat/oar racking, visit our website [www.rowingcentre.co.uk](http://www.rowingcentre.co.uk) or call us on **01582 872338** - we're confident that you'll find everything you'll need, whilst discovering that premium quality doesn't have to come at a premium price!



Spares

Oar Racking



**RowingCentre**<sup>UK</sup> [www.RowingCentre.co.uk](http://www.RowingCentre.co.uk)

Rowing Centre UK is the exclusive distributor for Swift Racing in the UK and Ireland.

**01582 872338**

[info@rowingcentre.co.uk](mailto:info@rowingcentre.co.uk)

## RANDALLfoil

PERMITTED FOR ALL FISA RACES

SIMPLE INSTALLATION

INCREASED BOAT STABILITY

HELPS TO REDUCE SLIP

### Optimising Your Oars for Increased Boat Speed and Stability

You've been hitting the rowing machine, pumping the weights, training on the water in order to get a little extra out in every stroke in optimising your performance... how about optimising the blade? The Wave – The Coastal & Offshore Rowing Magazine chats to Ian the creator of the RANDALLfoil to find out more about how coastal, offshore and ocean rowers can get more efficiency in every stroke.

#### How did the RANDALLfoil concept materialise?

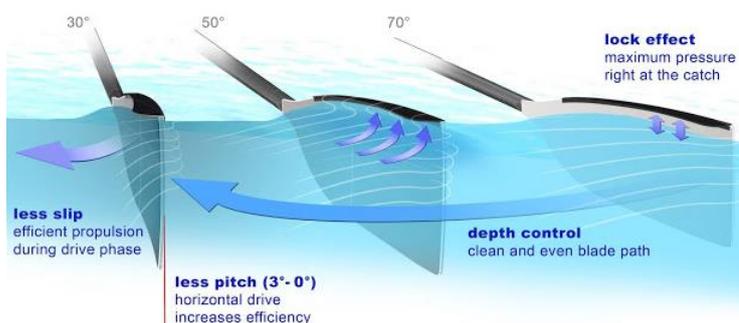
The concept was simply to reduce the amount of contact between the oar shaft and the water. My theory was that if I could reduce the amount of oar shaft drag the stroke would be more efficient and boats move faster.



© RANDALLfoil

#### How does the RANDALLfoil work?

The design is a simple hydrofoil to create lift as it works opposition to the natural flow of water. Set along the upper edge, the foil limits and controls the depth of the oar through the stroke. The harder the rower drives, the more vertical lift is created, thus converting negative downward energy into horizontal propulsion.



The RANDALLfoil effect: Increased blade efficiency. ©RANDALLfoil, Berthold Weitkemper

Can RANDALLfoils be used for coastal and offshore rowing sculling and sweep and what performance will this give the rower?

We have used foils on all forms of oars; Sculling, Sweep, with Clever and Macon blades and they are made to fit all current designs.

Currently, the Randall foils have been tested and fit on the following Clever and Macon blades:

- Croker standard and arrow
- Empacher standard and thin
- C2 standard
- C2 with Vortex edge (only permanent mounting, see fitting page at randallfoilsuk.co.uk)
- Braca

The foils have been used in Australian Surfboat rowing, Ocean Rowing and can be attached to the blades used in coastal and offshore rowing.



The RANDALLfoil used in Surfboat rowing. © RANDALLfoil.

Firstly, you can feel as the foil gives you tactile feedback as you can feel where the surface of the water is... especially in a constantly changing swell. Secondly, your blade will remain at the water surface so your oar shaft is not fighting as much wave energy (water being 1000x denser than air) and lastly, the foil creates extra 'grip' through artificially creating resistance immediately at the point of the blade entry... which has been especially noticed in aerated water.

**Coastal and Offshore conditions can be choppy, does this effect the performance of the RANDALLfoil or is it as long as a catch is achieved they it shall work?**

With the Randall Foil, rowers can now deliver a firm solid catch with no slip and achieve a direct transfer of power from the athlete to the boat. The Rower no longer needs to bury deeply to get a hold on the water. The foil allows the athlete to take full advantage of an earlier peak force curve.



The RANDALLfoil was attached to the Macon blades used by Team Adventura to cross the Atlantic Ocean in 2019. © RANDALLfoil.

**What data has been measured with regards to the performance compared to non-installed and installed?**

In 2015, research conducted by Dr. Kleshnev of BioRow explored the concept in detail. The research showed that a 9-degree difference in the angle of the oar can cause a drag inducing 48cm through the water. "An extra 6 degrees of the blade depth increases drag resistance ... and decreases the speed by 3.5% (14s over 2km race ... )."

The blade with a RANDALLfoil is set to 0-degrees (with a slight adjustment to oar pitch) and can achieve the minimum oar shaft/water contact resulting in less drag and is where the speed advantage is made.

The adaption of the RANDALLfoil design has seen heavier and stronger crews be reduced as the addition of the RANDALLfoil makes the rowing stroke more consistent, precise and efficient.

**Installation:**

The RANDALLfoil is easy to install. Simply head over to the Fitting & Optimisation page on the RANDALLfoil website where you'll be guided through the process.

<https://www.randallfoils.com/our-courses/>



**Using the RANDALLfoil:**

**PITCH:** Set the pitch on your blade anywhere from 0 to 3 degrees. It has been suggested that 0 degrees offers more grip in the water. Pitch of 4 degrees will not work! Without this change, you will experience a sensation of wash or water turbulence during the stroke.

Tim McLaren discovered that even some carbon riggers bend in larger team boats. Therefore 0° initial pitch will lead to approximately 2° or 3° during the middle drive.

**RIGGING:** You may need to accommodate the new stroke cycle and the movement of the blade through the water. Optimising the rigging is optional and as coastal you may already have a higher gate setting than that of flatwater rowers. For flatwater rowers, it has been suggested in raising the gates by 1 – 3 washers as you won't be burying your blade as deeply. Without this change, you will be fighting against the design of the foil and be forcing the blade down below the surface.

**GEARING:** For gearing, experiment as a shorten outboard will help in getting a softer gearing. Example: instead of 160 / 288 / 88 you should try 160cm spread / 286cm total oar length / 88cm inboard.

**CATCH:** Do not smack the catch. Build up your stroke over the middle part of the drive. A long leg drive pays off when using the Foils. Remember: there is now very, very little slip on your blade!

The flat-water research showed advantages; in a coastal race with swell and waves, it can be difficult to sometimes achieve a good connection; when you do, you want it to count and any extra gains in efficiency on a 4km+ coastal row the additional efficiency could really make a difference. Locking the pressure on the blade at the catch, a horizontal drive and less slip resulting in efficiency in propulsion will be welcomed free speed right where it matters. The RANDALLfoil is also permitted for all FISA races. ▴

# RANDALLfoil

For more information, please contact...


 Tel: **07518 006 487**  
 E-mail: **info@randallfoilsuk.co.uk**  
 Website: **www.randallfoilsuk.co.uk**


 Email: **info@randallfoils.com**  
 Website: **www.randallfoils.com**





© Picture: Ben Booth / Rebel Coastal Rowing

## Rigging for rough water

Written by: Ben Booth, Rebel Coastal Rowing

**Y**ou've finally given in to the call of the waves and are trying out coastal rowing. Here's some direction on how to rig your boat for rough water.

This is not a comprehensive guide to rigging for beginners - it assumes you are already rowing and have a general understanding of rigging terms and methods, or are you willing to do some online research to get a sense for rigging physics. I'll use average flat-water racing shell specs as a benchmark, given the volume of information available focused on that. So terms like "shorter" or "higher" below are in reference to this average flat water rigging spec.

While I do provide a few numbers here, please keep in mind that coastal rowing is a dynamic environment and an evolving sport. I'm always experimenting; different boats have different needs; sea conditions vary from location to location, and day to day, and rigging demands can change accordingly.

*"Oars can get caught up in waves, rip current whirlpools can shake you all over the place".*

### Oars

For coastal rowing, I prefer shorter oars. After all, this is "off-road" rowing, and you need a rig that can pull you into strong headwinds and over rolling seas without stalling. A shorter oar allows you to turn over the strokes a bit quicker, which will keep you from being over-gearied when the boat is bouncing or pushing into the wind. A shorter oar will also feel more nimble in the hand, and help you to be agile and responsive. An oar length that may be totally comfortable for you on flat water will most likely be too long for coastal rowing. That now too-long oar will make your drive a slow, ponderous experience that will drain your muscles before you can even get your heart rate up.

My current oar length is 283 cm, and I tend to be in the 283-284 cm zone these days, but may drop that down further.

I've gone as short as 275 cm, and generally don't run oars longer than 284 cm, even on calm, windless days. For inboard length, you can go pretty long here. That helps to keep the gearing light. Consider that a coastal boat weighs about three times more than a flat water shell, and carries more beam across a shorter length, in a more rugged environment. So yes, plan on shifting to a lower gear!

I am currently set at 89.5 cm inboard length (on 283 cm overall), and generally recommend around 89-90 cm.

### Oarlocks

Span:

Go wide here. I'm usually in the range of 161-164 cm with the oar specs above. This pushes my setup towards the maximum spread available on most standard wing outriggers. There's no harm in just setting your oarlocks out to your rigger max, and seeing how that goes!

Height:

Oarlock height will vary widely. Generally, you'll want your oarlocks to be a little higher on the coast than on the river. But since oarlock height is determined by rower body size and boat height off the water, both of which vary widely, in this case it's hard to suggest any specific numerical reference. Just keep in mind that you'll need a little more vertical space to clear the blades when the water is jumping around. Don't start pulling your hands into your neck, but at the same time don't be afraid to explore the upper end of your comfortable height range.

## Foot stretcher placement

In coastal, especially in the single, don't row "through the pins!" The general consensus in flat water rigging goes something like this: "the faster the boat, the further through the pins at the catch." Generally, a coastal boat is moving more slowly than any Olympic class boat (except when surfing, but that is an entirely different discussion!), so if we follow the premise that "distance through the pin should be proportional to boat speed," then it follows that in a coastal single we should not row through the pins.

Set your feet so that at most you are rowing up to the pins – i.e., at the catch your hips are even with an imaginary line spanning the pins. For the single, you'll likely get better handling if you are a little further towards the bow and not getting the hips quite to the pin at the catch. On the coast, it's helpful for boat control to have a slightly "wider stance" (less sharp an angle) at the catch to increase stability. To be clear—I fully understand that this may trigger some of those "ideal catch angle physics" discussions, but in the context of handling a boat in rough water, such arcana do not apply. Good boat handling will create higher boat speed. Not rowing through the pins also provides the benefit of the next rigging consideration...

Give yourself plenty of room at the finish. Whatever room you have between your hands and your body at the finish in your flat water shell, add a bit more in your coastal boat. The standard flat water finish position is described variously as keeping the hands an inch or two from the body, or as keeping the hands a fist- to a fist-and-a-half apart from each other. In coastal rowing, consider this: you want your hands to be able to swing past your body at the finish without undue lay-back. There should be enough freedom of movement in any direction so that your hands will never jam against your body.

Oars can get caught up in waves, rip current whirlpools can shake you all over the place. I have saved myself from many a capsize by having room to really swing my hands around without getting caught on my body. Should you be tighter at the finish and a hand gets caught on your body during a wave interaction, you will lose that critical fraction-of-a-second reaction time necessary for efficient coastal rowing.



The Rebel C1X is Rebel Coastal Rowing's new boat and was featured in Issue #3 of *The Wave – The Coastal & Offshore Rowing Magazine*.

## Conclusion

Compared to flat water, coastal rowing is all about using a lower gear ratio. Shorter oars, longer inboard, wider span, slightly less catch angle, more room at the finish.

You could look at that and say "that's a slower rig." Sure, but even a V8 engine needs to downshift to go up a hill! And in coastal rowing, sometimes you are literally rowing up a steep hill should the waves be large enough! Which is, of course, an exhilarating experience.

Coastal rowing's lower gearing requirement is a direct result of the strong wind, big waves, heavier hulls, and more wetted surface area encountered in coastal rowing (sometimes your entire boat can be under water!). Reducing oar loading allows nimble handling, good acceleration, and efficient stroke rate in challenging conditions.

A starting point to consider for oar setup would be:

Overall:	284 cm
Inboard:	89.5 cm
Span:	162-163 cm

Experiment! Apply the concepts discussed above rather than the particular measurements to discover the best possible rig for your conditions. Coastal rowing is dynamic, and should be approached with an open mind and innovative attitude. I have a feeling that there are some major rigging innovations still waiting to happen! ▶

# REBEL COASTAL ROWING

For more information on Rebel Coastal Rowing and the Rebel C1X, please visit their website [rebelrower.com](http://rebelrower.com)

 [instagram.com/rebel\\_coastal\\_rowing/](https://www.instagram.com/rebel_coastal_rowing/)

 [facebook.com/nextboatworks](https://www.facebook.com/nextboatworks)

 [twitter.com/rebelcoastalrow](https://twitter.com/rebelcoastalrow)

▶ Thank you to Ben Booth, Rebel Coastal Rowing for allowing this article to be published. This article originally published on 24<sup>th</sup> June 2019 on the Rebel Coastal Rowing website. Check out Ben's other blog posts at [www.rebelrowing.com](http://www.rebelrowing.com)

**M**asters sculling is a new release published by Crowood. The focus is on Masters Sculling in the age range from 27 years old in the UK (21 in the US) through to 89 years plus.

Written by Dr Nancy Churchill, a Rowing Australia Level 3 Performance Coach, with interests in developing innovative strategies for skills acquisition, increasing participation, and most of all, the fun of sport and it really conveys this within the book. The book caters to the individual athlete to help achieve improvements in performance, technical skills, and their fitness level. Efficiency through the acquisition of skills and training with a dynamic technique to support the athlete's needs and aspirations. This 240 page book provides the knowledge and skills to build an individual training plan that minimizes injury risk, achieves continuous improvement, and fosters a lifelong enjoyment of the sport and the Masters sculler's long-term career.

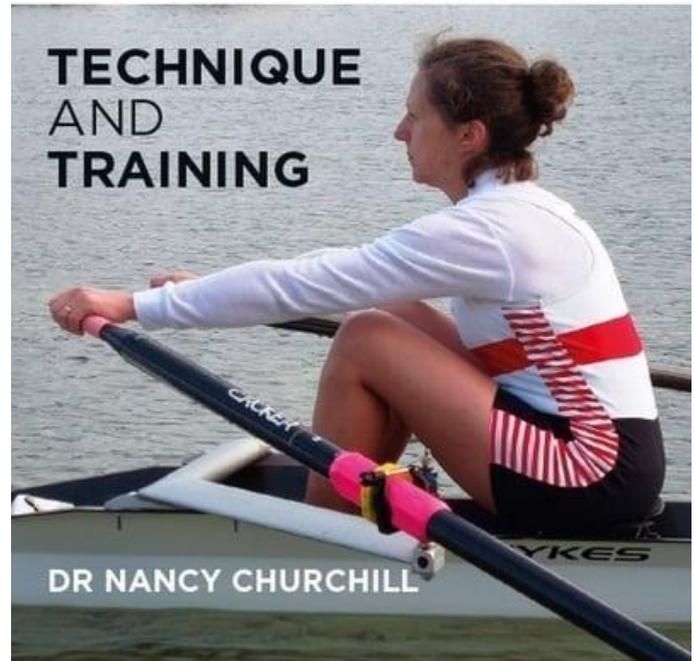
The book is well structured and does not feel like it's just targeting the elite athletes, instead it has an accessibility for all approach to enjoying the sport. Taking you through the various stages in developing the athlete, providing evidence, graphs and pictorials to help convey the subject in a simplistic manner without mind-boggling science – examples shown below.

I particularly like how it encourages the reader to go and experiment and apply what you've just read - whilst also considering the variety of morphologies; this way it enables one to know what they're doing and how to correct it. There's also plenty of revelation moments that makes you eager to go out and try. It finishes with a training plan and exercises to follow to compliment the technique and flexibility required to enhance your rowing ability.



If you have read numerous texts on technique, then it can all be similar, that is also the case in this book, maybe this is due to the standards in coaching technique which can be very elite centric - the book has a personal, approachable, and accessibility for all feel which is welcomed. It covers river sculling but don't let that deter you. You'll still relate to it and it will help improve your rowing. The coastal discipline is still growing, with plenty of experimentation to create evidence-based data; this book does give you food for thought and the rowing technique is still the same. ▲

# MASTERS SCULLING



© Pictures: The Crowood Press

**TITLE:**  
**Masters Sculling – Technique and Training**

**AUTHOR:**  
**Dr Nancy Churchill**

**PUBLISHER:** The Crowood Press  
**ISBN:** 9781785007057  
**PUBLISHED:** 21/09/2020  
**PAGES:** 240  
**BINDING:** Paperback, e-book also available.  
**SIZE:** 242x172 mm  
**INSIDE:** 45 colour photographs  
 99 colour diagrams

Overall, the book is a great addition to the rower's artillery. You will certainly see improvements in your rowing, knowledge, and understanding. I highly recommend it for any amateur and elite rower wanting to improve their rowing, and for those wishing to get a good understanding of technique and training needs. The book is like attending a rowing training camp where you'll come away feeling like an improved rower, all for an affordable price.



4.5 Oars out of 5 Oars.

# SIGN UP FOR 2021 NOW!

**ROW AROUND  
GREAT BRITAIN**  
THE WORLD'S TOUGHEST ROWING RACE

**LONDON 2  
LAND'S END**  
ULTIMATE ROWING CHALLENGE

**GBROWCHALLENGE.COM**

**THE WAVE**

The Coastal & Offshore Rowing Magazine

***Do you have a coastal, offshore or Ocean challenge/event you wish to share or advertise with the community?***

✉ [rowing@thewaverowing.com](mailto:rowing@thewaverowing.com)



© Picture provided by: Generation Gap

## Team challenges the generation gap at TWAC 2020

**The first ever four-man team to include a father and daughter is set to take part in a 3,000-mile row across the Atlantic from La Gomera in the Canary Islands to Antigua in the Caribbean starting on December 12<sup>th</sup>, 2020.**

The 2020 Talisker Whisky Atlantic Challenge voyage, dubbed ‘the world’s toughest row’ will see the team of four rowing non-stop for the target 45-day Atlantic crossing, with each of them taking it in turns to row for two hours and sleep for two hours each day for the duration of their journey.

Brought together by their sense of adventure, the team chose their name Generation Gap in recognition of the 31-year age gap between its oldest and youngest members.

### “The first Spanish woman to row the Atlantic”

The team pictured from right-to-left includes Loughborough father and daughter duo Roger Staniforth, aged 59, and Brittany Staniforth, 27, and their friends Edward Raymont, 29, a Royal Marine and Victoria Mico Egea, 30, of whom upon completion will be the first Spanish woman to have rowed the Atlantic.

The Generation Gap team is taking on the challenge in aid of Rural Assistance Nepal, Women’s Aid, Royal Marines Charity and Mind, with the ultimate goal of raising £100,000 to share between the four charities.

The team believes their balance of wisdom, experience and tenacity will help them to bridge the generation gap and go the distance:

“We each have different skills that we can bring to the table,” explains Brittany, “and the diversity in the ages of our team members goes to show that there really are no barriers, especially age, when it comes to taking on challenges in life.”



The Talisker Whisky Atlantic Challenge is organised by Atlantic Campaigns is an annual 3,000 mile row from La Gomera, Canary Islands to Antigua in the Caribbean. In 2020, up to 40 teams will be tackling the Atlantic, starting on December 12<sup>th</sup>, 2020.

The team hopes that their combined experience of competing in endurance events will help them face the gruelling challenge ahead, during which they will have to consume around 6,000 calories and ten litres of water each day to take on the 1.5 million oar strokes they’re predicted to make over the duration of the race.

They will face 20ft waves – higher than a double decker bus - in their 28.35ft by 5.7ft boat, which has been built to order and is named ‘Mandy’ in honour of Roger’s wife and Brittany’s mum.



Generation Gap will be rowing ‘Mandy’ an R45 built by Rannoch Adventure. © Generation Gap.

As well as rowing, every five to six days the team will have to brave the Atlantic’s waters to scrape the barnacles from the bottom of the boat.

“Having a father and daughter and boyfriend and girlfriend living in such a small space for two months may be the real challenge in all this – we just hope we’ll all still be talking to each other at the end!” Roger says. “Though we will be out on the open sea, feeling claustrophobic can be a real issue, as there is nowhere to escape to.”

Reflecting on the time spent training in lockdown, Edward, who is the team's skipper, says: "It has definitely been a difficult few months as we, like so many across the UK, have had to adjust to the new normal. Social distancing measures made rowing together in a small boat completely impossible, so we focussed our training on building strength and stamina, doing virtual home workouts together whenever we could."

"The coronavirus pandemic has truly emphasised the social inequalities faced by many, and we're prouder than ever to be supporting charities that have proven invaluable to countless people during lockdown," Victoria adds. "The Talisker Whisky Atlantic Challenge is a formidable feat on its own, without factoring in a global pandemic. But we've seen just how important the work of our charities has been in this time, and that has motivated us to train harder than ever." ▲

Generation Gap are raising money for:



In support of  
**women's aid**  
until women & children are safe

Registered Charity No: 1054154

Sponsors of the team include:

Anytime Fitness, ASAP Promotion, Gallagher, Hegarty's Solicitors, Scruffy Whippet Media, Moore Accountants, Nova Laboratories, Rare Disease Therapeutics, V Formation, Appocare Pharma GMBH, Pharmapal, Edward & Slatter Opticians, Green Brothers Design, Ocean Signal, The Royal Marines, Seasports Southwest, and Telford Mann.

## GENERATION GAP

ROWING THE ATLANTIC IN 2020

To support or for more information:



[atlanticgenerationgap.com](http://atlanticgenerationgap.com)



Generation Gap



@atlanticgenerationgap

© Pictures & logos are respective of the relevant organisation

## GOOD LUCK

**To all the rowers participating in the Talisker Whisky Atlantic Challenge 2020.**

**Stay tuned to The Wave – The Coastal & Offshore Rowing Magazine at [www.thewaverowing.com](http://www.thewaverowing.com) for features and stories including those of future Atlantic rowers during TWAC 2020; the Bristol Gulls, On The Shoulder Of Giants...**

**PLUS: The write-up of the man behind The Wave Rowing's own challenge which saw him row 3,150 miles across the virtual Atlantic Ocean in only 47 days.**

**[www.thewaverowing.com](http://www.thewaverowing.com)**

## Rowing in Lockdown



Written and pictures by Barbara Mears

I only started rowing when I moved to Torquay, Devon 2½ years ago. I joined Torquay Rowing Club and discovered the joys of team rowing in both coastal and fine boats. As I live by the coast within easy reach of the Teign, Dart and Exe, and 'The Bay' of Torbay floats alluringly before my gaze every morning, I saw endless possibilities for adventure if I had my own boat.

But which one? Most of the rowing boats I had encountered in the past were sturdy clinker-built wooden affairs. The comparative benefits of owning a Yole, scull, Liteboats etc. were a complete mystery to me, although they all looked pretty sleek and dazzlingly efficient, unlike my rowing.

Going back to basics, I narrowed the field down to:

- a) What I could afford.
- b) What I could lift single-handedly onto a roof-rack.
- c) What would fit in a 17' garage.

When I applied these boring (but essential) criteria, the top choice appeared to be the TS 515 training scull. This had the added advantage of having detachable stabilisers that rendered the vessel practically unsinkable and could be used if I felt uncertain about conditions. The rest is history. Any suitable day when I am not club rowing or working, off I go, with boat on roof-rack and oars blades resting on the dashboard. When I arrive, the handy clip-on rigger means the boat takes no time to set up.



Although I have missed the club rowing during what would have been my second full season, thanks to my boat I have had no problems self-isolating! I have traversed the entire navigable length of the Dart (without the wash from all those pesky pleasure steamers), made a birthday trip from Kingsbridge to Salcombe. The Teign Estuary I call 'my boating lake' as, unless there is a strong Easterly, I can usually guarantee a good row there. A west wind finds me tucked under the cliffs between Babbacombe and Teignmouth, and in the rare days of total calm I have even visited the Orestone a mile offshore.

The demise of the cruise industry has given a whole new dimension to my outings. The temptation to circumnavigate the huge ships now moored in The Bay is irresistible. So far I have 'bagged' P&O's Ventura (massive!), Holland America's Vaandam and the Emerald Princess, although the Queen Mary II remains tantalizingly too far out of my comfort zone to reach so far.

OK, so it's not in the trans- Atlantic league. Far from it! The 7 miles from Brixham to Torquay harbour is enough of a 'crossing' for me. Neither can I say I am speed training, having been overtaken by enthusiastic paddle-boarders on occasion (sad). However, I have thoroughly enjoyed every minute, which is the main thing. It's all a big adventure to me. Although, of course, I still enjoy ogling all those state-of-the art coastal boats in 'The Wave' and marvelling at tales of the intrepid voyages. Who knows, one day...



*Thank you Barbara for sharing your story with everyone, it's great to hear the stories on how rowing has touched people's lives.*

*Thank you for reading this issue and we hope you enjoyed it  
Please share and also let us know your opinions.*

# THE WAVE

The Coastal & Offshore Rowing Magazine

*Subscribe to our mailing list to receive your free rowing e-magazine upon its release:*

[www.thewaverowing.com](http://www.thewaverowing.com)

*Send us your stories, to be featured, advertisement or any other questions:*

✉ [rowing@thewaverowing.com](mailto:rowing@thewaverowing.com)

 @thewaverowing

 @thewaverowing

 @thewaverowing

#thewaverowing

The Wave – The Coastal & Offshore Rowing Magazine  
[rowing@thewaverowing.com](mailto:rowing@thewaverowing.com) [www.thewaverowing.com](http://www.thewaverowing.com)

Editor, creator, formatting **Craig Chalk**

A special thank you to all those that have contributed content for this issue. I hope you all enjoy this issue and May there be many more.  
Front cover: © Craig Chalk; The Wave – The Coastal & Offshore Rowing Magazine.

The views expressed by the individual contributor are not necessarily those of The Wave - The Coastal & Offshore Rowing Magazine. Though the magazine will approach brands and clubs about their product in providing you content, equally the inclusion of advertisements or link in this magazine and page does not constitute endorsement of the products, services or entities concern by The Wave - The Coastal & Offshore Rowing Magazine. The Wave - The Coastal & Offshore Rowing Magazine is not able to recommend any product or sale, guarantee that it is free of any banned substance or take any responsibility for any claims of effectiveness or sales conducted.

The Wave - The Coastal & Offshore Rowing Magazine is not affiliated with or endorsed by British Rowing Ltd or its representative associations; this magazine is purely to help promote, highlight, publicise and help in any way it can in bringing attention to the coastal, offshore, and ocean rowing activities, its clubs, community and charities in supporting them. This is a not-for-profit magazine, money will go back into the sport and its promotion.

All images that appear in the publication and on its social media channels and website are copyright their respective owners and The Wave - The Coastal & Offshore Rowing Magazine of claims no credit for them unless otherwise noted. If you own the rights to any of the images and do not wish them to appear on the site please contact us [rowing@thewaverowing.com](mailto:rowing@thewaverowing.com) with a screenshot and they will be promptly removed. External websites are used at your own risk.

Copyright (C) 2020. Published by The Wave - The Coastal & Offshore Rowing Magazine. All rights reserved.  
No part of the publication may be reproduced, stored in a retrieval system or transmitted in any other form by any means, electronic, mechanical, photocopying, and recording or otherwise including its logo without written permission of The Wave - The Coastal & Offshore Rowing Magazine