

GENERAL INFORMATION

Total distance: **214 KM.**

Participants: **90 persons**

Boats: **30 (3 people each boat)**

BOATS

Rowing shells are constructed of wood and fibreglass, this last material is used a great deal because such little maintenance is required. Our boats are constructed totally in wood and handcrafted by carpenters especially trained and experienced in this particular type of boat construction.



The type of shell used in four regattas is the double with coxswain, which is one of the boats most used in actuality by the rowing clubs not just for excursions but also for long distance regattas. The team consists of two rowers and the coxswain and allows for interchanging of positions while the boat is on the water.



Following are some further details on the basic characteristics of these boats.

BOAT DESCRIPTION:

- 1) BOAT: The total wood construction is streamlined. The prow is cover with a wood structure and nylon to prevent water getting into the boat. In its turn, the deck counts with a wave breaking system constructed of wood that displaces water laterally.
- 2) KEEL: The principal lengthwise structure of the boat. Located in the centre through the bottom and constructed with plates of iron of 10x13 mm.
- 3) RIBS: Transversal structure giving form to the shell constructed completely in wood.
- 4) CODASTE: Structure in the bow where the rudder is situated.
- 5) RUDDER: Movable plate that serves to control direction and located in the bow.
- 6) RUDDER ROPES: Lines used to activate and move the rudder.
- 7) OARLOCK: U-shaped piece that moves and sustains and serves to support the oars.

8) RIGGER: Metal structure made of iron that protrudes from the sides of the shell and holds the oarlocks.

9) OAR: "Macom" wooden oars are used with wooden handles.

10) SLIDE: The iron guides within the boat where the seat rests and rides.

11) SEAT: Mobile seat on wheels for rower.

12) FOOTPLATE: Adjustable wooden tablet where the feet rest and push off of.

Security Elements

1) LIFE VEST: Approved vest by the Argentine Naval Prefecture, which come in different sizes and are adjustable to permit a correct stroke.

2) LIFE RINGS: Circular flotation device approved by the Argentine Naval Prefecture used in case someone is overboard.

3) WAVE BREAKING PROW PIECE: See description in "DESCRIPTION OF BOAT"

4) SHRINK PUMP: System to remove water from the boat in a manual form fixed on one of the rims of the boat near the coxswain.

5) LIFE ROPE: 28-metre long rope.

6) CUSTOMARY WHISTLE: Plastic whistle used to call for help in the case of an emergency.

7) WATERPROOF BAGS: These are used to protect the equipment. They can also serve as flotation devices.

8) COMMUNICATION: Walkie-talkies are used on a marine bandwidth to communicate between boats and with the Prefecture. The channel used is 16.

9) LAMINATED MAP: Map of the area to aid with navigation.

10) HOOK: Harpoon-like device composed of a wooden stick with a hook-like iron end used to get closer to the shore or recover any item that has fallen in the water and so on.

11) SPARE ITEMS: Replacement oars, seats, and oarlocks.

BASIC CONCEPTS

All movements, all the manoeuvres, all the outings, definitively all our rowing related activities should be done with safety in mind both of the team members and of the boats.

LAUNCHING: While preparing the boat for launch at the club ramp, verification that all is properly functioning is necessary. Make sure the plug is firmly in place without forcing it. Ensure the butterflies are well screwed into the oarlocks and that they are closed. Check the smooth movement of the seat on the tracks and the location of the footplate. Check the rudder is well installed and the rudder-ropes are functioning satisfactorily. The tracks and the seat wheels "ARE NOT OILED", and with respect to the oars, only one line of grease in the posterior face when necessary is acceptable.

NAVIGATION: There are many things to keep in mind while navigating a rowing shell, but principally we must remember that the oars are made to push against water and not against the ramp, a dock, a tree trunk etc., for these situations, we have the hook. In narrow canals we need to be especially careful not to bump against other boats or any other structures, especially avoiding impact to the oarlocks, if the oarlocks are deformed it is very difficult to row.

ANCHORAGE: When we decide to go to shore and disembark at a dock, we need to take all precautions in anchoring the boat. It is always convenient to station it to the side of the dock where the current flows so that the boats seem to hang from the dock and do not bang against it. We always de-rig and make sure we know where all the parts are. The boat is tied with a strong knot to make sure it does not escape, but that permits relatively simple untying.

GOING IN: When we arrive at any agreed upon point, always with the prow against the current, we must make sure someone is prepared to receive us before beginning the manoeuvre and that there isn't a motor boat generating a strong wake. We also need to be ready to disembark and take the boat up the ramp quickly. We should always help personnel take the boat up to the top of the ramp and then we can begin to de-rig making sure nothing is lost and leaving the boat in perfect condition to be used by another club member.