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TAMAR & TAVY GIG CLUB WELCOME PACK



Pack
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Welcome

Welcome to Tamar & Tavy Gig Club! We are a small, friendly gig rowing club on the banks of the beautiful Tamar River and we are always keen to welcome new members. This booklet is aimed at newcomers to gig rowing and our Club, and provides both background information on the Club and a basic introduction to gig rowing. We hope it answers many of your initial questions and helps to get you started, but please don't hesitate to ask anyone in the Club if you have further questions or suggestions.

Like any other Club we have a constitution and various policies which help with the smooth running of the Club and members are encouraged to read these. They can be found on the notice board in the 'Gig Shed' or via our website: www.tamarandtavygigclub.co.uk.

Gig rowing is a 'team sport' and it's hard not to make many new friends. It is also a sport with something to offer everyone, so whether you are looking for a new way to keep fit, the excitement of racing in a competitive crew or just to enjoy the scenery and wildlife on the river, our Club will have a rowing session to suit you and your family.

Our members come from all walks of life but we all have at least one thing in common- we love rowing gigs! Welcome to our Club!



Introduction

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part in a healthy outdoor activity. Initially rowing in borrowed flash boats, our first traditional wooden gig, **Ginette**, (built by local gig builder Brian Nobbs and named after his wife and daughter) was launched in 2004, just in time to attend our first Scillies World Championships. As the Club grew, Brian built our second wooden gig, **Tamar**, in 2008.



The Club continued to flourish and in 2010 the generous support of the Belinda O' Flynn Trust enabled us to buy our first eponymously-named GRP training boat, allowing us to row all year around. Finally, in 2018 we were able to launch our second GRP boat, Birlander.



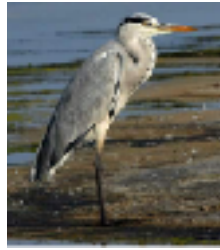
Over the years, we have been based in two different boat sheds at Weir Quay and in the latest chapter of our Club history, we have worked in partnership with our neighbours at Weir Quay Sailing Club to jointly found the Weir Quay Community Watersports Hub Club Ltd. After many years of hard work raising funds, navigating the planning process, and overseeing the build, we have now moved in to a fantastic new facility with a purpose built boat shed to store our gigs and equipment, an ergo training room, and on-site showers and toilets (still under construction).

Where We Row

We are lucky to row on a beautiful and scenic stretch of river which is part of the Tamar Valley AONB and also within the Cornish Mining World Heritage Site. From the water, we have a great opportunity to see both important industrial archaeology and wonderful wildlife. Birdlife includes grey herons, egrets, avocets, oyster-catchers, buzzards, kingfishers and more. We do see a grey seal in the river from time to time, deer can sometimes be seen on the banks, and otters are present but a rare treat.

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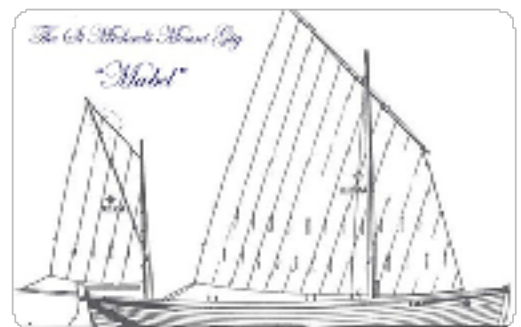


We launch from the public slipway at Weir Quay and row a tidal section of the River Tamar, with one hour sessions generally rowing upstream as far as Halton Quay or downstream past Cargreen. Longer rows may take us down past the Brunel Bridge, occasionally as far as Barnpool beach on the Mount Edgecumbe Estate for a picnic; and rowing further upstream can take us past Cotehele Quay, as far as historic Morwellham Quay, perhaps via the Tamar Inn at Calstock.

Brief History of Cornish Pilot Gigs

Dating back to the 1800's, Pilot gigs were originally general workboats within coastal communities of the South West, used to transport cargo, for rescue and salvage, and of course smuggling! Sometimes used under sail but more often rowed by a crew of six.

Pilot gigs were also used to transport a local pilot out to approaching sailing ships to navigate them through local hazards and safely into harbour.



A ship only needed one pilot, so the first gig to arrive at the ship got the job.... and the pay.

Gigs needed to have length, lightness and flexibility for good handling in potentially heavy seas, to be fast when needed, but also to be adaptable work boats.

Gig racing was born out of the

competition between pilots and the testing of newly built

gigs against others to measure their performance, but by the end of the 19th century gigs began to decline as the industrial revolution gathered speed and engines increasingly replaced sails and oars.

Many gigs were subsequently broken up or left to rot, but Newquay in Cornwall managed to retain a few and formed Newquay Rowing Club in 1921. One of their boats, 'Treffry' built in 1838, still races and is used as the standard measurement for the construction of all new gigs.

The sport of gig racing has exploded in recent years and there are now over 70 gig clubs and over 200 gigs regularly racing.



Club Organisation

The Club is registered as a Community Amateur Sports Club (CASC) and our objectives are to encourage participation in gig rowing on an inclusive basis within our local community. We are members of the Cornish Pilot Gig Association (CPGA) and also affiliated to British Rowing, the national governing body for rowing in the UK.

As a community club, membership is open to all and we are financed mainly through annual membership subscriptions which we strive to keep as low as possible. Small additional fees might be incurred to cover the running costs of taking part in regattas or other one off rowing adventures. The Club periodically organizes fund raising events to help pay for equipment. Sometimes we are lucky enough to receive personal donations or bequests, and we have also applied for sporting or community grants.

If you have ideas for fundraising or potential sponsors, all suggestions and offers of help are welcome!

Committee

The Club is run on a day to day basis by a Committee of volunteers elected annually at the AGM. The Committee currently consists of:

Chairperson	Club Secretary
Treasurer	Junior Captain
Club Captain	Safety Officer
Ladies' Captain	Welfare Officer
Men's Captain	Membership Secretary
Bosun	

The folks currently filling these roles can be found on the website or in the boat shed. Many other volunteers help with the smooth running of the Club in fundraising, maintaining boats and equipment, running our website, raising our profile in the local press, etc.

How rowing is organised

Rowing takes place throughout the year and although this is subject to wind and tide, etc, we will only cancel rowing sessions if weather or water conditions are unsafe. This means you may enjoy rowing in beautiful summer sunshine, in April showers, or on cold winter mornings. Every season has something different to offer on the river!

Learn2Row: As a new member, you will initially join our Learn2Row sessions where you will be introduced to the boats and equipment, given a safety induction and taught the basics of rowing. These sessions are run by the club coaches. As your technique improves, you may then move on to row with our social squad to gain more experience.

Social Squad: The social squad is a mixed group comprised of experienced rowers

who just enjoy rowing for its own sake and are not interested in competing; those who have been there/done that with competitive rowing and now want a less strict rowing regime; and those newer to rowing who need to gain experience before moving on to a competitive squad. However, the social rowing sessions are open to all Club members, including juniors, and are a great way to meet other rowers and enjoy your time on the water.

Competitive Squads: The **Ladies'** and **Men's** competitive squads are for those rowers who have sufficient technique, fitness and experience to row in a competitive crew, who are interested in participating in racing regattas, and who are prepared to commit to more rigorous training sessions. Most rowing sessions will be physically demanding and adhere to an overall training plan providing a mix of technique and fitness rowing appropriate to the type of regatta the crew is preparing for at the time.

Junior Squad: The Club is very proud to have a thriving junior section for 12-16 yr olds. Many of our adult rowers introduce their children to rowing, and sometimes our juniors introduce their parents to rowing! This leads to a great family atmosphere at Club events and regattas, as well as friendly inter-generational competition! Our juniors train every Friday after school throughout the summer (they are the only squad who do not row through the winter), and we field junior crews at many regattas attended by the adult squads, as well as racing at several dedicated junior-only events. The juniors row the same boats as the adults but we do have junior oars (slightly shorter and lighter) for the younger juniors. The Junior Captain and coaches all have current DBS certificates.

Each of the above squads has a dedicated organizer who coordinates the rowing sessions, allocates crews, and who will make the decision if a session needs to be cancelled. Each squad has regular allocated rowing slots and the rowing timetable is published on the Club website. The current schedule looks something like this:

	Summer	Winter
Monday	Ladies & Social	Ladies' ergo session
Tuesday	Men	Circuit training for all members
Wednesday	Social	
Thursday	Ladies & Men	Men's ergo training
Friday	Juniors	
Saturday	Ladies, L2R & Social	Ladies & Social
Sunday	Men	Men

So, whichever squad you belong to, you will likely have the opportunity to row on the river 2-3 times a week through the summer months, although this is flexible and it is entirely up to you how often you row. During the shorter daylight hours of the winter months we only row at weekends, but indoor training is organized to maintain fitness.

Racing

at a significant number of these summer regattas, mixing old favourites and local rivalries with new venues further afield. One weekend may involve rowing a short way down the river to race in Caradon Gig Club's regatta at Saltash, while the next may mean towing the boats to Penzance, Clovelly or Weymouth. These regattas are often held at beautiful beaches or scenic harbor towns, and are a great day out for both rowers and club supporters alike.

Other rowing adventures

Our Club is also known for participating in other types of rowing events and adventures, not just everyday regattas, and these are open to all club members with sufficient experience and fitness. Every September we send crews to London for the Great River Race, an amazing spectacle where over 300 boats of all shapes and sizes are rowed or paddled some 22 miles up the Thames from Milwall Docks to Ham, passing iconic bridges and landmark buildings on the way. We have also rowed the length of the Caledonian Canal in Scotland, participated in the Eddystone (Lighthouse) Challenge, rowed to Lundy Island and back, and rowed around Ramsay Island in West Wales.



We also organize club rows where all the squads can come together to row to a local waterside pub, or take a picnic to a scenic spot along the river.

Communication

The Club has a website, Facebook page and Instagram page, and all are used to share information on Club news and activities. Club documents such as policies, rowing schedules, training information, etc, can also be found on the website. We try to post updates such as regatta results, including photos, to our social media as another way of helping Club members engage with what's going on.



Inevitably, much Club communication is via email so please ensure you check your email for updates on Club activities, changes to the rowing schedules, etc. You will receive a weekly call up email from your squad Captain for the following week's rowing sessions, and prompt replies are appreciated to help the Captains organize crews effectively.

Gigs & Equipment

Our Gigs

The Club will provide all the equipment you need to row and you will be shown how to use and look after this equipment.

The Cornish Pilot Gig is a thing of beauty lovingly built in wood using traditional skills and techniques by time-served craftsmen. Each gig has a hardwood keel, stem and knees (eg oak, iroko, utile), and narrow leaf elm planks. The planks are clinker-laid (ie overlapping) in a single layer and each plank is only 5/16" thick. This means that the boat can be easily damaged. The wooden oars have quite thin blades and are also more delicate than you might think.



Much of our equipment is also expensive to replace:

- A new wooden gig costs approx. £25000
- A new GRP gig costs approx. £10000
- A set of oars costs approx. £3000
- One lifejacket costs approx. £50

Please treat all Club equipment with great care and respect!

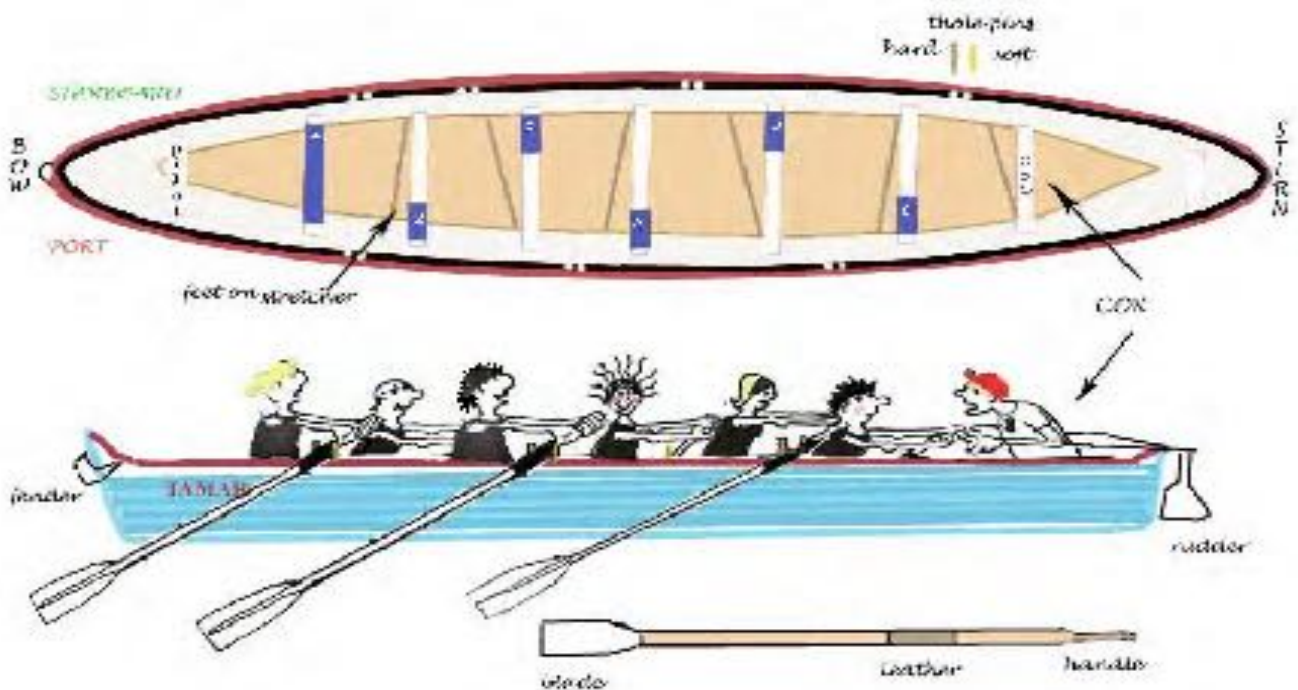
Maintenance

The Bosun is responsible for the maintenance and repair of all Club rowing equipment such as boats, oars, seats and pins while the Safety Officer is responsible for safety equipment such as lifejackets, safety box, etc. The boats are periodically washed down in rotation to remove accumulated sand and mud by a volunteer cleaning team. The wooden gigs are generally used between March & October, and then dry stored in the boat shed over the winter where they can be inspected, and any repairs or sanding and re-painting can be completed. The GRP gigs are used all year around.

Volunteers are always welcome so if you have the time and skills to help with looking after Club equipment, please let the Bosun know. Periodically, there may be a call up to help with a specific job where many hands are needed.

Maintaining our equipment in good order is important to ensure safe rowing, so if you notice any fault or damage please report it to the Bosun or your squad Captain (don't assume someone else has reported it, you may be the first to notice!).

Setting up the gig



- make sure all the lacing is undone, including those at the bow, stern and belly of the gig.
- starting at the bow, roll the cover towards the stern (this will need two people) then lift the roll of cover off the gig and store safely to one side.
- remove the wooden supports and store safely to one side.
- Check the bung
 - firmly screw in the drainage bung. If the bung is not properly secured, the gig will sink!
- Ensure that the thole pins are correctly fitted



- these are the wooden pins which hold your oar in position and they are made of different woods.
- the softwood pin goes in the aftmost hole, with the hardwood pin closer to the bow. Remember "Soft to Stern".
- it is important that the pins are put in the correct holes and not pushed in too firmly. The softwood pin is designed to break if excessive force is applied eg you catch a crab- this is to protect the boat and the rower. This won't work if the pins are the wrong way around, and the broken pin is hard to remove if pushed in too firmly.
- spare pins should be available for each position.
- Seat cushions should be positioned for each rower plus cox & passengers
 - the seat cushion should be placed on the thwart with the straps at the top and the zip towards the bow, and strapped in firmly.
- Life jackets
 - place the life jackets on each seat on the opposite side to the cushion.
 - you need one life jacket for each person in the gig.
 - check that the correct size life jackets are used.
 - handle the life jackets with care: they are expensive, and it is possible to accidentally inflate them if not handled gently.

- Safety Box
 - place a safety box in the boat- this should contain: foghorn, flares, emergency foil blankets, first aid kit, knife, wind up torch.
- Throwing line
 - check that a throwing line is present in the gig, and ready for use.
- Fenders
 - if your row includes the possibility of coming alongside a pontoon, quay or another boat, ensure that fenders are placed in the bow of the gig.
- Bailer
 - ensure that there is a bailer in the gig (just in case!).
- Radio
 - ensure that a working radio is placed securely in the boat within easy reach of the Coxswain.
- Place the oars in the boat (carefully)
 - oars should be placed on the seats lying along the length of the gig with blades towards the stern
 - three oars on each side of the boat, placed on the same side as the pins for the relevant rowing position
 - 2,4 and 6 oars should be placed on the starboard side ie the left hand side as the rower looks towards the stern from their seat
 - 1,3 and 5 oars should be placed on the port side ie the right hand side as the rower looks towards the stern from their seat
- Place the rudder and yoke carefully in the stern of the gig, without damaging the gunwales.
- The crew can now load personal dry bags, etc, and should adjust their stretchers as needed.

Launching a gig

- Teamwork is essential! Ideally, 7 adults are required to safely launch a gig. Nobody under 16 years old should lift a gig unless supervised.
- Gigs are heavy and lifting one can potentially cause back injury so take care. Injury is more likely if the whole crew does not lift in unison.
- One person (preferably the Cox, but this can also be delegated to the person manning the dollies) must take charge of the lift, and be responsible for counting down so that everyone lifts together. It is not helpful to have several people trying to direct the lift!

- Ensure that the slipway is clear of obstructions.
- Ensure that dollies are in place before lifting.
- When lifting, stand straight facing the hull with feet slightly apart and your weight evenly distributed. Hold on to either a thwart (seat) or strengthening strut, never the gunwale (pronounced "gunnel") as this is not strong enough. Use your legs and arms to execute the lift, keeping your back straight and trying not to twist your body.
- Lift the stern onto the dolly first, making sure that the keel is correctly seated and sufficiently far enough onto the dolly (about 18"). One person now needs to take charge of this dolly.
- At this stage, the gig becomes unstable so it is important to support the gig along both gunwales to keep it level.
- Lift the bow onto the dolly as above.
- Before moving the gig, ensure that all boat supports are removed. Do not let go of the gig!
- With one person in charge of each dolly, the remaining crew should spread evenly along the gunwales and support the boat as it is manoeuvred along the road and down the slip way.
- The gig should be moved slowly and with great care to avoid damage or injury.
- The dollies are to take the weight of the gig and to aid steering. It is important not to pull on the dolly as the gig can be pulled right off the dolly.



- Check the bung age
- The Cox will note the direction and strength of flow in the river, the state of the tide and the wind, and ensure that the crew is aware of how the boat is likely to move once it is in the water.
- With the stern dolly wheels in the water, lift the stern of the gig off the rear dolly.
- Push the gig further into the water, making sure not to ground, and then lift the bow of the gig off the front dolly.
- Return dollies to the top of the slip (out of the way) whilst rowing.
- At least one person should hold the boat steady when launching from the slipway. In a strong tide or strong wind, a second person may be required to secure the boat.

- Do not get into the gig until it is fully afloat, to avoid grinding the hull on the slip. It may be necessary to move the gig out slightly as the crew embarks and the gig sits lower in the water to prevent grounding.
- The rudder can now be placed on its pins (usually by the Cox).
- The Cox should get into the gig first, followed by the rowers one at a time and in rowing order (6 first).
- Walk along the centre line of the gig, and do not stand on the thwarts.
- Rowers should sit down in their rowing position and locate their oar as quickly as possible, listening for instructions from the Cox.
- In benign launching conditions, the crew can take time to change footwear, etc, before rowing away from the slip. However, in more challenging conditions, the Cox may ask you to row away from the slip straight away, stopping to change footwear once you are in clear water.

Recovering the Gig

- The gig is always pulled in against the tide (or wind) which is why the gig is often rowed past the slip and then turned back to land.
- The bow rower in position 1 should be first to ship oar (and change footwear if necessary) and be ready to jump out of the boat as it reaches the slip. The easiest way to ship the oar in this case is to put the handle down the middle of the boat with the blade in the bow. The gig should be held steady while everyone exits the boat, but should not be allowed to drag on the slip or on stones, etc.
- The rest of the recovery is generally the reverse of launching. The bung should be removed as soon as the gig is on the dollies to allow water to drain before storing the boat. The boat should be manoeuvred into the boatshed bow first.
- Before lifting the boat off the dollies, wooden supports should be placed under the gig (generally aiming to keep the bow higher than the stern to aid drainage). Frenchmen should not be positioned until after the boat has been lifted from both dollies. Make sure the boat is properly supported and level.
- Take care to return all equipment to its correct place in the boatshed.
- Remove any excess water/debris from the boat as necessary.
- Replace the cover as appropriate for the weather. Note: in prolonged periods of hot weather, leave the cover partially open.

Rowing a gig

Preparing for a row

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All rows are conducted under the supervision of a qualified Cox. If the Squad Captain or Cox decides that conditions are not safe for a particular crew to row, the session will be cancelled in advance as far as possible. On rare occasions, perhaps due to an unexpected

deterioration in the weather or the late withdrawal of a rower, it may be that a session has to be cancelled when the crew is already at Weir Quay.

If this is necessary, please respect the decision of the Coxswain who is acting in the best interests of the crew, and whose decision is final.

Any crew member with a relevant illness or injury must report this to the Cox before the row.

Hydration is important. Rowing is thirsty work, and you should ensure you are properly hydrated before, during and after a row. You should always take a drink with you in the boat, especially during hot weather.

It is not advisable to eat a meal or consume alcohol prior to a hard rowing session.

Many rowers take a personal dry bag in the boat, to keep personal items such as mobile phone/car keys dry.

All U16 junior rowers must wear a lifejacket at all times in the boat. Adult rowers who cannot swim at least 100m in light clothing must also wear a lifejacket at all times. Other rowers need only wear a life jacket if instructed to by the Cox, but can choose to wear one at any time if they so wish.

What to wear

Appropriate footwear is essential. When rowing, you will push your feet against the stretcher to generate power so footwear with a firm sole designed for exercise such as trainers would be ideal. It is not appropriate to row in flip flops, but many folks wear adventure-type sandals in the summer.

When launching & recovering the gig, you will need to get your feet wet so again wear suitable footwear which can get wet, or wear wellies to launch and then change into rowing shoes in the boat. Never row in wellies!

Dress for exercise, wear layers for flexibility and be prepared for the weather.

In summer, light shorts, leggings, t-shirts and vests are suitable, preferably those designed for sports activity. You may also need sun screen, sunglasses and a sun hat.

In winter, active wicking under-layers supplemented by light fleece mid/top-layers and a light waterproof jacket are ideal. We do row in cold weather so a warm hat is often advisable.

Whatever the season, check the weather and consider whether you may need a warm/dry change of clothes after your row.

We do have a range of club kit with the club logo, and this can be ordered through Sue Parish.

Basic technique

You will receive detailed instruction on rowing technique from the Club coaches, and this is best learned through practical tuition in the boat. However, a few basic tips will help to get you started.

Holding the oar: hold the oar with both hands. The outside hand (nearest the end of the handle) should be under the oar, the inside hand on top of the oar. Your hands should be approximately 1 to 1.5 hand widths apart.

Start position: hold the oar with the blade out of the water, the convex curve facing the stern of the boat, the blade upright at 90 degrees to the water, and the middle of the oar leather aligned with the thole pins. Sit upright and straighten your arms so that the handle is pushed forward over your lower shins.

The stroke: the stroke has four elements (catch, drive, finish, recovery). Place the blade vertically in the water until the blade is fully covered (only the blade, not the oar shaft)- this is **the catch**.

Keeping your arms straight and pushing on the stretcher with your feet, pull backwards. Keep your back straight and breathe out. Lean backwards and pull the oar handle into your chest- this is **the drive**.

At the end of the stroke, lift the blade out of the water by dropping the hands slightly- **the finish**.

Push the handle away from you until your arms are straight, keeping the blade parallel to the surface of the water as you then lean forwards and return to the start position. Breathe in and relax- this is **the recovery**.

Rowing is a team sport where timing and togetherness are critical. The stroke rate and rhythm is set by the number 6 rower (known as "the stroke rower") and you should try to follow this rate and rhythm as closely as possible.

Back watering/backing down: this is rowing backwards to manoeuvre the boat. Turn the blade around so that the convex curve is facing the bow. With the oar handle close to your chest, drop the blade in the water and push the handle away from you and then lean forwards. Lift the blade out of the water, lean backwards and bend your arms to bring the handle back to your chest and repeat.

Holding water: this is to slow or stop the boat. To hold water, position the oar at right angles to the boat and place the blade in the water at a 45 degree angle, lightly resisting the tendency of the handle to come in to your chest.

To hold water hard, first execute the above manoeuvre and then quickly change the blade angle to 90 degrees, vigorously resisting the tendency of the handle to move towards your chest. You must be braced against the oar handle to avoid being pushed back off your seat, and you must not drop the blade in at 90 degrees- always start at 45 degrees first.

Coxswain commands

The Coxswain is in charge of the boat, but in order to manoeuvre the boat the Cox relies on the crew to provide power and facilitate steering. As a rower, you must pay attention to the Cox and be ready to follow instructions quickly. In order to keep things clear and simple, Coxes use standard terminology understood throughout the gig-rowing fraternity (although there are small variations, the meaning is usually still obvious).

Come forward	Reach forward to the start position of the stroke
Ready to row	Be ready to start rowing
Row / Away together	Start rowing
Easy oars	Stop rowing
Hold water	Hold water gently, blade angle 45 degrees
Hold hard	Hold water hard, blade angle 90 degrees
Stop the boat	Alternative for hold hard
Backwater	Row backwards
Fend off	Push off from an obstacle with hand/ oar handle (not blade)
Watch your kit	Lift your oar blade to avoid an object such as a buoy
Dig in	Rowers on one side dig oars into the water eg to aid a turn
Ship oars	Bring your oars into the boat at the end of the row

Preventing common injuries

Blisters are common when you start rowing. Some rowers simply wait until their hands toughen up, while others prefer to wear gloves. If you choose gloves, then fingerless gloves designed for cycling or sailing are ideal.

Chafing is also common (often known as “gig ass”). This can be minimized by wearing a double layer eg lycra cycling or undershorts under your rowing shorts; by using a sheepskin over your seat cushion; or by using an anti-chafing cream. Every rower has their own advice on both the avoidance and treatment of chafing.

Sprains and strains can happen when lifting the boat or rowing hard. The best way to avoid this is to warm up properly before rowing, and to use good technique. Know your limits and how far you can push yourself, and don't row hard when already carrying an injury. One common strain in new rowers is to “blow your forearms”. Your forearm muscles will fatigue quickly and become stiff and sore if you maintain too hard a grip on the oar and bend your arms too much when rowing. The best way to avoid this is to relax your grip on the recovery and to maintain good technique with straight arms until late in the stroke, letting the bigger muscles in your legs and back do more of the work.

Dehydration and sunburn are also possible if you do not take adequate drinks and sun screen with you.

Rowing Calendar

Oct-March	Winter training: weekend rowing plus evening ergo sessions and circuits. Limited informal winter league local regattas. Periodic club pub rows if weather allows.
March	The Three Rivers Race hosted by Caradon Gig Club. A 6-mile race taking in the Tamar, the Tavy and the Lynher, this is an arduous one-hour row usually in cold, windy, hostile conditions. It's the first big race of the year and is a benchmark for the preparation of our IOS crews.
May	IOS World Championships. The highlight of the rowing year, racing takes place on the Friday/Sat/Sun of the first May Bank Holiday weekend. This is the big one, the event for which we train hard all winter. Every gig club is there, 160 boats, 3000 rowers!
May-Sep	<p>Summer regattas: a brief week off to recover from IOS, then there are individual club regattas most weekends throughout the summer. For some, it's important to select the strongest crews but in general we try to ensure that everyone who wants to race gets a chance to do so. June sees the Mixed Championships; July the U14 and U16 Championships and August the Vets Championships.</p> <p>Other rowing adventures and pub rows may take place throughout the summer.</p>
Sep	<p>The County Gig Championships take place at Newquay on the first and third weekends of September for Ladies and Men, respectively, bringing the competitive season to a close. These are the second highest profile racing events of the season, and in many respects can be tougher than the IOS.</p> <p>The second weekend of September sees the Great River Race, almost 22 miles on the River Thames alongside 300 other traditional rowed craft of all shapes and sizes. A fantastic event open to all with sufficient stamina!</p>



Safety

Your safety is paramount and more information can be found in our 'Safety Code' which can either be downloaded via the web site or found in the Gig Shed.

Rowing is a physically demanding sport and you must make sure you are healthy and fit to row.

Inform your cox of any minor illness or injury.

Be realistic about your swimming ability. Any rower who cannot swim 100m in light clothing must wear a life jacket, and inform the coxswain.

Make sure you have a life jacket that fits correctly and you know how to use it.

Wear the correct clothing and footwear, and carry sufficient hydration, etc.

Use the correct lifting techniques when lifting the boat.

Make sure you know how to use a throw line, what is contained in the safety bucket, and what to do in the event of man over board.

Attend Club safety training as appropriate.

Listen to your coxswain and follow instructions.

Useful Info

Gigrower website is a great resource for information on gig rowing.

Our governing body is the Cornish Pilot Gig Association (CPGA).

The National governing body for all rowing is British Rowing.

Welcome to the Club and above all else,
enjoy your rowing!



Ginette taking part in the Jubilee Pageant 2012



