



Welcome to the
South Woodham Ferrers
Yacht Club

Established since 1975



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Welcome to the club!

A message from the Commodore

A big welcome to you, our new member. I am delighted that you have chosen our club to enjoy your chosen activity, or activities. I am determined that you will get everything you have hoped for out of your membership and more!

When I joined the club, I was overwhelmed by the helpfulness and friendliness of the members. Whatever I wished to do there always seemed to be someone there, ready to help. You will find that this is still the case so please reach out to your section captain or myself if you are not sure about anything.

Please do read your almanac. As well as a lot of very useful information about the club and the river it lists most of the planned activities for the year. Read the newsletter too as it will give information on extra activities we have planned for the month ahead.

Don't forget that whatever activity you joined the club for you can participate in any of our water sports. Just contact the relevant section captain (contact information in your almanac) and we will teach you free of charge. Once we are happy that you are safe in the activity you can then use the club boats for a small donation to club funds.

And finally; we are not a business, we are a self-help group of like-minded individuals who have come together to better enjoy our river together. So please attend at least one maintenance day per year or complete six hours maintenance or teaching work for the club. This is very important and is a condition of membership (unless you have chosen to make a payment in lieu of the work).

So I wish you a very happy time at the club and hope to see you soon on the water!

*Best wishes
Pete Garrod
Commodore, SWFYC*

Your Buddy

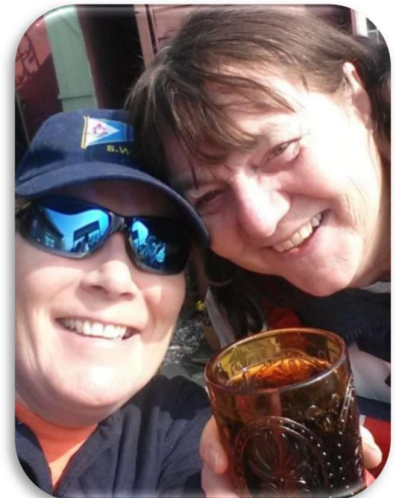
We sometimes operate a "Buddy System" to ensure our new members are effectively welcomed into club life. Your buddy would have similar interests to you and would get in touch every now and then to check that you're receiving newsletters, getting access to the "Learn To" sessions and generally make sure all is well.

If you wish to have a buddy assigned to you, just get in touch with pete@swfyc.com

Access – site, clubhouse & garage

Hopefully you already have your **site key**. If you haven't, or need extras/replacements, please contact the Membership Secretary.

This key operates the access gates to the car park, as well as the clubhouse door (locks top and bottom) You then need to enter the **4-digit access code** to gain access to the clubhouse (which the membership secretary should give you). The **garage key** is hung up in the workshop (under the clock).



Access – online


Newsletters are sent out by Steve Parkhouse each month. Please e-mail him if you would like the current edition or any back-copies.

The rowing section uses **Team App**. This provides facility to arrange Social Events on the water, Learn To's, Racing and use of Club vessels. Please create an account for yourself using the guide below, and an Admin will add you to the Section(s) you want to join.

Using a **Desktop/ Laptop** go to
<http://www.teamapp.com>

- Search "Find my team" (on top line of screen)
- Enter "SWFYC" and 4 club teams will be listed
- Choose the team (section) you want to join
- Enter your email and press continue
- A security code will be sent to your email - enter this in the field and press submit
- Agree to terms and conditions etc
- An access group will be shown "players and officials", "SUP members" or "Rowing Members"
- Write an Access Request message, check the required boxes and press send.
- An admin will add you to the group

Using a **Smart Phone or Tablet**

- Download Team App to your device using App Store/ Play Store depending on whether its Apple or Android
- The App Logo is similar to this....

- Press "Find your Team / Club"
- Search "SWFYC"
- A list of the club sections will appear and you will either be able to log in (if you've already created an account on a desktop/laptop) or sign up
- An admin will add you to the group



"SWFYC Cruisers" is a WhatsApp group for the skippers and crews within the club. You can join via this QR code....

...whilst "SWFYC KAYAKS" is a WhatsApp group where our Kayakers & Paddleboarders make plans and share experiences!



There is also now a WhatsApp group for the **Learn to Sail** programme. Please get in touch with the dinghy captain for access to this group

Facebook

We have a Facebook page as well as a Facebook group. You may join the latter by searching Facebook for "SWF Yacht Club (Group)".

Facilities

On your tour around the site, you will have been shown the various facilities of the club. These are all available to you, subject to bookings, training needs and operating procedures.

In addition to the club vessels, and subject to space being available, we can store your Kayak, Paddleboard, Sailing Dinghy, Tender, Cruiser or Motorboat. These will have to be insured. Please discuss your needs with the membership secretary.

Please feel free to make use of the shower facilities after you've been on the water, or to use the workshop to deal with any of your boat maintenance projects.

The clubhouse lounge is a great place to go to just go and relax. Please feel free to sit up there for a chat with other members, or just to peruse the library and enjoy the views.



Getting involved

Facilities & equipment maintenance



As a self-help club, we pride ourselves on keeping the premises and equipment in a good state of repair through the voluntary actions of our members. The Bosun and House Captain can help you get stuck into a task or two.

In the summer months, there is an endless job of grass cutting that we need to stay on top of. Many other maintenance tasks are identified and resolved throughout the year. If some resources need to be purchased in order to complete a job, then please seek approval from a committee member before spending anything and we shall reimburse you.

Focus Groups

From time-to time, we have a variety of projects that will need some attention. These may include Environmental projects, Club Development actions, planning social occasions and hosting visits from outside the club.



Committee

If you would like to join the committee, then please talk to an existing committee member. If there's an immediate vacancy then we may find a use for you, otherwise you can put yourself forward when the AGM comes around!



A safe welcome to the River Crouch

- *This is a shore-based course and should take about an hour.*

Clothing and Personal Buoyancy

Remember that it is always colder on the water than on land. You are very likely to get wet!

A wet or dry suit is essential for colder conditions. Water shorts and a t-shirt, (preferably a breathable synthetic that wicks moisture away from your body), can be worn in summer, with a windproof / waterproof jacket when needed.

Wet boots or old trainers are essential wear for your feet.

Water sports gloves are a good idea to wear all year round. They increase grip on the paddle and help prevent blisters, as well as keeping hands warm in cold weather.

Fingerless gloves are available for warm weather use.

You lose a lot of heat through your head, so a hat is a good idea in cold weather. A cap will keep the sun off your head in summer, remember you are very exposed on the water.

In summer always remember sunglasses and sun cream. The UV light is reflected off water and is a lot more significant than on land.

Always wear your buoyancy aid

Even if you are a good swimmer, the river can be very fast moving, and there can be undercurrents.

Make sure that your buoyancy aid fits you well, and that all zips and straps are done up.

Cold Water Shock

If you do fall into the water, the cold water will be a shock to your body initially:

- You will gasp for air, then breathe rapidly.
- It will reduce your ability to hold your breath to a few seconds, so protect your mouth and airways.
- Your heart will be working harder, so don't try and swim, just relax.

These effects will be at their worst in the first 30 seconds, but will have gone within 3 minutes.

- ***Always have dry clothing and a towel at the clubhouse or in your car.***

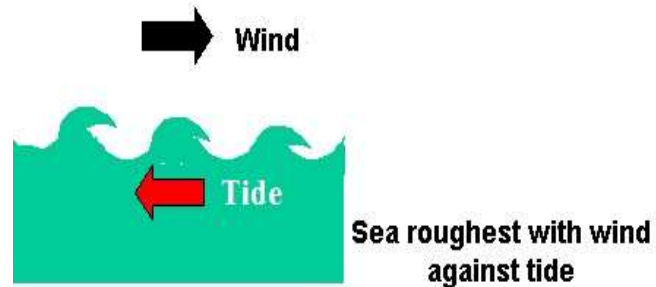
Weather, Winds and Tides

- **Always get a weather forecast and check wind speed before going out onto the water.**

xcweather.co.uk & windy.com are the forecasts most used by club members (they also have apps). They include wind speed and direction. You can check wind speed and direction in the clubhouse on the display to the right of the chart on the wall. You might find it is lower or higher than that forecast.

Remember to allow for gusts, not just mean wind speed.

When you have wind speed, use the Beaufort wind scale (see next page).



When the wind is from the North remember that it is usually stronger and colder than from the west. On the River Crouch Easterlies and Westerlies are also stronger because there are no obstacles to weaken them. You can find shelter from a North wind by staying close to the bank nearest the club.

Spring and Neap Tides

Spring tides are the highest high tides and lowest low tides. They occur when the moon is full and aligned with the earth. The river will be fastest flowing at this time.

Neap tides are the opposite, with lowest high tides and highest low tides.

Check the club almanac or tide table websites to get tide heights and times.

Tide times and heights are in your club almanac. Always check online as well just in case we got it wrong!
<https://tides.willyweather.co.uk/ee/essex/river-crouch---hullbridge.html>

Equipment / Going out

- **Always take a charged mobile phone in a waterproof case, a whistle, and a sharp knife-even on short local trips.**

It is a good idea to carry an energy or muesli bar with you, as a source of instant energy. Remember you burn a lot of calories kayaking, especially in rougher conditions!

Take water even on short trips in summer, and don't forget to put on sun cream. On trips of 2 or more hours always take some food and drink, as you will use a lot of energy.

A small, basic first aid kit is a good idea.

- Always tell someone where you are going, and what time you expect to be back.

Even when you are using your own kayak always let someone know when you plan to be back. It's always best to go out with someone else, so you can look out for each other.

Always bring a towel with you for the showers, and a change of clothes.

- You are likely to get wet even in calm conditions!

The Beaufort Scale

Beaufort Wind Scale in Miles per hour (Mph), knots and Kilometers per hour (Km/h)				
Beaufort Scale Force	Wind in MPH	Wind in Knots	Wind in Km/h	Description - Wave Heights—Visible Condition
Force 0	0-1	0-1	0-1	Calm; Ht 0.0m ~ At sea no waves - glassy like appearance of sea.
Force 1	1 - 4	1 - 3	2 – 6	Light Airs Ht 0m ~ At Sea wind makes glassy ripples on water.
Force 2	4 - 7	4 - 6	7 – 11	Light breeze Ht 0.1m ~ At Sea smooth wavelets
Force 3	8 - 12	7-10	13 - 19	Gentle breeze Ht 0.4m Slight ~ At sea slight waves no white horses.
Force 4	13 - 18	11-16	20 – 30	Moderate breeze Ht 1m - Slight to moderate ~ At Sea waves described as with occasional white horses. On land raises dust and loose paper; small branches are moved
Force 5	19 - 24	17 - 21	31- 39	Fresh breeze Ht 2m Moderate ~ At sea consistent white horses
Force 6	25 - 31	22 - 27	40 – 50	Strong breeze Ht 3m Rough At Sea large waves start to form, more extensive white foam crests, some blown spray.
Force 7	32 - 38	28 - 33	51 – 61	Moderate (near) gale Ht 4m Rough to very rough. At Sea waves begin to heap up and streaks begin to appear down the waves. On land whole trees in motion; inconvenience in walking against wind
Force 8	39 - 46	34 - 40	62 – 74	Fresh gale Ht 5.5m Very rough to high At Sea waves get longer - crests break into spindrift and the streaks become more pronounced.
Force 9	47 - 54	41 - 47	75 – 88	Strong or severe gale Ht 7m High At Sea high waves and dense streaks of foam may begin to affect visibility. On land slight structural damage occurs; chimney pots and slates removed
Force 10	55 - 63	48 - 55	89 - 102	Whole gale or Storm - Ht 9m Very High At Sea very high waves with overhanging crests, lots of spray makes the sea almost white, visibility seriously affected.
Force 11	64 - 72	56 - 63	103 – 117	Violent Storm Ht 11m Very High At Sea exceptionally high waves and a complete coverage of long white foam patches. All crests blown into froth.
12	73+	64 +	118 +	Hurricane Ht 14m plus Phenomenal At sea the air is completely filled with driving spray, visibility extremely difficult. On land devastation occurs.

Local Knowledge

As you stand at the bottom of the club slipway looking out over the river if you look to your right that is the way to Fenn Creek and Battlesbridge.

Fenn Creek is very sheltered and usually calmer than the river, ideal for beginners. If you walk along the public footpath to the right of the club you will come to Fenn Creek, it is only a 5 minute walk and about ten minutes by kayak/SUP. It is part of the area marked in RED on the map. The area upriver from Fenn Creek will dry out quite quickly after about two hours after high water.

- **NOTE:- The area immediately to the right of the club slipway is the public slipway and is not maintained. This results in many broken wooden poles and planks protruding upwards. If you were to fall off your kayak/SUP, or capsize your dinghy in this area there is a risk of injury, therefore avoid this area. Always navigate around the outside of the two metal poles that can be seen in the area.**

The area beyond the public slipway is known as “The pool”. This is relatively sheltered, calm and safe area of water where we can practice manoeuvres.

If you look to your left that is the way to Fambridge and eventually Burnham-on-Crouch and out into the North Sea. The winds tend to increase once past Brandy Hole (about half a mile from the club) and once at Fambridge and beyond can increase quite a lot. This area does not dry out at low water.

On Spring tides (the highest tides which happen all year, not just Spring) about two hours after high water the outgoing tide can be very strong. With a 3-knot tide and oncoming wind you might not be able to make progress against it. If you are ever in this situation look for somewhere to land, pull the vessel up the bank as best you can and walk back to the club. If it is a club vessel let someone from the club committee know where it is (phone numbers are in your almanac). If it is your own, then there are plenty of people willing to help, phone the kayak captain or someone else on the committee. If you feel you or a member of your group are in imminent danger of serious injury or death phone the emergency services.

- **Plan your trip so you are never in this situation!**

Respect
The
Water

Rules of The Road / Hazards

Kayaks, Paddleboards and Rowing boats are classed as powered vessels, and give way to sail.

Keep near to the bank when paddling, the main centre channel is used by larger powered vessels. If you are on a collision course with another boat it is usual to pass so the other boat is on your left as you pass if safe to.

- **Be aware at all times when you are on the water.**
- **Keep looking around you.**

Never go out wearing headphones.

Give mooring buoys a wide berth.

Boats on moorings can swing round, especially in strong winds or tides. Keep looking out for powerboats, so that you can anticipate their wake. They are meant to slow down, but it doesn't mean that they always do!

Always steer into their wake, don't let it hit you side on.

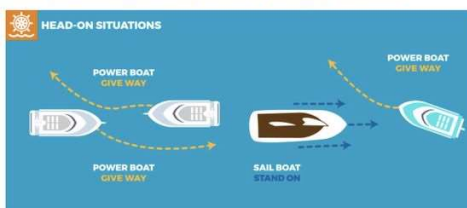
Give a wide berth to people fishing on boats or river banks.

If you are paddling in narrow, shallower waters, such as the other side of the weir in Battlesbridge, look out for overhanging branches and tree roots in the water. Remember that when the water rises or goes down you may not be able to get over or under these.

Crossing Situation – boat to the starboard side is the stand-on boat



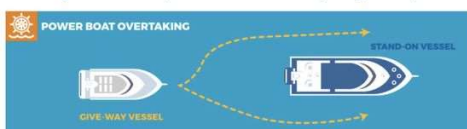
Meeting Head-on Situation – head on, port-to-port passing is preferred



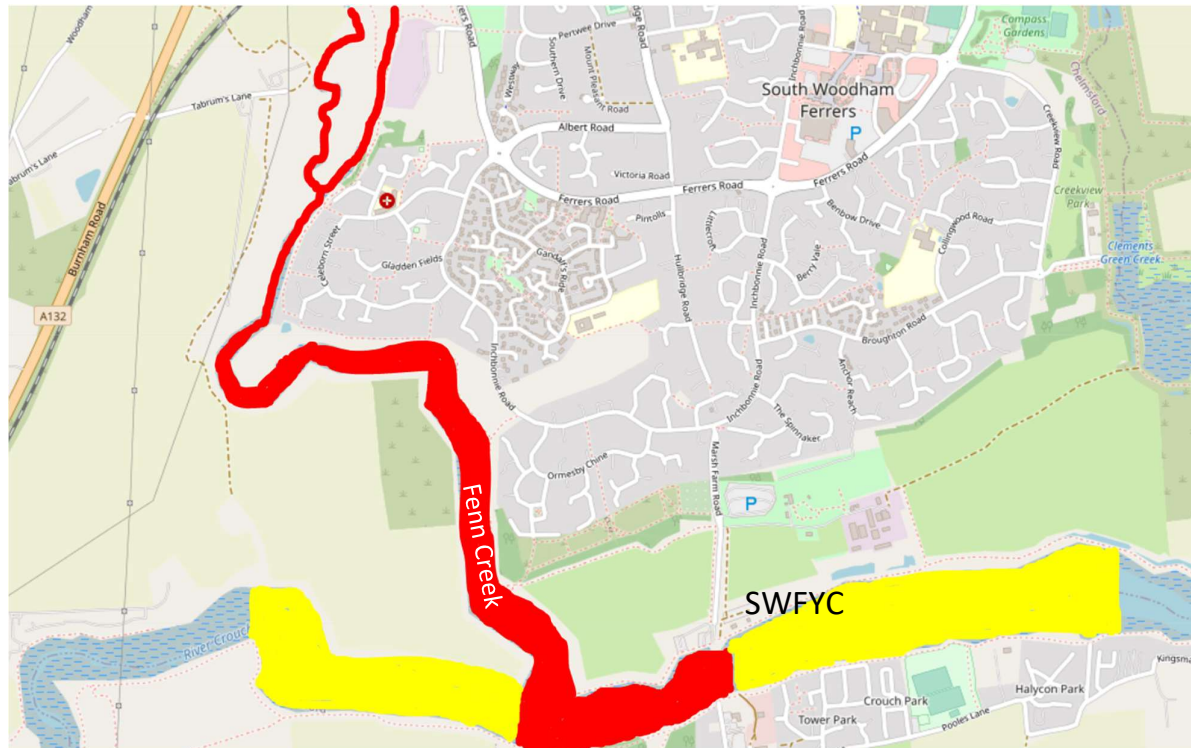
Meeting Head-on Situation – specifically for sailboats



Overtaking Situation – both port-side or starboard-side passing are acceptable



Where to go



After your learn-to session has been passed, the following applies:

6 hours experience logged – stay in RED ZONE

6 to 12 hours experience logged – stay in RED & YELLOW ZONES

Over 12 hours – club boats must not venture beyond Battlesbridge or Fambridge unless in an organised event.

Checklist	signed
Clothing & Personal Buoyancy	
Cold Water Shock	
Weather, Wind & Tides	
The Beaufort Scale	
Rules of The Road / Hazards	
Equipment / Going out	
Local Knowledge	
Knots	

Learn to SUP

- *This will be a practical session where you will be on the water for about an hour, following a shore based session*

Conditions suitable for Paddle-Boarding:

- Wind no more than F3
- HW +/- 2.5hrs

The ideal ratio of SUP Instructor to Student is 1:4.

Each student must be able to swim and physically able to carry the SUP board to the slipway, be able to launch and recover their SUP board un-assisted.

Before going out on the water, you will spend approximately an hour at the club house, learning the theory of SUPs, the technique of paddling and how to fit the leash & fin.

You will then go out onto the water to become accustomed to the techniques described.

Following an assessment by the instructor after a recommended number of SUP sessions on the river and being able to demonstrate confidence on the SUP board in the river, we might arrange a trip to the sea (Maybe Southend On Sea?) to put into practice in the surf what has been learned on the river.



Paddling - Technique

Before you get on the water for any kind of paddle training, we need to talk about the foundation of SUP stroke technique. There is no point in training hard throughout your SUP season if you are using improper technique and creating bad habits. Not only will you be paddling inefficiently, but you will also greatly increase your risk of injury when using poor technique.

1. Before you get on the board you need to adjust your paddle to suit your height. Place the blade of the paddle on the floor next to your feet and release the handle locking clamp. Adjust the T-handle so that you can hold it comfortably with your arm fully stretched above your head. Push the handle locking clamp back into place to lock the T-handle in place.
2. Before you get on the board fit the fin into the slot below the board and ensure that the fin screw is secure.
3. Ensure that the board is in a good condition with no water trapped inside and ensure that the bung has been fitted before launching.
4. Before you get on the board attach the leash to the board and fit the other end to your quick release belt.

Breakdown

Do Not “PULL” The Water. The fact is, we are not ‘pulling’ the blade through the water as we paddle. Instead, we are planting the blade in the water and bringing ourselves up to the stationary blade. Imagine a cross-country skier planting their poles and bringing themselves forward to the poles. The poles do not drag through the snow but remain firmly in place.

This visualization will help you implement proper technique. Your stroke has five phases. Each phase is as important as the next. They all work together to help you paddle like a fluid machine.

1. Reach

Reach is the distance you are reaching forward to put your blade in the water. Reach as far as possible each time you stroke. In my experience, reach is sometimes overstressed when discussing paddle stroke. You need to reach only as far as you feel comfortable. SUP athletes may reach too far and find themselves off balance when their blade hits the water. Losing your balance is counter-productive to developing a fluid and powerful stroke.

On the other end of the spectrum is not reaching far enough. We refer to this mistake in technique as “T-Rex Arms”. Have you ever seen a T-Rex? They have short stubby arms that couldn't possibly reach very far. Make sure you are attaining full extension with your bottom arm, while relaxing the grip on your paddle and the rest of your body. A tight grip with a tense body will not allow you to reach as far as possible. Your top elbow should be bent during this phase. Bring your top hand to your ear to get the motion for bending the elbow. As in most activities, a lack of mobility will restrict your movement and prevent you from getting maximum reach, rotation and power.

2. Catch

The Catch is the part of the stroke when the blade enters the water. Allow the blade to completely enter the water before you begin your power phase. The catch should be as clean as possible with little splashing. Visualize sticking the blade into mud as the motion you will need to get a solid and clean catch.

3. Power Phase

This is where you are applying power to your stroke. Use your entire body for this part of the stroke. Remember that your arms are much weaker than the rest of your body. Use the rotation of your torso, hips and shoulders to drive your paddle while keeping your knees bent and engaging your legs to produce power. Think about falling onto your blade by bending at the waist and “bowing” to fall forward onto your blade. It has been found that the power generated when your hand is close to your body (just past the feet), outweighs any deceleration from a negative blade angle. Therefore, bring your paddle back to the point at which your bottom hand hits your leg. The effectiveness of going further back in the stroke does not produce any more power and has been scientifically measured in Olympic canoe paddling, the same applies to SUP paddling.

4. Exit

After the power phase you will be releasing the paddle from the water. Similar to our catch, we want as little splashing as possible. Feathering the blade is helpful in creating a smooth release and setting yourself up for the next catch. You can achieve feathering by dropping your top shoulder, by “breaking” your wrist inward (imagine the motion of trying to touch your forearm with your middle finger), or a combination of both.

5. Recovery

Relax your entire body during the recovery phase. This will help create a rhythm and allow your body to reach as far forward as you are comfortable to set up the next stroke. Use the recovery phase to concentrate on your breathing and technique. This phase is as important as the other phases even though the paddle is

not in the water and you are not exerting yourself. The 'rhythm' of your stroke can affect your entire technique and should be dialled in during this phase.

The outline above is the foundation of paddle stroke technique. This is not the one and only way to paddle. Each paddler has a different body type, fitness level, experience and equipment that will affect the way in which he/she paddles. Individuals employ different techniques to perform the task for their sport. Paddling is no different.

Use this technique break down to find your optimal technique. Keep these basic fundamentals in mind but remember that they are only a baseline from which to work.

SUP on the water

1. Practice lying on the board and paddling using your arms.
2. Practice kneeling on the board and using the paddle to manoeuvre forwards, backwards and steer to port and starboard.
3. Practice standing on the board and using the paddle to manoeuvre forwards, backwards and steer to port and starboard.
4. Practice how to safely fall off a SUP board.



Students need to convince the instructor that they are confident to stand on the board and follow a set course around markers, before leaving "the pool".

Check the time of high water and leave the club 30 minutes before. Head upriver and turn right into Fenn Creek. Paddle up Fenn Creek until high water then turn around and come back. You will have the tide with you both ways. Take it easy, conserve your energy; you can always stop paddling for a minute or two on the way back as the tide will be bringing you back to the club.

Make sure you are close to the club slipway when you get back. If you overshoot keep close in to the bank when you turn around to come back as it is more sheltered from the tide.

- **Always kneel down on the board when you approach the slipway or any shallow water and get off the board when in knee deep water to protect the fin.**

Date passed course..... Instructor

Date	Hours paddling	Area	Wind force	Notes

SWFYC Rowing Handbook

- *The gig rowing training comprises 1 shore-based session and a minimum of 3 sessions on the water.*
- *Sessions are usually arranged via TeamApp*

The Rowing Gig



The Royal Navy sailing ships of yesteryear used long fast rowing boats to carry their captain and ships officers from the ship to the shore, which was sometimes at anchor a long way outside a harbour. They were usually part funded by their captain and so reflected on himself and consequently, were smart, seaworthy, fast and capable of being out in rough weather. This originated in the saying “The conduct of a ship is known by the smartness of her boats”.

Royal Navy warships especially, had differing gigs according to officer’s rank and were coloured accordingly, for example an admirals gig was always green, a captains gig was always blue.

The pilot gig was a development of these boats, used to patrol sometimes far out at sea, carrying a pilot to guide the captain of a sailing ship through unfamiliar waters to harbour.

Our gigs are “Spirit Class”, developed for rowing off Southend. They are 27 ft long (as opposed to a Cornish Pilot Gig usually 32ft long) and are rowed by a crew of 4 and steered by a cox’n. Our boats are named Spirit of Endeavour and Spirit of Adventure, recognizing the self-help nature of our club.

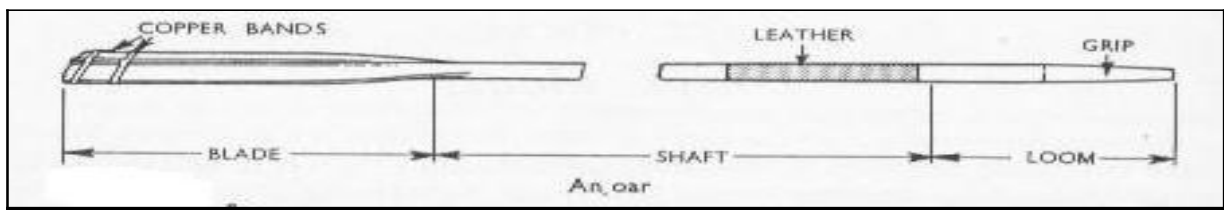
Parts of the Gig from the bow looking aft



- Flagpole socket
- Stern
- Wooden gunwhale
- Port (Left) Side
- Mooring ring
- Bow
- Keel

From the stern looking forward

- Thwarts (seats)
- Buoyancy tanks
- Rowlock swells
The rowlocks oars and Swells are numbered
- Starboard side
- Stretchers (footrests)



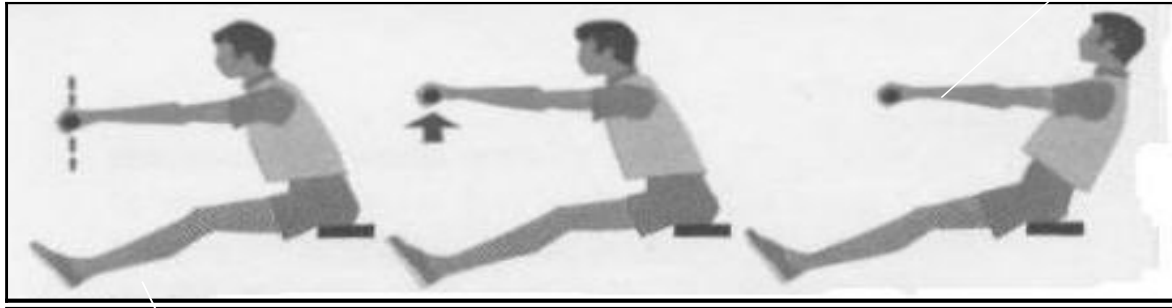
SWFYC Rules of Use

- A donation of £5 per day, or part of a day for the gigs to Club funds is required (£1 each).
- The boats are to be used by SWFYC adult members, under the charge of an approved cox'n.
- The boats must be booked out with the authority of the Rowing Captain.
- The user should be aware the boat will not have safety boat cover unless in a pre-arranged race. Unless accompanied by an escort vessel, the operating limit is not below the Inner Crouch Buoy and a wind strength of up to and including force six on the Beaufort wind scale (27 knots) .
- Bookings will be on a "first come first served basis" and be entered in the Gig Logbook in the Clubhouse lounge, showing next of kin phone number and sailing area and expected time of return of the crew.
- The SWFYC members using the boat are responsible for rigging, launching, recovery, washing down the boat, stowing the boat and equipment after use.
- All users must wear buoyancy aids / lifejackets whilst on the water. Anyone not wearing one will have their session terminated immediately.
- The safety bag is to always be in the gig when the boat is used.
- The boat and all its equipment must be used responsibly and not miss used.
- Any damage to the boat must be reported and logged in the Gig logbook immediately after use.
- The Cox'n should obtain a current weather forecast for the day and the boat.

Etiquette

- Everyone needs to help when preparing washing down and putting the gig away always follow the check list.
- Teamwork is essential when launching and recovering the gig. At least 5 adults are required to launch the gig. The cox'n is in charge and will call the order when to lift or pull.
- The gig is launched stern first and the cox'n is the first to enter the boat followed by the stroke or number 4 then 3 and so on.
- Have pride in the seamanship of the gig, protect the boat as much as possible and when pushing off or fending off, use the looms of the oars not the blade.
- The oars are long, heavy and your responsibility. They are all numbered for your position.
- When moving about in the boat only one person stands at a time.
- Always set the gigs ensign and burgee when afloat and wear the Club colours of a navy polo shirt or SWFYC training top and a buoyancy aid
- If racing or attending an event away from the Club, we ask that you contribute to fund the transport costs of the gig.
- Wear soft soled shoes or boots, avoid bring mud into the boat.

How to row



Blade 6ins above water

Lower blade into the water
top of the blade just showing

Pull back with trunk,
arms straight



Complete stroke by bending
elbows, blade turned to 45°,
just clear of the water

Drop hands to raise blade
keep blade flat

Push arms forward, Bend
forward ready to start again

Step1

Seat the oar with the leather in the rowlocks. Grip the oar and push right forward with your arms outstretched, as far as you can reach with a straight arm. At the start of the stroke your nose will be almost above your feet.

The oars will move back. Make sure they're flat to the water when you do this. Remember not reach for too much length.

Step2

Feather the oars. This means to roll your wrists, so the oars turn so that they are parallel yet above the water. In sweep rowing, it is important to only roll the wrist closest to the oar blade

Step3

After dipping the oar in the water, don't let the blade go very far under the surface, the top of the blade should just be visible as you pull back on it. Pull the oars back steadily, speeding up towards the end of the stroke; save a little extra pull for the end of your stroke which you can help pull yourself back upright.

When sitting forward the first motion is to push your legs back in a dynamic motion. Do not jerk but apply as much force as possible. Then lean back when you are close to the end of the stroke. The final motion should be the arms.

Step 4

Feather the oars flat, then repeat from step two. Be sure to roll up the oar(s) once the handle passes the knees. Keep pulling the oar handle towards you until your hands touch your stomach before taking the oar out of the water.

Lean as far back as you possibly can! Your legs should end up straight. With practice, you will find yourself able to lean further and further back, which increases the length of time the oar is in the water driving the boat forward.

Useful Tips

- Keep your shoulders square and your arms straight, adjusting the oars so that they fit.
- When you're first learning, try to look straight ahead (towards the back of the boat) when rowing instead of out the side. This almost always leads to rolling the boat.
- Try to "catch" the water as soon as the oars make contact. This is a more efficient use of strength and provides the most thrust.
- You should make your stroke as fast as possible, but as smooth as possible too. It should be a smooth pull back.
- Keep your head straight up and not sunk between your shoulders.
- Aim for a long, steady stroke.
- As the thwarts are quite closely spaced in the gig, it is crucial for all rowers to lean as much as possible. If one person takes shorter strokes, it is impossible for the other rowers to take longer one
- Catching a crab is when the blade of an oar becomes "stuck" in the water. It usually happens for two reasons: The blade was not vertical when you put it in the water, or you tried to feather the oar before it was lifted out of the water. If this happens you need to act quickly. Lift the handle oar out of the rowlock then reset it again.



Getting Started

Rowing a gig demands good technique.

- Sit on the opposite side of the boat to where your oar rests in the rowlock.
- Rowers need to be staggered, and not in a line behind one another.
- Your outboard hand should be over the oar handle, and your inboard hand should be under. This is for better control of the oar, and easy feathering
- Make sure the oar is working on the leather while rowing — don't push it so far out or in that it is working on the bare wood.
- Keep an eye on your oar blade and ensure it is vertical when entering the water and during the stroke.
- Perch on the aft edge of the thwart rather than sit on the middle of it.
- Concentrate on keeping in time, and if you are stroke oar, concentrate (don't chat unless you can do two things at once!) on setting a consistent pace for the others to follow (ask the other rowers for feedback from time to time to check that you aren't too fast or slow).
- Remember the old Royal Navy saying "The conduct of a ship is known by the smartness of her boat handling." The same applies to the reputation of our Yacht Club. Be proud of your rowing



Seamanship

Getting under way

- A gig is not very manoeuvrable!
Steering is best done by the oars, rather than the rudder, so be alert to the coxswain's orders at all times.
- Don't put your hands on the gunwales you may trap and crush your hand!
- Listen to the coxswain's order and take no notice of bystanders' advice! The cox will be more aware of how the gig is handling than they may be.

The rowing commands

When under way any order to the oarsmen except 'Hold water' is obeyed on completing one full stroke after the order is given. On obeying an order, the crew take their time by the stroke oarsman, who is usually the next senior person to the coxswain.

'Ship your oars.' This is the order to place the oars in the rowlocks in readiness for rowing.

'Shove off.' This is the order to shove the boat off with the looms of the oars from a boat or landing place alongside which she is lying.

'Give way together.' This is the order to start rowing, and it is obeyed together by the whole crew. If only one bank of oars is required to give way, the order 'Give way starboard' or 'Give way port' is given.

'Oars.' This is an order to cease rowing. The crew sit squarely and upright on their thwarts, with their oars horizontal and at right-angles to the fore-and-aft line of the boat and with the blades feathered,

'Lay on your oars' allows the crew to relax lay in their oars athwart the boat with the grips across the gunwales. This order is also given to alert the crew before ordering 'Give way together.'

'Hold water.' This is the order to reduce or stop the way of the boat by holding the oars at right-angles to the fore-and-aft line of the boat and with their blades in the water; it should be obeyed as soon as it is given. If required to hold water with one bank of oars only, the order 'Hold water' is followed by 'starboard' or 'port'.

'Back together.' This is the order to back water together by pushing on the looms of the oars instead of pulling. If only one bank of oars is required to back water the order 'Back starboard' or 'Back port' is given.

'Stroke together.' This is the order for all to give one stroke together. If only one bank of oars is to give a stroke the order 'Stroke port' or 'Stroke starboard' is given.

'Easy all.' This is the order to row less vigorously, so that the speed of the boat will be reduced. If the boat is being turned the order 'Easy port' or 'Easy starboard' may be given. To resume normal rowing the order 'Give way together' is given.

'Mind your oars.' This is a warning to the crew to keep the blades of their oars clear of some obstruction. If the warning concerns only one bank of oars the order 'Mind your starboard oars' or 'Mind your port oars' is given.

'Eyes in the boat.' This is an order to the crew to keep their gaze from wandering and to pay attention.

'Bow.' This is the order to the bowman of a single-banked boat to boat his oar and be ready to fend off the bows of the boat with his boathook.

'Way enough.' This is the order which, requires the oarsmen to pull one more stroke, pass the looms of their oars over their heads and to boat the oars.

'Boat your oars.' This is the order to unship the oars from the rowlocks and lay them fore and aft in the boat on their respective sides.

'Toss oars' This is the traditional boat salute for showing respect to another, the looms of the oar are placed in the bottom of the gig and the blades raised vertically and pointing across the boat.

Boat Equipment Checklist

The following equipment must be checked off each time the boat goes afloat.

- Everyone wearing a lifejacket or buoyancy aid
- Boat buoyancy is intact
- Lifebuoy
- Heaving line
- Boathook
- Mooring Lines (Bow & Stern)
- Anchor and anchor line
- Bailer / Bucket and Sponge
- VHF Radio or Mobile phone
- First Aid Kit
- Hypothermia Blankets
- Whistle or foghorn
- Crew adequately clothed for conditions
- Drinking Water/ flask of beverage to avoid dehydration if hot weather
- Oars and rowlocks in correct placing
- Rudder and steering yoke
- Stretchers in place and adjusted (Footboards)
- 2 Fenders
- If in failing light, the boat must show all round white light
- SOLAS Distress signalling Regulation Card
- Boat Stern Flag



If you are a Club Coxswain (pronounced Cox'n)

Seamanship

- Think about which direction the tide is running (the time of high water is printed in the Club Almanac) and how hard the wind is blowing, and from what direction
- Usually, the tide will have a greater effect than the wind, and you can use it to help turn the boat around.
- If it is windy, the wind will have more effect than the tide.
- You may find it easier to go away backwards in certain conditions.
- Rowers who can't put their oar in the water while the gig is alongside may have their oar up vertically in the air until they can, unless it is windy — take windage into consideration.
- DO NOT leave the gig alongside the end/higher part of a jetty as it can easily damage the gunwales (edges) of the boat.

While Out and About

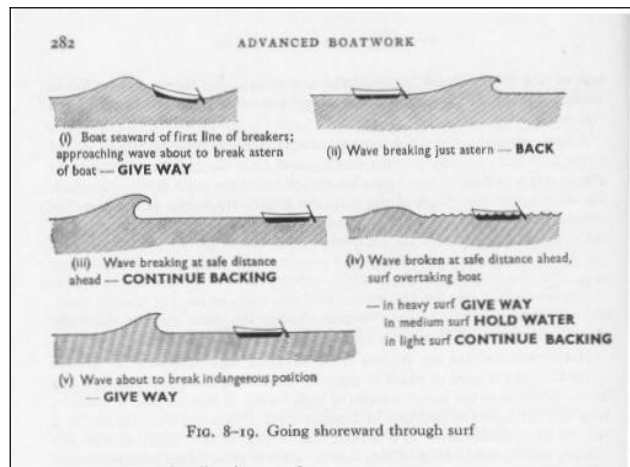
- The gig is fast enough not to take much notice of the tide in calm weather, but as soon as there is a bit of wind:
- Avoid the middle of the river if the wind and tide are against you — as well as more tide, as it will be roughest there. Be aware of whether the tide is rising or falling.
- If it is windy, get under the lee of the riverbank for smoother water and less arduous rowing. It is good practice anyway to use the windward shore rather than the lee shore. as if you get into difficulties, you won't get stuck aground.
- In big waves, do not to steer a course with them straight on the side of the boat but on the bow zig zagging if necessary.

Returning

- Consider the tide and wind again before deciding how to come back gently to the slipway they may have changed since you left.
- The cox should ask the bow oar to put their oar away in plenty of time for them to be ready with a bow line and fend off.
- Put the fenders over on the appropriate side before you make the approach to where you want to end up.

Procedure for landing in a surf or waves

The coxswain should cruise seaward of the outer line of breakers, select a point of entry into the surf, and then turn the boat stern to shore and at right-angles to the waves and keep her there until a favourable opportunity occurs for crossing the first line of breakers. Just before the start of a relatively calm spell then back the boat smartly so as to enter the danger area on the heel of a wave, and then continue progress shoreward by backing, but resting on the oars and holding water or giving way, as required, to avoid a breaking wave or being carried along either on the crest of a wave or in surf.



The best position for a boat in relation to a breaking wave is at least two boat's lengths ahead of it. The boat should continue backing until the surf reaches her, when, to avoid being carried along with it, her crew should hold water or give way according to its intensity; then, when it expends itself, backing should be continued. If it appears impossible to avoid a breaking wave it is better to pull seaward through it as hard as possible than to try to escape it backing shoreward.

In light surf or only small waves breaking close inshore, the boat can be beached more deliberately as there may be only one line of breakers of dangerous proportions so the boat must be beached and hauled clear of the breakers as quickly as possible.

When putting to sea through surf ship the oars in their crutches and laying them athwart the gunwales. The crew by their thwarts, grasp the gunwale, and haul the boat afloat, bows seaward, the bowmen at their oars, keep the bows pointing seaward while the rest of the crew jump in and she is pulled smartly seaward

Some exercises for coxswains to practice

MOB, picking up a mooring, coming alongside a jetty, anchoring, rowing backwards

General Safety

- The safety bag containing the Club portable VHF radio is to be in the gig at all times the boat is used.
- The boat and all its equipment must be used responsibly and not miss used.
- The Coxswain should obtain a current weather forecast for the day and the boat must be booked out with the intended time of return logged.

Rowing Course Familiarisation	Initial of Instructor	Date completed
Introduction to boat and rowing gig		
SWFYC Gig rules of use		
Boat safety and SWFYC risk assessment		
Wearing the correct clothing and the need for lifejacket / buoyancy aid		
Understands how to row and rowing commands		
Knows boat checks how to check the boat buoyancy		
Understanding the importance of a rowing position and trim of the boat		
Understanding rowing and nautical terminology		
Preparation of the boat and use of the boat checklist		
Launching and recovery of the rowing gig from a slipway		
Practical rowing experience in gig as bow and as stroke		
Communication and control of oars		
Importance of Wind direction and strength		
When rowing: Holding water, back water, coming alongside a pontoon, picking up a mooring		
Understanding of Spring and Neap tides and wind against tide conditions		
Capsize drill, righting the boat and cold-water shock		
Slow speed manoeuvres maximizing fast rowing		
Recovering a man overboard		
Beaching the boat sternwards		
Anchoring		
IRPCS, Rules of the Road appropriate for rowing gigs		
Interpretation of Beaufort wind scale and sources of weather forecasts and sea states		
Rope work and knots		
Taking a tow line		
Coming into the wind /tide for recovery at the slipway		
Tossing Oars, the traditional gig salute of respect		



Chat-a-lotte,
one of our 3
training boats

Learn To Sail Dinghies

- *This is a more involved process and will involve a training duration that matches your needs.*
- *You will greatly enhance your understanding of the key points covered in the “Welcome to the River Crouch” session*

How a dinghy sails

Everyone understands that with the wind blowing from behind, a boat is propelled forward (running). With the wind blowing over the side of the boat and the sails set at a slight angle away from the wind the boat is propelled forward but also sideways (reaching). To prevent the boat sliding away from the wind a wide board is lowered. It is possible to sail even closer to the wind if the sails are pulled in tighter because the curve of the mainsail creates lift, like an aircraft wing (Close hauled). However, no boat can sail directly into the wind. The angle when they can sail forward differs with each boat with a centreboard down.

There are 3 basic aspects when sailing

Closehauled:

Dinghy kept up right and the sails pulled, in with the end of the boom roughly over the corner of the transom. The centreboard should be fully down. The boat should be kept upright either by weight or letting the sails out. The crew weight should be forward.

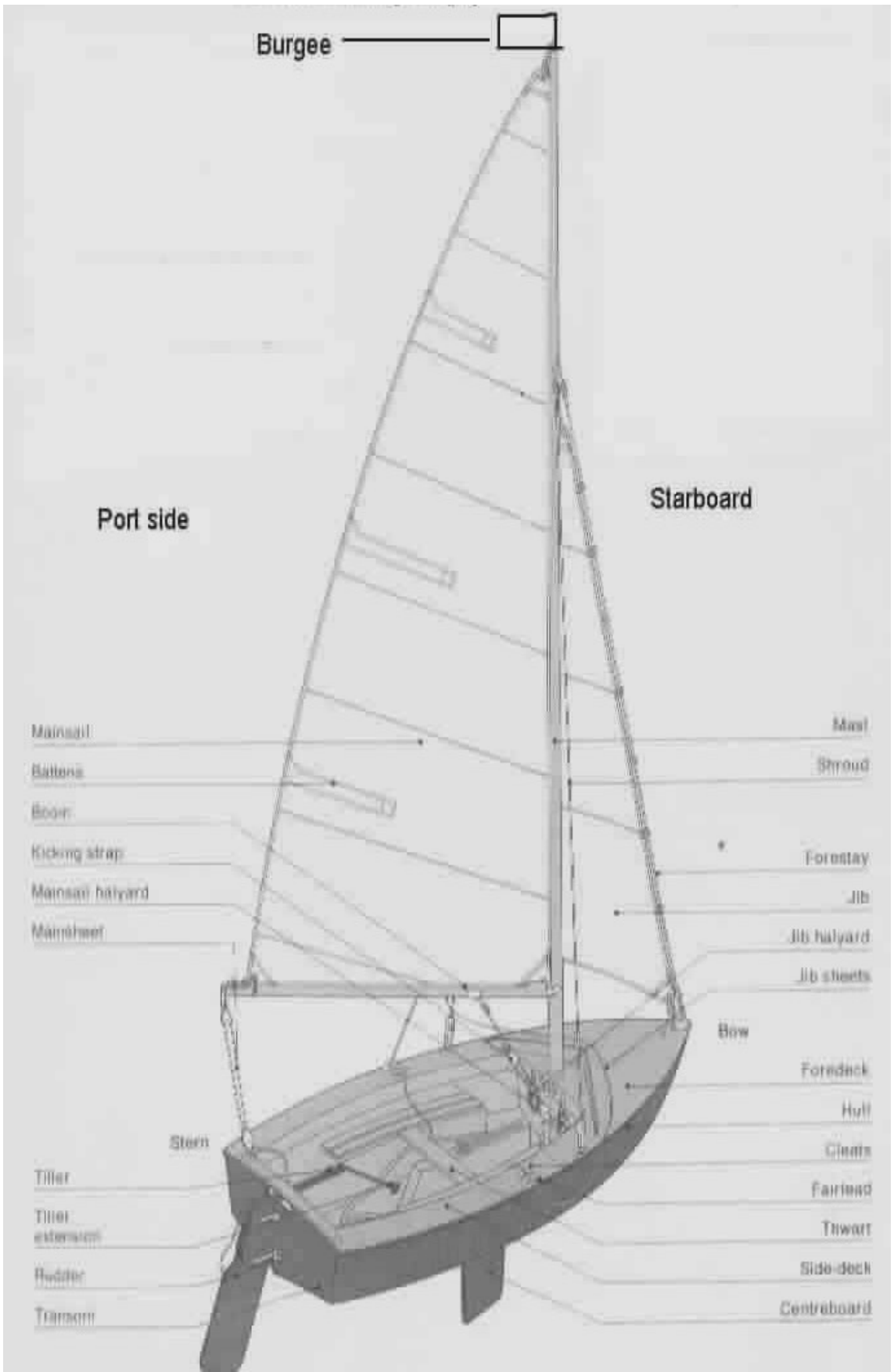
Reaching:

Centre board half raised, the sails should be eased to half out and the weight of the crew moved slightly aft keeping the boat upright.

Running:

Centreboard right up, weight of the crew aft, to lift the bows, sails let right out just off the shrouds





Sheets - pull sails in and

Points of sailing : some terms

No go zone (shaded) – Where a boat cannot sail any closer to the wind

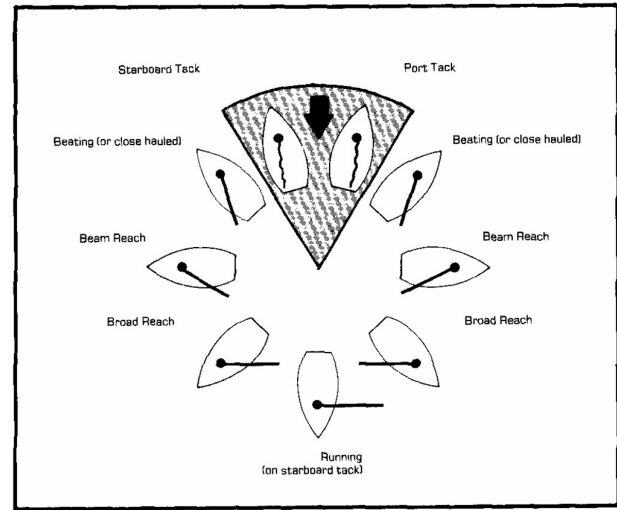
Beating or close hauled - Sailing up into the wind

Reaching – sailing across the wind

Running – Sailing downwind

Tacking – Turning the front of a boat through the wind

Gybing – turning the back of a boat through the wind



Getting Started

1. Set the sails

- Choose your heading or course
- Let out the sails until they flap
- Pull in the sails until they just stop flapping. The sails are now set and will propel the boat as long as the wind direction doesn't change or you want to change course again.
- Check that the wind is still blowing from the same direction by easing the sails out and pulling them in again from time to time.
- The burgee will tell you where the wind is blowing from.
- If the wind gusts ease the sheets out momentarily

2. Centreboard position




- Up for running
- Half way down for reaching
- Fully down for beating or close hauled

3. Correctly balance or trim the boat

- Try to keep the boat upright by sitting on the side nearest the wind, if it is gusting you may need to lean out or ease the sails out (or both).
- Sit toward the stern when running
- Sit in the middle when reaching
- Sit nearer the bow when close hauled

4. Steering the boat The rudder has 2 functions

- To help resist sideways slip of the boat (especially when the blade is fully down)
- To steer the boat, the more the boat is moving the more sensitive the rudder will be.
- The rudder is operated by the sideways movement of the tiller a lever on top of the rudder. Moving it to starboard (the right) will turn the boat to port. Turning it to port (the left) will turn the boat to the right.
- With the centreboard down
- pulling the mainsail in (with the jib released) will turn the boat into the wind
- Pulling the jib in (and releasing the mainsail) will turn the boat away from the wind

	Tacking	Reaching	Running
Wind	Boat going into the wind 	Wind across the boat 	Wind right behind the boat 
Centreboard	Fully down	Half down	Right Up
Weight of crew	Forward Sitting on side nearest the wind	Middle Sitting on side nearest the wind	Aft Sitting on side nearest the wind
Sails	Jib In Mainsail in over the quarter,	Jib ½ in Mainsail ½ out	Jib out Mainsail out
Boats Course	Zig zag up wind Sails just not flapping	Straight ahead	Almost straight ahead wind opposite side from the boom
Turning	<p>"Tacking" the bow through the wind</p> <ul style="list-style-type: none"> • Get some speed on • Push the helm down (away) • Change hands • Cross the boat • Straighten up • Pull in the sheets • Point high as you can without slowing down too much 	<p>Determine are you tacking or gybing around?</p> <p>Follow procedure for either tacking or gybing.</p> <p>If gybing raise the centerboard and turn slowly coming off the reach onto a run . Momentum of a fast gybe can capsize a novice</p>	<p>"Gybing" the stern of the boat through the wind</p> <ul style="list-style-type: none"> • Get ready • Make sure the centre board is up • Avoid violent turns at speed • Pull in the mainsheet • Turn firmly but slowly helm up (in) • Cross the boat as the boom comes over (The boom will come across quickly) • Sails right out • Straighten boat up • Change hands

Lying-to (centre board down)

1 Begin in the lie-to position. The sails are out, the tiller is pushed away a little and the boat is hardly moving.



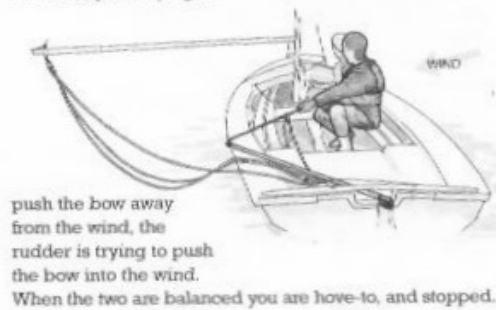
If it all threatens to go wrong, let the sheets go completely and you will end up lying-to

Sailing slowly

Positioning the boat to sailing into the wind, and with the centre board down ease the sheets out to lying-to position then just pull them in slightly so the boat is moving slowly. You can go faster by pulling them in more or slow the boat by easing them more.

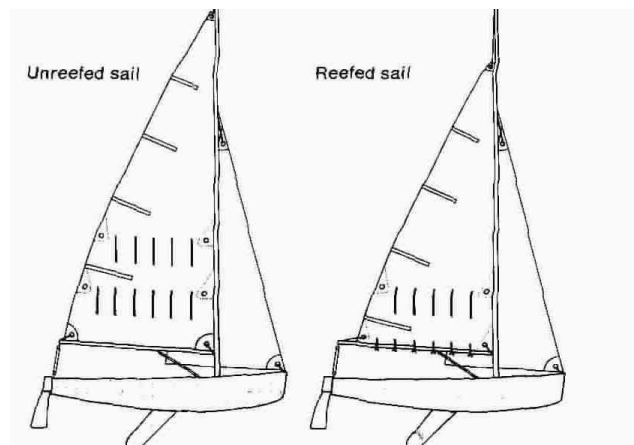
Heaving-to (with centre board down)

Now try heaving-to.
When the boat stopped, back the jib and push down the tiller. The jib is trying to



Reefing the dinghy

If the wind is blowing strongly you may need to reduce the sail area and make the boat more manageable to sail and less likely to capsize. The system used in Club dinghies is "slab reefing"; using reef points to tie down a fold of sail to the boom and so reduce the sail area.



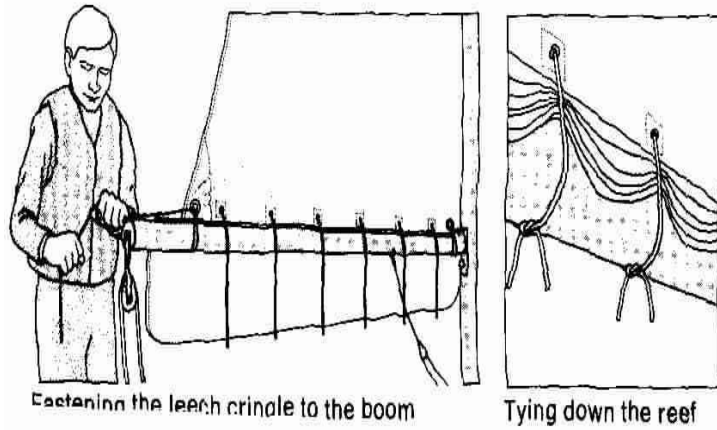
How to reef:

Loosen the kicking strap,

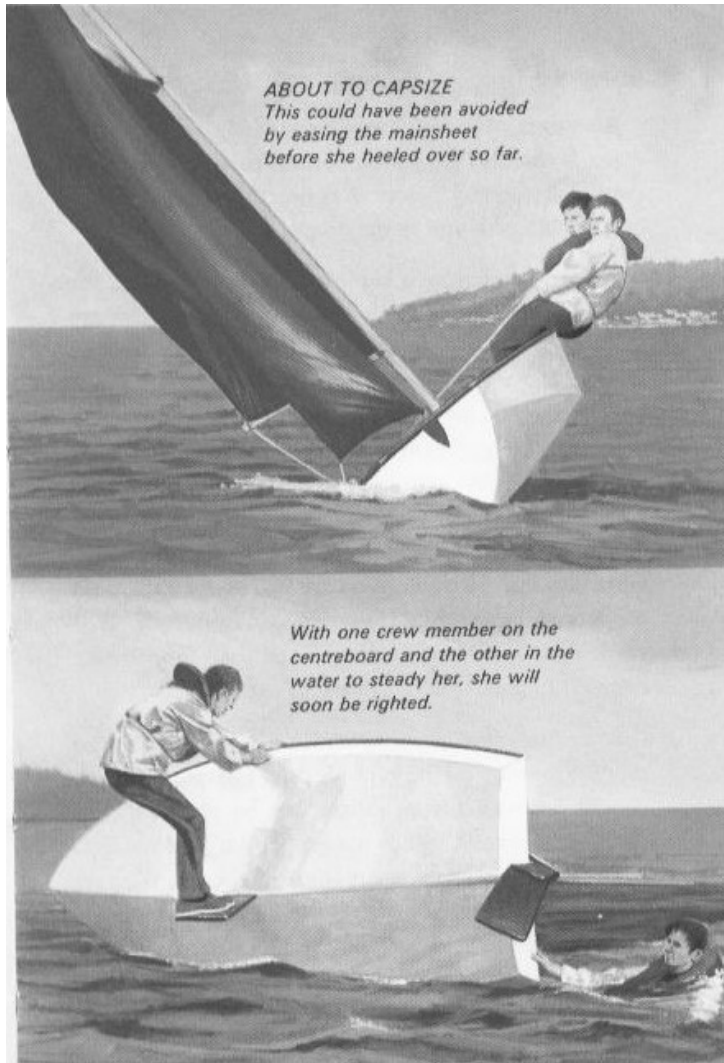
Lower the main halyard sufficiently to lower the sail which can be gathered,

Fix the reef cringle at the tack of the mainsail to the boom,

Tighten reef cringle at the clew of the mainsail using the reef pennant and cleat off, Gather the loose folds of the sail into "a sausage" shape and tie down reef points, Re-tension the halyard and kicking strap.



Capsize drill and Man overboard



Dinghy Sailing; completion of Learn To Sail syllabus

Name

Dinghy Sailing Module	Initial of Instructor	Date completed
Introduction to boats and sails		
Understands how a dinghy sails		
Wearing the correct clothing and the need for lifejacket / buoyancy aid		
Knows how to check the boat buoyancy		
Rigging a sailing dinghy both Gulls and Heron		
Understanding the importance of sail setting balance and trim		
Points of sailing: terms		
Use of the centreboard		
Preparation of dinghy and use of RYA boat checklist		
Launching and recovery of a sailing dinghy from a slipway		
Practical tacking, reaching and running		
Communication and control of a sailing dinghy		
Importance of Wind direction and strength		
Lie-to and stopping the boat in the water		
Understanding of Spring and Neap tides and wind against tide conditions		
Capsize drill, righting a sailing dinghy and cold-water shock		
Slow speed manoeuvres		
Recovering a man overboard (Tack-Reach-Tack)		
Helming a sailing dinghy unsupervised		
Stopping a sailing dinghy lie-to		
IRPCS, Rules of the Road appropriate for sailing dinghies		
Interpretation of Beaufort wind scale and sources of weather forecasts and sea states		
Rope work and knots		
Taking a tow line		
Luffing up into the wind for recovery at the slipway		



Keeping a boat at the club

Small cruising yachts are an integral and original part of the club offering an economic way to access the wonders of the Crouch and Roach estuary and waters beyond.

The club offers a safe and protected mooring area, tender storage, haulage via our concrete slipway, to a yard, lit and overseen by CCTV. In addition to showers and normal clubhouse facilities, yard storage includes access to water and power together with basic workshop facilities to maintain your boat.



Keeping sailing costs to a minimum is a principle aim of the club. All work and help given at the club is done so on a voluntary basis and it is asked that any boat owner joins in and offers help in return. Regular cruises in company are organized by the club together with a week-long cruise in the summer months. Impromptu cruises may be offered by the club or individual skippers when tides and weather are favourable.

These are normally organized via the [SWFYC Cruisers WhatsApp group](#).

All boats in the yard or on the river must carry and provide a certificate of a minimum of third-party insurance.

It remains the responsibility of each skipper to ensure the safety of their boat. The club and its officers have no liability for your vessel or its crew, whether you are sailing as part of a club event or otherwise. If you wish to invite club members aboard as crew, then please reference the Risk Assessment that is posted on the members area of the website.

Where to sail

Setting out on the ebb just after high water and returning on the flood, one might sail out to the other worldly Whitaker Channel or to the protected Branksfleet inside the river Roach.

The Branksfleet is also a safe overnight anchorage should you want to make a weekend of it. Tacking and gybing a cruiser within the confines of the upper reaches of the Crouch can be an enjoyable challenge.



When cruising with others, we use VHF ch72 to keep in touch.

Seal sighting in the outer estuary is almost a given, very occasionally they will venture up river, to hunt bass amongst the moorings.

For longer sails an entire summer could be spent exploring the Essex rivers, the Blackwater, Colne, Walton backwaters or tackle the challenges of the Deben bar. In the other direction the Thames and Medway beckon.



How are my fees made up

Fees are arranged in two sections. The yacht club require fees to maintain equipment pay the rent and all of the normal expenses of providing the club facilities. These are set out on the membership application form and comprise your membership fee, haulage costs and winter storage.

Storage costs for cruisers are per ft over the boat deck, excluding overhangs such as pulpits and transom hung rudders. Haulage is a set fee to cover the cost of haulage equipment. Other craft have fixed storage fees.

Managed by the club, additional fees are required by the Crouch Harbour Authority. These are made up of a [river and a mooring license](#). The river license is per ft over the deck and the moorings are a fixed fee for each mooring.

Moorings

The club manages a number of moorings on behalf of the Crouch Harbour Authority. These are spaced out both east and west of the clubhouse. There is a visitors mooring that can be used by any boat for a period of 24hours. The CHA limit moorings in this part of the river to a maximum of 30ft.

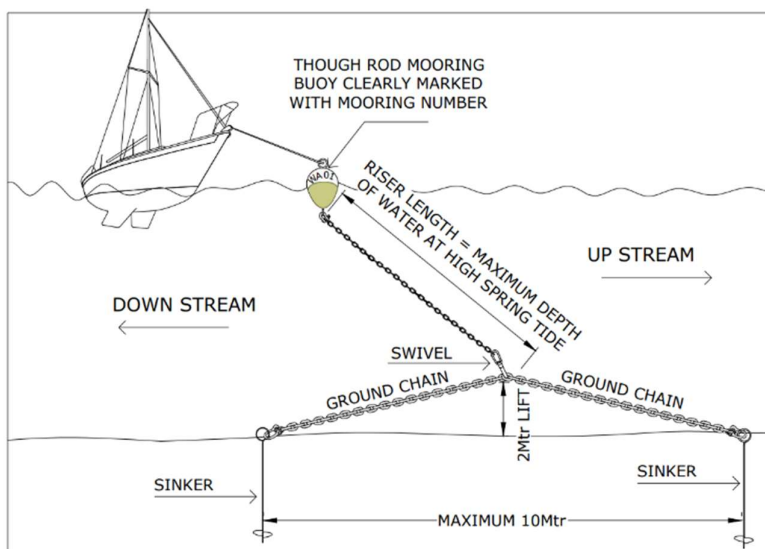
Dependant on tides and boat draft most moorings have access to the larger estuary for three to four hours either side of high tide, this is more than some east coast marinas. At low spring tide, all the club moorings dry out to some degree and are ideally suited to twin keel yachts. There are a few soft mud moorings suitable for lifting keel boats. The club also has arrangements with the adjacent Hullbridge Moorings Association who can offer a further range of moorings at similar costs and conditions. These can be taken up under separate arrangements.

When looking for your first mooring contact the Moorings & CHA manager, who is named in the almanac, The moorings manager will agree with you, a location for your mooring. Laying your own mooring can be wet and muddy but does not have to be particularly difficult. The moorings manager will offer advice and

help you though the process of setting up a mooring and obtaining a river license.

A mooring and the equipment used are the responsibility and property of the boat owner. The mooring must be inspected at least annually to ensure that it is in good condition.

The arrangement pictured is the standard configuration for all of our moorings.



Haulage

South Woodham Ferrers Yacht club own and maintain a tractor and boat travel lift. The lift is certificated to lift boats to a maximum of four tons.

To arrange for your boat to be lifted in or out of the water contact one of the tractor drivers, listed in the almanac. The tractor driver will then help to arrange a crew for the lift. For your first lift an experienced skipper will accompany you if required. Dates and times for lifting are arranged to suit the tides. This is all done, voluntarily, by club members. You are asked to fit in with the timetable of the tractor driver and crew. Some patience and time off work may be required. You are expected to help lift at least two other boats.

Storage

Most boats are lifted out in the autumn, for the winter period and to carry out maintenance tasks. If you decide to leave your boat afloat you must ensure that your insurance policy will cover you for this.

Many do not. **You need to speak to BOTH the Membership Secretary and the Bosun to arrange bringing any boat to the club.**



The club owns a pressure washer, available for use by members. Water and power are provided at points around the boat yard, the cost of these is covered in your storage fee. You are asked not to leave power connected to your boat when not in attendance. Workshop facilities are provided within the club house together with some basic tools. You are asked to respect other users and leave the workshop clean and tidy after use.

The yacht club has a shared yard agreement with the ski club where areas of the storage yard should be clear of yachts by June 1st, allowing ski boats that were taken home for the winter to return and have room to manoeuvre. Any cruisers in the yard after this date will be required to pay a summer storage fee.

Have your say

Annual General Meeting

The AGM this year will be held on the 24th October. This will be held in the clubhouse (or online, if need be) and will present opportunity to reflect on the last 12 months of the club and to re-establish the committee ready for the year ahead.

Annual General Meeting



Suggestion Box

Your feedback is welcome at any opportunity. The suggestion box is kept in the workshop and will be opened periodically. Stationery is kept next to it for your convenience.

Evening Forums

We will take occasional opportunities to gather in the clubhouse of an evening with a view to meeting other members and accepting feedback and suggestions without the distraction of wanting to rush out onto the river or stroll around behind a lawnmower! Keep an eye on the newsletter for details.

Share your experiences

If you've had a great time out on the water, found satisfaction in a boat repair or just enjoy writing, then please pen an article for the newsletter – Steve Parkhouse is always looking to include photos and stories from the membership.



Frequently asked Questions

When is the club open?

24/7 – 365 days per year.

Can I bring friends to the club?

Yes. Please sign guests into the visitor's book in the club lounge. You can bring up to 4 guests no more than 6 times each year.

You can take guests on "Forget-me-Knot", or in a dinghy or double-kayak – you will be the skipper of that vessel and responsible for them.

Non-members may not use a club single-kayak or paddleboard.

I've not had much contact with my "Buddy"

Do feel free to get in touch with any committee member. Any of us will seek to help. You might also join one of the WhatsApp groups, which are friendly and informal places to talk to your clubmates.

What counts towards my maintenance hours?

So many things! You can take our lawnmowers for a spin, get involved in a project, become part of the training team, pick up a paint brush, jet wash the kayaks, Hoover the clubhouse... If in doubt, ask around!

The club pays for any resources required.

I would like to learn a new activity.

Contact your section captain, details in your almanac, who will arrange for you to attend one of our 'learn to' courses.

Can I take a club boat away to use somewhere else?

No, club property cannot be taken away for members to use elsewhere unless on an organised club event or in rare cases (such as during covid lockdown), subject to committee approval.

When does my membership run from and until?

Your membership runs AGM to AGM. The membership secretary will be in touch around the time of the AGM to ask you to renew for the next year.

What is the procedure for Using a Club Boat and how is the donation collected?

If an organised event hasn't been published, then you're likely to find something among the fleet of club boats at your disposal. Sign your choice of boat out, using the folders in the clubhouse lounge and make your payment directly to the club account:

South Woodham Ferrers Yacht Club

Sort code: 20-19-95

Account No. 03842193

How much does it cost to use one of the club boats?

"Learn to" sessions are free, except on the rowing gigs

For subsequent use of the boats, we request a contribution of £3 per Kayak/SUP & £5 per dinghy per session. The only exception being that rowing Gig crew only pay £2 a session whether training, social rowing or racing.

Where can I buy club kit?

A selection of SWFYC badged clothing can be purchased from ST Clothing, 18 Baron Road SWF CM3 5XQ

Rowing kit can be purchased from Spectrum Merchandising. Phone 01621-850462.

If I have a query/complaint, who do I contact?

You can contact any member of the committee that you feel comfortable to discuss your concern with.

If your concern is of a serious nature, then please contact the Commodore, Vice-Commodore or the Welfare Officer.

How do I get a space in the yard/river for my boat?

You need to speak to the Bosun and Membership Secretary in advance of bringing a boat to the club.