



## Happy New Year 2015



The Christmas Rows were well attended. Some say it was the sparkling refreshments.

**Greetings comrades, may the New Year provide us all with the opportunity to further our knowledge and enhance our skills.**

## Rowing Camp 2015

The club is conducting a rowing camp for all those members who are interested in

- Gaining more skills and confidence in smaller boats, i.e. singles;
- Gaining racing skills and experience on a full length course

This camp is NOT just for novice members - it's for anyone who wants some time on the water in a quiet environment!

It is being held on Sat 21 Feb and Sun 22 Feb at Murwillumbah Rowing Club on the beautiful Tweed River.

There will be CRC club coaches in attendance and video of your rowing to review.

Please contact the club captain at [captain@commercialrowing.com](mailto:captain@commercialrowing.com) if you are interested in attending on both or either one of the days by Tuesday 3 February.

BYO food and drink and accommodation.

We look forward to assisting you to further your rowing skills

**BASIC RIGGING COURSE on Sunday 8th Feb at 4pm and repeat session on Saturday 14th Feb at 7:30am. Contact [captain@commercialrowing.com](mailto:captain@commercialrowing.com)**

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## Upcoming Events

- Urban Rowing Regatta  
- 8th March 2015  
Coomera, Gold Coast
- Australian National Championships  
- 23rd—29th March 2015  
SIRC. Penrith
- Brisbane & GPS Regatta  
- 11th April 2015  
Coomera, Gold Coast
- QLD Masters Championships  
- 9th & 10th May 2015  
Coomera, Gold Coast
- Australian Masters Championships  
- 28th-31st May 2015  
Sydney



# Queensland State Championships

## Queensland State Championships, 25-26 January, 2015— Bucca Weir Commercial Rowing Club report text and photo by Fleur Spriggs

Commercial Rowing Club (CRC) had 24 athletes at States; these athletes represented CRC in 20 finals and 26 finalist crews (some finals had more than one CRC crew). Every athlete that attended raced in at least one final.

CRC members came away with 7 state titles (gold medals), 8 silver and 4 bronze medals. Also, 2 x potatoes (fourth placings), 2 x fifth, 1 x sixth and 2 seventh placings.

On the overall club medal tally this placed Commercial 3rd behind Toowong and UQBC - improving on last year's ranking of 6th.

It was a challenging weekend due to the heat and humidity. Lots of sunscreen was applied and much cool water drunk. These events are often more harrowing for coaches and supporters who make every effort to assist the athletes to keep themselves in tip-top condition for racing, and are, therefore, run ragged from the many little essential tasks that need to be done such as: assisting with rigging, helping crews on and off the water, manning the gear in the tent, feeding the athletes, collecting and returning bow numbers, etc.. Many thanks must therefore go the parents that provided sustenance at the picnic table and whose chairs we sat in whilst waiting for our races. Thanks also to the coaches for their support, guidance and supervision in boat loading and unloading, rigging and derigging, setting up oars and for still managing to provide the pre-race chats and form feedback that athletes need after their races. Finally, to all parents, coaches and supporters, many thanks for watching, cheering, encouraging, and helping the team over the weekend – and all in 33-feels like 38-degree weather – champion effort.

Racing was fast. Due to storms in the wide Bay area in the week leading up the regatta, the Kolan river was flowing and the Bucca weir was topped the day before the regatta, which meant fast times were in order, especially with the tailwind on day one. The standout result on day one was the open women's double; the current world best time for this boat is 6:37.31 and Edmunds (racing with Hall (GPS)) recorded a 6:41.73 (or a 98.9% prognostic). Other titles on day one went to Moore and Wruck in both the Men's U21 pair and the Men's open four. These three senior athletes led the CRC medal haul, with Wruck and Moore bagging the most medals (5 in total, 2 gold and 3 silver) and Edmunds the most gold (3 gold and 1 silver). Travers performance was also significant in the overall medal haul with 2 gold and 2 silver.

On day two race times were blunted by a holding headwind, but this led to some impressive margins:

- Bakker drifted over the line in the men's U21 1x, but still recorded a 9 .94 second margin over second place
- The CRC open women's four won with two lengths over UQ at the end of their race
- Edmunds won the open single (over her doubles partner from GPS) with a comfortable 3.62 second margin.

With only 10 finals to go, racing was delayed briefly due to lightening strikes. As the storm passed over, the buoys at the start of the course were damaged rendering the first 250m un-raceable. The last races of the regatta had to be conducted over 1750m.

The open women's quad (the penultimate race of the regatta) must've scared off all the opposition with their wins in the four and single earlier in the day. Of the six crews that had entered only CRC showed for the start. Rather than a row over, the quad started with the U19 women's eights. The quad is a quick boat off the start and established a couple of lengths lead over the eights early, held the margin easily through the middle, and went over the line under no pressure to take the win.

The men's eights race (in accordance with tradition the final race of the regatta) was exciting as our very young Commercial crew, stroked by Bakker and coxed keenly by Luck, stormed home to a silver; within less than a second of the winners! Definitely a race to look forward to again next year.

I will also look forward to seeing our younger members in action again next year, and indeed later this year at Nationals. The younger ages and group events are some of the toughest events to win through to the podium at states because the sheer numbers of entries often mean heats and semis must be contested before the final. With a number of podium appearances from both the young men (coached by Ian Edmunds) and women (coached by Peter Toon and Noel Johnson), and the motivation that comes from some close racing, this group looks set to improve in coming years.





# Queensland State Championships Continued

Full details of all results are available on ROMS: <http://www.rowingonline.com.au/Rowing/Regattas/RegattaView.aspx?id=68ca6f66-207e-4e80-9580-0be09db60a52>

Thanks again to all parents, supporters and coaches

In particular:

Peter Toon, Noel Johnson, Ian Edmunds

John McGuinness, Michael Malakelis

John Bowes, Claire Chapman

## Summary of medal results:

### Open Events:

W2- Silver Travers/Huntsman

**W4- GOLD Taylor/Spriggs/Huntsman/Travers**

W8+ Silver Taylor/Spriggs/Huntsman/Travers/Edmunds/*Hall (GPS)/Doring (TRC)/Herron (TRC)* Cox: Luck

**W1x GOLD Edmunds**

**W2x GOLD Edmunds/*Hall (GPS)***

**W4x GOLD Taylor/Spriggs/Travers/Edmunds**

M2- Silver Wruck/Moore

**M4- GOLD Wruck/Moore/*Clements(AUBC)/McCarthy(TRC)***

M8+ Silver Rech/Graham/McTaggart/Wruck/Moore/Bakker/*Clements(AUBC), Morley (Grammarians)* Cox: Luck

*M1x 3rd fastest time in final\* McTaggart*

*\*despite recording the third fastest time in the final, Tom was denied the bronze medal due to a mishap on the way to the start of his heat for this event. A broken oar meant he was unable to race the heat, he was therefore included in the final by invitation only.*

M2x Bronze McTaggart/*Morley (Grammarians)*

M4x Silver McTaggart/*Morley (Grammarians)/McCarthy (TRC)/Connors (TRC)*

### U21 Events

**M2- GOLD Wruck/Moore**

M4- Silver Wruck/Moore/Rech/Graham

**M1x GOLD Bakker**

M1x Bronze McTaggart

### U17 Events

W4X Bronze Johnston/Hepple/Wightman/Johnson cox Mckie

### Group Events

WG22x Bronze Doyle/Gaffney

WG41x Silver Beecraft

WG42x Silver Cowie/Johnson



# 2015 Tweed Heads Rowing Regatta

By Peter Richards

The Murwillumbah Regatta was a fantastic opportunity for CRC rowers to compete at one of the most picturesque rowing courses around.

The course is set against a backdrop of natural beauty with views to Mount Warning and the nearby border Ranges.

Allowing for daylight saving was the first obstacle. The second was the lack of space to unload the boat trailer. The third was the heat and humidity. Nevertheless, in true CRC spirit all pitched in and we managed to have boats rigged on time and a tent erected for shade.

Thanks must go to Jo Cook for organising boat loading etc, Michael Malakellis for drafting competitors, Steve Monkman for driving the trailer; and Ross Kynaston who cleaned the shed and met competitors back at the Commercial shed with cold refreshments and kind words.

To all competitors and medal winners congratulations and thanks for making it such an enjoyable regatta.

By the way, special thanks to Steph Szykarski who remained behind for the presentation of medals at Murwillumbah. The regatta was a success judging by the number of gold medals Steph had slung around his neck back at the shed.

RESULTS here: <http://regattas.rowingnsw.asn.au/?regatta=1942>



**Would you like to reacquaint yourself with your core muscles?  
Let's not pretend that it is going to be easy..... but it will be worth it!**

A weekly Pilates / Core Strengthening session is available to all CRC members at the sheds on Wednesday evenings from 5:30 – 6:30 pm. The class aims to assist you in improving your muscle strength and flexibility. Work to your own level whilst enjoying being part of a group of rowers who are keen to maximize their rowing prowess! If you have any questions, please give me (Viki) a call on 0408 127 123.

Sessions will begin on  
Wednesday 11<sup>th</sup> February  
2015.

P.S. Exercises are much more comfortable if you bring a padded mat along with you!



## Attention all new members

All new members (with the exception of Learn to Row and Juniors) are required to attend an Induction / orientation Session as part of their Membership Obligations. This short session occurs periodically during the year on a Saturday morning between 0700 and 0800. It assists new and renewing members gain familiarity with the Club and the associated equipment, your responsibilities as Members, and a good opportunity to meet other new members and the Committee. If you have not attended a session yet can you please book in for the next session by emailing [member-secretary@commercialrowing.com](mailto:member-secretary@commercialrowing.com). The dates for 2015 are: These inductions promise to be more fun than a late evening boat unloading, after a regatta. Book now, seats are limited.

- \* February 7th
- \* March 28th
- \* June 13th
- \* August 8th
- \* October 17th
- \* December 5th

## News From Around the Club

### Head of the Yarra Stories

**This tale, by Lachlan Balfour, was missed in our last 2014 Newsletter.  
Finally it has been reinstated here.....**

My Yarra campaign will go down in the record books as one of the longest and most arduous in history - totalling one week. In that week, I had one row in Brisbane prior to the flight down to Melbourne. As a full crew, we clocked up more kilometres on the Yarra itself, then we did in Brisbane. Now, according to ROMS, this was a Toowong composite crew, but everyone in the club knows it was Steve Monkman and I that were the heart and soul of the crew. But that's enough about how we came to be, everyone really wants to hear about the carnage of the race itself. I assure you, short of missing big bend completely, our race wasn't entirely smooth. After only a couple of kilometres in, we had an oar clash with a very impatient crew who didn't seem to understand coxswain's don't have eyes in the backs of our heads, we can't hear you coming, we can't see you coming, and when you try and squeeze into a spot that is deliberately just too small for you it's never going to be good, unfortunately we came away from that one second best, no injury, no damage, just hurt the pride a little. Then there was the real battle of the day. Boat 137 verses boat 138, what can I say... Some coxswain's just don't understand the yield rule. After trying to pass at every opportunity, I finally out cornered them at St Kevin's which is just before the 6th bridge after having started the battle way back between the first and second bridges. For those who don't cox, let me assure you the pain you feel on a single lane road when the car in front is doing well below the speed limit, and you can't pass them, but finally a second lane arrives and you zoom past, that's the feeling of elation I experienced when I finally got around the inside and past them, although it was even better. (the umpire may have helped a little... Shhh). So all in all it was a great day, passing four crews and finishing 6th in the men's Masters G 8, in a field of 11 boats.



## Committing

### The year ahead offers many opportunities to test our hands.

We all row for different reasons, including: staying fit; enjoying the social interactions; the aesthetics of the sport; and as an outlet for our competitive urges. CRC is always looking at ways of facilitating the ambitions and interests of all members ranging from those aspiring to representative careers to those who do an ergo so they don't feel guilty about having a beer or two.

The Committee has focused, and will continue to focus, on the development of our junior and elite rowing programs and structures. In light of the role that masters rowers play in supporting our club financially and administratively, we feel it is timely to consider ways of helping this cohort of diverse members enjoy their experience at CRC. Over the last few years there has been an increase in the number of masters rowers at CRC that want to compete. Masters rowers are important to our club because they provide the financial bedrock that allows us to survive and to provide facilities and support to junior athletes and to those aspiring to State and National representation. It has been pleasing to observe the evolution of several CRC masters crews over the last few years from humble beginnings to flying the CRC flag with distinction at major regattas. It takes enormous commitment and dedication to get a crew together and to train and develop into a competitive unit. The fact that crews have largely organized themselves in these endeavors makes the achievements of our masters crews all the more meritorious.

The Committee is currently considering ways that it can facilitate the continued development of the masters program. We are keen to ensure that rowers who are starting out or returning to the sport after a long absence have the opportunity to network with other members in a similar position to work together in developing their skills and learning to row in different combinations and different boat classes. Ideally, members who fall in this category and have ambitions to compete at regattas will find like-minded members that will work towards this goal. For the more experienced rowers the Committee is keen encourage greater participation in regular regattas (other than the big Head races), particularly by the men. Our observation is that there is a core group of rowers that have the ability and the ambition to be very competitive in the short and long form races. As a Committee we would like to help our competitive masters rowers be as successful as possible. Some of the things we are considering include: formalizing the squad structures that have been evolving spontaneously so that members with similar skills and ambitions can work together; assisting with training programs targeting particular events; assisting with coaching resources; and providing structures to facilitate selection of crews for particular events.

From the Club's point of view it would be great to see as many CRC rowers, from novices to elites, participating at as many regattas as possible. Doing everything we can to help all CRC crews be as competitive as possible is an important part of maintaining the culture of a competitive rowing club. To assist us in our deliberations the Committee would be very pleased to receive feedback and suggestions from members regarding the masters program.

**MALE MASTERS (YES THAT IS YOU) We are getting the bands back together and we want you in the SQUAD.** There is coaching, training and racing available to all levels and ages. All you have to do is ask....DONT MISS OUT... Sign up now for your first coaching program of 2015....jbandcoptyld@gmail.com

### Quotes

"Very few oarsmen realize, unless it is brought home to them by forces of example, what tremendous and astonishing power the human body is capable of exerting in the propulsion of a boat. Many who think they are rowing their hardest never appreciate the full potential of the human frame. Their rowing may be good enough; all that is lacking is the almost reckless unleashing of all their power that is somehow felt to be impossible until someone else shows them that it is possible."

Extract from R. D. Burnell's  
*History of the Boat Race*

*Note well. 2015 will herald the arrival of more photographic opportunities on the river. You will be snapped before you have had a coffee...*

## Articles of Interest

### Lactic Acid and Athlete Preparation

By William Ochee

As we get to the business end of racing, it is important to consider the effects of lactic acid production during exercise, and how best to manage its effects on athlete performance. A proper understanding of these factors is essential in athlete preparation.

Lactic acid is the by-product of glycolysis. Increasing levels of acidity in the cells can affect their tertiary structure of the enzymes in the cells, and decrease their performance. It also leads to muscle burn, which can lead to psychological impairments to performance.

We rely on blood to remove the acid from the cells. The ability of an athlete to remove lactic acid is dependent on the number, proximity and volume of blood vessels near the cells, and the number of transport molecules in the sheath around the muscles.

Once in the blood, lactic acid is transported to the heart (which can use it as an energy source) or else to the liver, which converts it to new energy stores through gluconeogenesis.

Because lactic acid production is directly proportionate to the level of power produced in the body, there is nothing we can do to reduce the level of lactic acid production, but we can do things to train the body to get rid of that lactic acid, or to become used to working at lactic acid saturation. (Note, it is my belief that, all other things being equal, athletes with high power to weight ratios are at greater risk of lactic acid saturation, since they lack sufficient body volume to effectively diffuse the levels of lactic acid produced).

Training can produce long term adaptations (increasing the size and number of blood vessels near the muscles) and short term adaptations (improving the chemical responses to lactic acid, as well as improving pain tolerance).

Coaches and athletes should undertake regular lactic acid saturation tests on the ergometer, and build lactic acid tolerance training into their programmes if they want to perform at close to optimal levels late in a race. After all, it is at the end of an event, when lactic acid levels are high, that races are won and lost.





## Meet the Members

**There is one Commercial Club Member who is thoughtful, reliable, generous, organized and considerate.**

Lets meet Louise Street

A vivid childhood memory is... *Running barefoot through the paddocks of my parent's property at Samford and swimming in the waterholes after the rain.*

The best advice my parents gave me was ... *Do the best you can do and you'll never be disappointed.*

The thing I fear most is... *A bull shark jumping into my boat! Mary and I saw one a few weeks ago under the Green Bridge.*

My guiltiest pleasure is ... *A 3 hour nap on Saturday afternoon!*

My first job was ... *Sales Assistant in the Cosmetics Department at Walton's Department Store, Fortitude Valley.*

My first rowing memory is ... *Learn to Row coached by Sally Broadley and Vicki Leary.*

The best thing I've ever done was ... *Had a son, Luis (17 years).*

A song that gives me goose bumps is ... *Umoja, the spirit of togetherness.*

Favourite book...*Mao's Last Dancer! Li Cunxin was from a peasant family in China and became one of the best dancers in the world due to his determination, perseverance, vision, courage and hard work.*

The question I'm most often asked is... *What's for dinner?*

My best holiday was... *Sailing in the Whitsundays. How much happier can you be than diving off the back of the boat into the pristine waters of the Whitsundays followed by happy hour every afternoon! Absolute bliss!*

I'm most contented when... *I'm spending time with my family sharing stories.*

My secret skill is... *Spotting pippies at speed when driving along the beach at Fraser Island.*

My association with CRC began... *Learn to Row in 2007.*

My Proudest Moment was ... *Watching my son, Luis, graduate from Grade 12 in November 2014. Yes, it brought tears to my eyes.*

Proudest rowing achievement as a CRC member... *Snatching the bronze medal (by a whisker) and winning the Fastest Club Medal in the WM8+ at the Australian Masters Rowing Championships in Adelaide in 2014.*



# News from the New Zealand Herald

## Rowing: Aussie Visitor Creates a Stir

Monday, 05 January 2015

By Shane Hurndell

Top marks for commitment in the Hawke's Bay Rowing Club's New Year's Regatta go to Aussie visitor Fleur Spriggs.

A multiple national champion across the Tasman and a world championship competitor from 1988-1995, Spriggs, 45, flew into Auckland on Friday night and along with hubby, Andrew Greaves, drove from Auckland at 2.30am on Saturday so she could compete in the second day of the regatta at Clive.

"Bill put me on to Ross at the Hawke's Bay club who promised me lots of races so I could keep fit while on holiday before the Queensland State Championships," Spriggs said, referring to former East Coast Rowing Association development officer Bill Caldwell who coaches her at the Commercial club in Brisbane and club captain of the Hawke's Bay club Ross Webb.



With a win in the mixed masters single and second placing's in the club single, masters women's eight, women's quad and corporate final with Aon Insurance who were beaten by Haden and Custance, Spriggs was thrilled with her day's racing.

"This is my first regatta in the North Island and on a previous visit to New Zealand I raced at Lake Ruataniwha in Twizel. It's part of my plan to race in as many countries as possible. Later this year, I will race at Henley in Britain ... I've already raced in Germany, Austria, the United States, Switzerland, Finland and the United Kingdom," Spriggs, who has rowed for 30 years, said.

Yesterday she played a round of golf alongside Greaves, who plays off a 16 handicap, at the Cape Kidnappers course.

"Compared with my rowing I'm a real beginner at golf but I enjoy it," Spriggs said.

Will Hawke's Bay rowing fans see her in action at a New Year's Regatta in the future? "I would love to come back again."

With 110 rowers, the host club retained the Hawke's Bay Cup for the most points at the regatta with 103. Hawke's Bay finished 49 points ahead of Aramoho, of Wanganui, who had 30 rowers.

Among the female highlights for the Bay were Jess Turfrey's and Georgia King's victory in the women's double scull final and Kate Laracy's win over Spriggs in the women's club single final.

The form of the Bay's novice boys' crews suggested the host club's future was in good hands.

Connor Gibson and Adam Van Der Peet won the novice boys double scull final and Gibson joined Duncan McCrory, Issac Adams, Jarrod Hart, Thomas Wright, Caleb Hannam, Liam Vogelaar, Liam Brunton and cox Salesi Tuipulotu in the winning novice boys eight crew.

McCrory, Van Der Peet, Gibson, Fergus Ritchie and cox Sheldon Pio were triumphant in their novice coxed four final.

"We won three of the five shootouts as well," Webb said.

"It was one of the more memorable regattas from a Hawke's Bay perspective with improved numbers and entries.

"The club continues to grow and a lot of that is just from word of mouth ... youngsters going back to school and telling their mates how much they enjoy what we do and then their mates end up following them back the following summer."

## Rowerscopes— February 2015



### Aries

There is an opportunity for travel in a few months. This has very strong possibilities of being the best trip of your life.



### Taurus

You may feel you are at crossroads with the next phase of your training program. Someone may be offering you advice and it will be a revolutionary change that will see you soaring.



### Gemini

It appears you are in two minds as you have chosen a commitment or another role in life which offers no guarantees. This could get in the way of your training so let it go. Remember... you were born to row.



### Cancer

Trust your instinct to find the perfect balance in your life and all good things will come your way.



### Leo

Is someone trying to tip you out of the boat? Strangely enough, this lack of stability will bring you the most incredible freedom.



### Virgo

After getting into your boat, the tide swept you downstream, but it was your dogged determination and focus that proves no one can push you around without your permission.



### Libra

Even billionaires have to count the cost of feeling trapped by life. The time has come for you to calculate your spending so you can compete in your regattas of choice.



### Scorpio

Life is full of bright moments when you are moving with the tide and then when you least expect it a storm sweeps through with turbulence. Learning to keep a calm head will see you rise and glory will follow.



### Sagittarius

Do you ever feel like you have big shoes to fill? Get rid of the negative talk and take control and transform your self-image...fill those shoes with heel cups or replace the shoes and you will be amazed at what you can break through.



### Capricorn

Soon you will have external feedback which will help you see the situation from a new perspective.



### Aquarius

As we move into a new moon cycle, the days are getting shorter. Have you checked your lights? Remember – safety first!



### Pisces

A New Zoot suit is likely to arrive in February. After all these months of training, you will finally start to feel fit enough to race fast.



# Boats and All Things Rowing

## Boat Maintenance and Repairs

To ensure that you have an enjoyable and dry row please do a quick check of the following on your boat before you take it to the pontoon:

- \* Check all rigger nuts are tight including the nuts on the top and bottom of the pin (where the gate is attached to the rigger)
- \* Check that all 3 attachments of the foot stretcher are in position and tight (but able to be moved if necessary)
- \* Check your seat moves freely up and down the slides and is hooked onto the slide
- \* If you have a steering rudder, check that it moves with the foot steering mechanism
- \* Check for holes in the hull

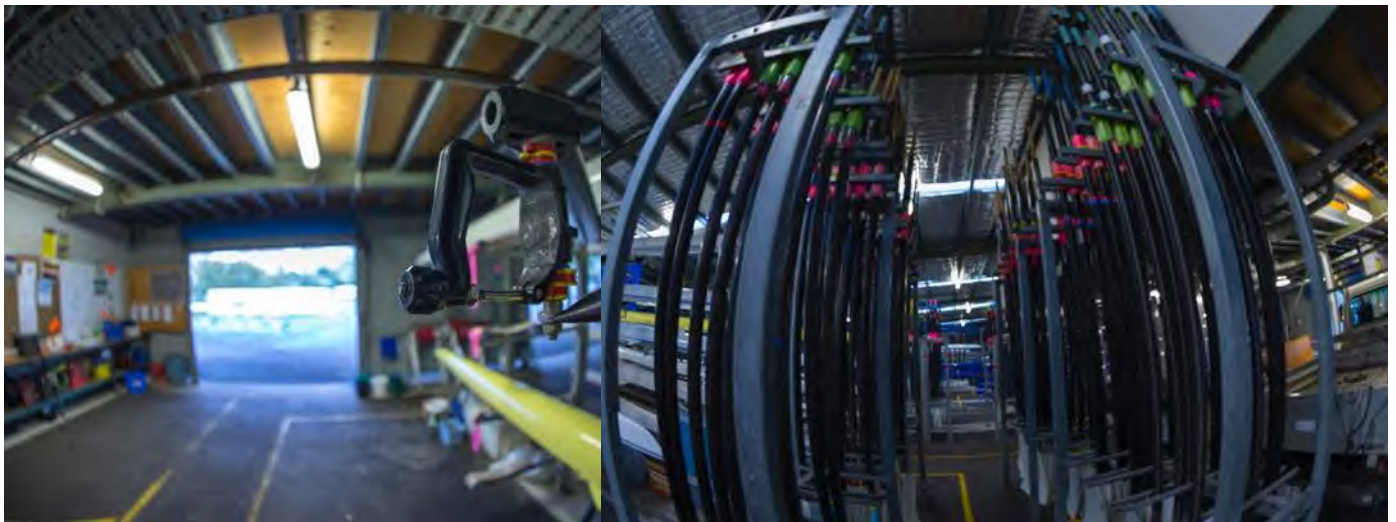
## Logging Repairs

If any repairs or maintenance issues are identified, please do not take the boat out unless those issues can be rectified.

Record the issue in the maintenance log on the bench and tell Jo, John, Ross or JB about it.

Please do not remove the item from the boat and leave it on the bench with no identification or explanatory

Images by Tony Rush



## Boat Handling Etiquette

When handling the boat the stroke calls the shots and should be the only one talking.

Listen to the strokes calls and react promptly together. "HANDS ON" means stop talking and listen for the appropriate actions.

Slide the boats off and on the racks. Do not lift. Watch for riggers scraping on hulls above and below. Note how and where the boat was racked so you can return her to her supports. Some shells have arrows and marks, some do not.

Pay Attention, watch the rigger in front of you. Bow pair watch the bow. Stern pair watch the stern. Cox should be on the ball. Literally holding/watching the bow ball. Anyone can call "EASY" if they think there will be contact with an obstacle.

Enter and exit the pontoon with the bow running into the tide. After rowing, wash the shell inside, then roll the boat and wash the outside. Replace the rigger protector balls.

Sitting on a boat trestle is bad manners. ONLY if you weigh less than 50kg and your bum is as round as a boat hull.....Anything more than this and your sit bones will rip the fabric.

## Racking and Stacking

Please ensure that the riggers are NEVER resting on the rack support arms. Move the boat into or out of the shed until the riggers are free from weight-bearing.

Racking guides/arrows will be placed on the boats in the very near future however it is you and your crews' responsibility to ensure the boat is correctly housed.

## Boat handling on water

Please ensure you take note of which way the tide is flowing and make sure you come back into the pontoon AGAINST the tide. There is no excuse for not knowing which way the tide is flowing as you just need to sit and let the boat float before approaching the pontoon.

While it may seem of no particular importance at times, there is a significant risk of overshooting the pontoon, capsizing the boat, having the crew caught between the boat and the pontoon and of course damage to equipment.

## Joining up new members

While we are always on the look-out for new members and encourage every existing member to consider getting friends and family to join, the Committee asks that the following guidelines be followed:

If you have a completely new or novice rower wishing to join, we prefer that all new rowers progress through the 'Learn To Row' program run by Steve Monkman. This ensures that all members are instructed uniformly in correct boat-handling, safety and rowing technique. It also minimizes any possibility of harm coming to other members or equipment.

If you have a returning rower ie past school rower interested, then the Committee needs to be aware of their abilities and skills before they go out from CRC. Please contact Jo, John, Penny or Steve and usually we will accompany the returning rower in a tinnie to ensure the safety of all involved and to provide guidance as to when the crew may venture out on the water independently. If anyone has any questions about this, please don't hesitate to contact any of the committee"

## Frigging with your rigging

Setting up the Boat to suit you – the how's, whys and what's, in easy-to-understand and do format - also known as "frigging with the rigging".

To be held at the club on Saturday 7th February at 7:30am – 8:30am post-row AND an alternate session on Sunday 8th Feb at 4pm - 5pm. Email to all members to be sent out soon.



Frigging with your rigging.



Finally please remember to wipe the ergos clean with vinegar or metho after each session.

## Coaches Corner

**Where in the drive should the strongest work be done? At the beginning? The whole way?**

**Coach: Bill O'Chee**

It is a good question. There's no simple answer. It depends on boat class, athlete height/physique, boat speed, rig, etc. As a basic rule, the boat must always be accelerated so that the fastest part of the power phase is at the finish (although boat speed is a factor of cumulative acceleration rather than instantaneous power).

In my mind, people pay insufficient regard to the relationship between boat speed, the geometry of the rig, and the ability of the athlete to bring the work on effectively.

The percentage of power applied which actually moves the boat forwards is proportionate to the sine of the angle between the oar and the centreline of the boat at any given point in time. Thus, if the angle between the oar and the boat is 30 degrees, then at most 50% of the force applied is actually moving the boat in the forward plane. This increases to 100% when the oar is perpendicular to the boat. Applying too much effort too early only pinches in on the sculls rather than moving the boat.

That is not a reason to shorten the stroke, but an argument for applying the right amount of force to row efficiently. This is one (of several) reasons why we don't work the catch too hard in a scull.

The speed of the boat through the water also governs how quickly the work is brought on at the front end. The faster the boat, the easier it is to bring the work on early, because by the time we have locked up the blade the oar will be approaching the perpendicular to the boat much faster.

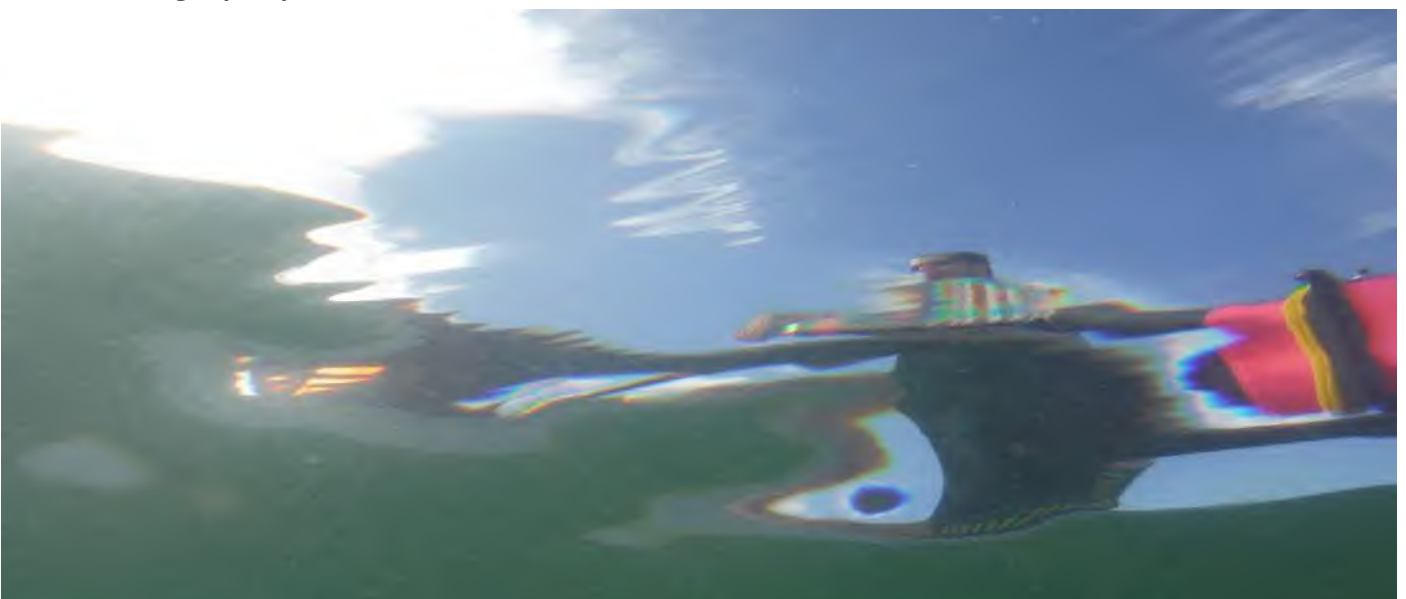
Once past the perpendicular, the efficiency of the oar decreases, but few people row more than 30 degrees past the perpendicular, and at this point, some 70% of the force applied is still moving the boat forwards.

The real answer to the question is that the boat needs to be accelerated all the way through the stroke, but the relative amount of force applied to the handle is dependent upon the ability to lock up the blade. Thus, in training, we should focus not so much on how much work is brought on where, as on how efficiently we lock up the blade to allow that force to be applied.

**Coach:**

At square off during the stroke is where most of the force is propelling the boat forwards. However depending upon the boat class the time from placement to square varies somewhat, which is why in the quicker moving boats such as quad and eight there is more emphasis on being quick with the application of power through leg drive from placement.

**Photo image by Rory O'Chee**





## Coaches Corner Continued

**When doing a racing start, is it better to bury the blade deeply for the first few strokes then level it out as you come up to speed?**

**Coach: Bill O'Chee**

The pivot point on the oar (the point outside of which oar is applying force forwards, and inside of which the oar is pushing the boat backwards) varies according to boat speed. The faster the boat goes, the further out towards the end of the oar is the pivot point.

Generally speaking, the pivot point on a boat moving at speed lies about 6-12 inches inside the inner point of the spoon. When the boat is stopped, the pivot point lies much further inboard, about halfway down the loom.

Thus, at the start, it is possible to bury the blade deeper to increase the surface area providing force on the water to move the boat forwards. This is also a good counter to the higher slippage encountered on the end of the oar at low/nil boat speeds.

This must be balanced against any disadvantage from drawing too high and becoming mechanically inefficient, or the risk of getting stuck on the finish.

Overall, many athletes find a deeper first stroke is effective, but once the boat is moving normal blade depth is essential.

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**Coach Ian Edmunds** also suggests reading from Dr Valery Kleshnev, in this link below...

[http://www.biorow.com/papers\\_files/2006%20rowing%20biomechanics.pdf](http://www.biorow.com/papers_files/2006%20rowing%20biomechanics.pdf)

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### **Wise coaches, what is the recommended location for:**

Stretchers? - depends on athlete length and flexibility

Gate position? - if this is a question regarding height there are two measures to consider - height of sill from water and height of sill from seat.

Oar length from collar to handle? - depends on span and overall oar length. For sweep generally 30 - 31 cm more inboard than span. In regard to a scull setup. I understand there are many (many) variables in this setup apart from what is comfortable, not to mention fitness/flexibility levels and probably much written on the topic. But, I though I would attempt to set the shell up to somewhere near where it should be to see how that feels (then work backwards from there). I hope this isn't treading over too much old turf for your rowing corner.

**Photo image by Rory O'Chee**



## Coaches Corner

**Coach: Peter Toon**

There are very extensive books written on the subject of rigging, so it is difficult to give a short answer to these questions.

Basically, the location of the foot stretcher influences the position of the blade at the catch and finish. With the feet closer to the stern, the oar's blade will reach further forward at the catch, because your hands can reach further forward. This increases the load on the athlete because the blade is now pushing out more than it is pushing back. The opposite happens at the finish. Your handle has to finish at the body at the end of the stroke. You do not want to carry your hands past the front of your body, otherwise you will have difficulty in executing a clean finish and you will increase your chances of catching a crab. A good point to start is to set yourself up in the boat at the finish position, laid back with your hands at your body. Your thumbs should just brush your ribs. Too much room will result in the possibility of your hands, with oar handle being carried past the front of your body. If your too close, your hands will hit your body at the finish and make it difficult to execute a clean finish also.

You can also check the swivel height while at this finish position. With your hands at the lower rib of your body, your blades should be just berried below the water surface. Too high and you will wash out at the finish, too low and your blade will be buried on the drive. This is a slow position for the blade.

**Starts.** While at the start, make sure your blades are buried lower than you would have them when your are rowing. This will steady your boat. I see many novice athletes having trouble balancing their boat at the start with their blades only half buried. Remember, your blades, therefore your hand heights balance the shell, not your body position, which should be centred in the boat and relaxed. You can keep your blade buried on the first and possibly second stroke to avoid washing out. The secret is to not apply full pressure on the handles until the boat starts to gather speed.

Gearing at the shaft depends on strength, fitness and anthropometric measurements. Basically, a 1800 mm male master's athlete may rig his oars with a length of 158 to 160 and an inboard of 88 to 90. The longer the oar and shorter the inboard, the harder the load will be. The inboard must be matched with the span of the pins to allow for an overlap of the handles of 18 to 22 mm. I prefer a 20 mm overlap, which most athletes find comfortable.

There are many more variables to these questions which do apply to individual athletes, their anthropometric measurements, strength, technical ability and fitness levels. As with all other questions, I welcome approaches from any rower to make their rowing more enjoyable. Rowing a well rigged boat is infinitely more pleasurable to fighting a uncomfortable set up.

There are many members who would benefit from rowing a well rigged boat.

I would welcome any opportunity to assist an member who would like me to assist them in rigging their boat, if they have a private boat.

I can also assist anyone who wishes to make minor adjustments to club boats, like stretcher positions. There is a limit to the amount of changes we should allow to club boats, but some minor changes would assist in providing a comfortable rig.

They can contact me at any time for advice.



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### Next Edition

Contributions for the next edition of the CRC Newsletter would be most welcome. Please email news items, photographs or ideas you may have for the Club Newsletter to:  
[rowingsecretary@commercial.com](mailto:rowingsecretary@commercial.com)

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### Club Improvements

Do you have some good ideas for improvements around the club?

Contact Steve

[secretary@commercial.com](mailto:secretary@commercial.com)

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### CRC Committee & Contacts

Club President - Penny Dixon  
[president@commercialrowing.com](mailto:president@commercialrowing.com)

Vice President Chairman-Jonathan Brett

Club Captain - Jo Cook  
[captain@commercialrowing.com](mailto:captain@commercialrowing.com)

Treasurer - Steve Monkman  
[treasurer@commercialrowing.com](mailto:treasurer@commercialrowing.com)

Secretary - Fleur Spriggs  
[secretary@commercialrowing.com](mailto:secretary@commercialrowing.com)

Boat Captain - John McGuinness  
[boatcaptain@commercialrowing.com](mailto:boatcaptain@commercialrowing.com)

Rowing Captain - Ross Kynaston  
[rowingcaptain@commercialrowing.com](mailto:rowingcaptain@commercialrowing.com)

Membership Secretary Assistant Treasurer- Mary Fenn  
[membersecretary@commercialrowing.com](mailto:membersecretary@commercialrowing.com)

Regatta Secretary - Kate Beddoes  
[rowingsecretary@commercialrowing.com](mailto:rowingsecretary@commercialrowing.com)

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