The season is now well under way with two Regattas completed. The first was the NZ Masters and this was quite a large regatta for the first one of the season. It was opportune to find out where the deficiencies were in our processes. This continued for the R2K/IP regatta. Behind the scenes a lot of activity has been under way and the fruit of our labours are now being realised. As well as these regattas, there have been training camps and a number of major initiatives under way.

The Russian visit

During September there was a group of students from a University in Russia. A group from Otago University under Glen Sinclair were their hosts. We understand they had an excellent row on the Lake...something a little different from their environment back home.

While with us they also shared a meal...thanks to Catherine Wilson. The picture on the right shows a few at one of the outside tables. Thanks for bringing them here Glen.

NZ Masters Regatta

This regatta was held in mid September; a time when the weather can be quite variable and cool. It did live up to expectations with the Saturday being very cold with a variable wind making the rowing somewhat difficult. However, undaunted by the conditions, all the races were run and medals duly collected.

In the evening there was the usual meal in the MacRae Lounge. The pictures show the spread for the buffet style meal while the other picture shows the crowd present.

This whole aspect of the Regatta was greatly appreciated by an enthusiastic crowd. Thanks of course to Catherine and her team of volunteers who assisted with the meal preparation and presentation.

Sunday dawned a much better day as can be seen in the photographs on the next page. This lead to a much keener competition where the races also proved to be exciting and enjoyable.
Safety Briefing

At a recent meeting the SIR Board discussed the interaction between rowers, club/school Officials and Regatta Officials. While there must be rules that are adhered to, the manner in which they are applied is also important as this influences the whole environment we operate in. This means that a greater level of emphasis is to be placed on these interactions.

All regattas on Lake Ruataniwha require a safety briefing where documentation is required to ensure that all aspects of safety during the Regatta are revealed. This translates into a roll being taken and any club or school is not allowed to race until their representative has had the safety briefing. The picture on the right was taken at a recent Safety Briefing. One of the intentions here is not to make it onerous but give opportunity to ask for any clarifications that may be needed.

Some have missed the briefing and come expecting to have one during the racing. Meeting this demand has proven to be difficult as the resources used to give the safety briefing are also fully engaged with running the regatta. We ask that you please get your representative to the briefing that is usually held the day before the first day of racing at 7:30pm.

One further observation is that there are few Regatta Officials attending the Safety Briefing. But, this is an opportunity for the Officials to hear the safety information as well as meet the Club/School safety representatives.

As most Officials are usually on site the Friday evening preceding a regatta it has been suggested that Race Officials also have a briefing. This will take place following the safety briefing and will just cover the general running of the regatta, ensuring consistency in the implementation of the Rules of Racing.
These two regattas were held at the beginning of October. While the weather plays a part, this time the R2K was successfully completed but the IP regatta was not completed. Both of these regattas have quite a history but the background used for the basis has changed. The Local Associations have been asked to review the basis and content of the regattas.

The R2K Regatta went well and the pictures show some of the rowers in action. The calmness of the water is also evident.

The pictures below show some of the prizes being presented. We see Fred Strachan (Vice Patron of Rowing NZ) presenting the sculls, then the T-Shirt. The next picture sees a congratulatory handshake from the Chairman of SIR, Ivan Sutherland, and finally, the row suit presentation from Anneke Molly from New Wave.
Results from the R2K Regatta

<table>
<thead>
<tr>
<th>Event</th>
<th>Winners Name</th>
<th>Club/ School</th>
<th>Time</th>
<th>Second Place</th>
<th>Club/ School</th>
<th>Time</th>
<th>Third Place</th>
<th>Club/ School</th>
<th>Time</th>
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<tr>
<td>BU15</td>
<td>Alex Cartwright</td>
<td>AVNC</td>
<td>8:55.29</td>
<td>Joe Graham</td>
<td>BURN</td>
<td>8:56.62</td>
<td>Jack Hurley</td>
<td>STCC</td>
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<td>GU16</td>
<td>Veronica Wall</td>
<td>ASBC</td>
<td>8:24.52</td>
<td>Anna Gregan</td>
<td>TIMC</td>
<td>8:57.22</td>
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<td>INVC</td>
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<td>Xavier Wright</td>
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<td>Clayton Gerrard</td>
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<td>Caitlin Fry</td>
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<td>Bradley Leydon</td>
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<td>Max Dawson</td>
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<td>Emma Trolove</td>
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<td>Hayley Kettings</td>
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<td>Riley Bruce</td>
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<td>Jack Lopas</td>
<td>CBHS</td>
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<td>Jakob Mangels</td>
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<td>Laura Cockroft</td>
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<td>Kelsi Parker</td>
<td>OURC</td>
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<td>Katelyn Froude</td>
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<td>CURC</td>
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<td>Timothy Osmers</td>
<td>AVN</td>
<td>7:37.29</td>
<td>Matthew Malcolm</td>
<td>WHOC</td>
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</table>

Boat Racks

There has been a shortage of boat racks for some years and the way that they are distributed amongst clubs and schools has changed as well. Many will continue to use their boat trailers as temporary racks and we have made more space available for this.

We have also had a further 10 temporary racks made that will increase our capacity by some 30 boats. Thanks to the NZSSRA for the financial assistance here and also Allans in Dunedin for their fabrication.
Safety Boats

Many will recall the safety boats that we have used over the years. In particular the Jet Ski and the rather large boat shown in the attached picture. There has been a lot of criticism about the vessels and their adequacy for the job. In particular, the large wake they generate, the difficulty at getting “swimmers” into the boat with hard high sides and in the case of the Jet Ski, the capacity. It has been observed that an excessive amount of time is spent trying to tend to both the rowers and their boat but in this age of people safety their boat must take second place.

Fundamentally, we need to be able to get a safety boat with the appropriate capability to any rower in trouble on the course within a minute or so. Achieving this determines the number and type of vessel required. From a survey of the boats used elsewhere it was found that the most suited boat available at the time was a Takacat 420. It has been noted that some Clubs/Schools already use such boats for use for coaching boats.

SIR has purchased two of these safety boats and they are currently with the motor supplier being fitted out. We expect them to be available for the Otago Champs in December. We are very grateful to the Lion Foundation for their grant for this purchase. We are also very grateful to Jim Stephenson for his generous donation towards this purchase.

Course Upgrade

Those who worked on the course to make it fully operational for Nationals will know the difficulties we are having. There was some problems in furnishing enough buoys. Many of those in use are several years old, don’t hold the air so well and are at end if life. While some of the lane wires have been replaced others really need replacing, as electrolysis is ever present.

But of even greater significance is the underwater hardware that has been in service for over 30 years and urgently needs upgrading.

While the original design was for ten lanes, only eight were realised. The picture on the right was taken at one of the very early Regattas. The newness of the course is typified by the absence of any vegetation.

Following some work in the 1990’s this was increased to 9 lanes. The picture on the next page was taken after the work was completed. It was hoped this would last for many years and has done nearly 20 years now. Unfortunately erosion made lane 9 almost unusable.

And so we come to 2014 where we can see from the picture on the next page that the trees have taken over, adding to the narrowness of Lane 9. There is little grass or flat land for observing the start either.

As part of the upgrade work it was decided to not only make Lane 9 fully usable but also try and complete the original design of 10 lanes. The consents were duly obtained and work has commenced on the earth works. Also, the materials have been ordered and are being accumulated for the lane hardware, wires and buoys. We are extremely grateful to NZRB for their grant, which has allowed SIR to upgrade the course by replacing the ageing hardware and also allowing us to future proof the course. (See pics next page)
Start in late 1990’s after clearing Lane 9

Work being carried out on area for Lane 10

The Start area in 2014

Start area now nearly completed
Any contributions, comments or correspondence about this newsletter or website should be forwarded to the Secretary. (secretary@ruataniwha.co.nz)

South Island Rowing Incorporated  
PO Box 291, Twizel 7944  
www.ruataniwha.co.nz