Meridian
South Island Rowing Inc.
Newsletter
December 2015

Its Christmas time again and this usually means a lot of time taken up with the usual seasonal activities. The Otago Championship Regatta was the last regatta on the lake this year and we look forward to the Canterbury Championship Regatta in mid January and the South Island Championship Regatta at the end of January.

After reflecting through the changes achieved this past year it is clear that the facilities have shown a marked improvement. While there is a limited supply of funding we have achieved a significant amount. There are three main causes of change...changes necessitated by Regulation, changes to improve and expand the facilities and those necessitated by maintenance. This year, the activities included, consent for the fuel depot, an expanded wastewater system, replacement Safety boats, replacement outboard motors, additional toilet block on the MacRae Lounge, replacement lane wires and buoys, expansion to 10 lanes, replacement safety radio system, building maintenance including the repairs to the frost damage, matting at the boat launch, Painting the Lidstrom Lodge and the accommodation block...and so the list goes on.

The coming months should see the conclusion of a few outstanding projects that are still in process. We are very grateful to the Organizations that provided SIR with grants that enabled most of this work. A list of our major funders is included on the back page.

In terms of regattas, there has been 9 Regattas during then season amounting to 21 Regatta days. This coupled with a number of training camps means that the facilities are frequently used, which tends to minimise the overall operating costs.

It is Christmas time, a time to be with loved ones and family. On behalf of the Board of South Island Rowing Inc. I trust you will all have a very enjoyable Christmas and a prosperous New Year.

New Year Working Bee

The Course Manager has decided to have a working Bee from the 4th Jan until the 15th January. On Saturday the 9th of January there is a Car Show at the Complex and some help here would be really appreciated, as we are to open our 2 shops.

During the rest of the time, the intention is to:

• Place new boat racks,
• Plant tussocks.
• Lay new lawn on Rowing N.Z. tent site,
• Trim trees in Boat Park.
• Other specialist activities

We are not expecting you to come for the full duration but a few days during this period would be much appreciated. We can supply good food, a bed and a drink. If you can come for some or all the time please let the course manager know. (021 134 1073 or manager@ruataniwha.co.nz )
Lane Buoys

The course manager has had a very frustrating time recently. We ran out of buoys and since many of those that remained were well past their use by date we received a grant for a full set of buoys. The cost here is over $20,000. The intention is to create a full Albano course on the lake.

The frustrating part occurs when someone runs over them with a motorboat and cuts the holding rope. The real concerning part of this is that many of the culprits are Coaches and it seems strange that these same Coaches are trying to train rowers to race in a straight line when they cannot do the same thing in a motorboat.

For those who cannot recognise the buoys, the picture on the left is one of the older buoys rescued from the lake after having the retaining rope cut by a propeller. Many of the buoys have been painted to a fluro-yellow and are highly visible; but the shape remains the same. Hopefully this will allow some better recognition of the lane buoys.

There have been a number of suggestion on how to deal with this problem and some would be quite damaging or embarrassing. However we do not want to create that sort of environment. If you have any suggestion on how we can reduce this problem please contact the Secretary. (secretary@ruataniwha.co.nz)

Boat Wash

Many will know the issue of Didymo and the efforts we must go to prevent its spread. There is a web site that tells the details and SIR provided a boat wash that would allow detergent to be sprayed into the rowing skiffs.

History appears to show that after washing the boat, the next main thing to do is ensure that there is not clothing or cloths in the boats and that all clothing is separately washed etc.

After reviewing the wash action and looking at the truck wash mechanism it was decided that we could do better. Rex Miller from Miller Engineering here in Twizel developed this concept further and the result is a mist that the boat trailers can be driven slowly through and be thoroughly washed with detergent. Tests have shown this to be effective in wetting the boats and is far less hazardous when compared with the old water blaster method.

The operation is manual for the moment but eventually with will become fully automated. The picture on the right above shows the spray mechanism in full operation. Our thanks to Rex Miller for his innovative and welcome assistance with this project
Building Maintenance

While there is an extensive maintenance programme in place, it is important that any damage or items that are not working correctly are reported to the Course Manager. We have found especially after regattas that not only is there a lot of rubbish to collect but a number of incorrectly functioning assets that need some Maintenance work on them.

It is often the case that if the problem had been reported earlier, the cost of the remedy would be much cheaper and the asset brought back into service much quicker. Unfortunately, it usually means that the repair effort and time to have it completed it much greater along with the final costs.

Please advise the Course Manager of any malfunctioning asset. (021 134 1073)

SIR Wastewater Project

Stage 1 of the SIR wastewater project is now fully operational. In essence, all the current wastewater is directed into a new pump station and detention tank before being pumped into the sewerage ponds. The general clean up around the works has been completed well and all the surrounding grounds have been suitably treated to ensure the minimisation of any hazards.

The picture on the right shows the pump station and manhole at the car park level. The vent can be seen in the bund along with the top of the access lid.

The site tidy up was completed to a very high standard and it is a real credit to Whitestone to have completed this so successfully. This leaves the area secure until the next phase of the work, which is scheduled to start on 1 February.

Purchases

There seems to be a perception that SIR will reimburse any purchase associated with a South Island Rowing asset or activity. While there is no intention of having anyone out of pocket, there are policies in place and it is absolutely necessary that everything be accounted for correctly. For example, there is a fuel reimbursement policy in place for work not associated with Regattas.

However, purchases should originate from a deliberate decision to make a change or addition to an asset. This requires approval by a Board member and this usually involves the issuing of a purchase order. Anyone undertaking any purchase needs to follow the correct process and have the correct documentation if a bill payment or reimbursement is expected.
Course Upgrade

The course upgrade continues with a lot of extra work yet to be completed. This mainly involved the new lane wires and the start support areas where lanes 9 and 10 have been added.

The picture on the right was taken once the start area had been excavated and depicts a view along the course towards the finish. On the left is the new breakwater.

Also on the left there is the red marker on the outside of lane 10. On the right of the picture is the end of the wall which is just beyond the centre of lane 9.

If you look closely, there is a line of lane buoys across the course showing the lane wire positions.

This is still a work in progress and is highly labour intensive. So far some of the lane wires have been manufactured and arrangements have been made to complete and install the remainder by mid March. The alignment boards have been completed and the finish anchors have been installed.

The next phase of the work will require the completion of the anchors at the start, more lane wires and the start trolleys.

Feedback

We welcome feedback and thank all those who have assisted in this regard. If you have any queries about an article in this newsletter, suggestions or clarifications or some relevant contribution please contact the Secretary.

( secretary@ruataniwha.co.nz )
Any contributions, comments or correspondence for this newsletter or website should be forwarded to the Secretary. (secretary@ruataniwha.co.nz)

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