The past few weeks has seen another burst of activity with many tasks requiring completion before the next regattas. Some of the key actions will appear further on in the newsletter and we are very grateful for the dedicated volunteers who have worked so hard to get the facilities into their current condition. There has been a lot of work carried out on the course over the last month. It is very easy to get carried away extolling the great changes that have been implemented, but we need to remember this is mainly for the users of the facilities and we want everyone to have a very safe and enjoyable experience while here.

However, the next focus must be on the AON New Zealand Secondary School Championship Regatta commonly called the “MAADI® Cup” Regatta. Consequently, much of this newsletter will be devoted to various aspects of that regatta. Next weekend we will hold the Meridian South Island Secondary School Regatta and this will be an opportunity to see just how well we have managed with the preparation of the facilities.

Regatta Management System

There have been a number of serious failures of the computer system. While there have been a number of rather erroneous claims, the problems were not unexpected given the mode of operation and the variety of computers and operating systems. As a catastrophic failure seemed likely, it was decided to upgrade the system to operate exactly as the RP7 designer intended. This is a substantial departure from the previous mode of operation and required more new hardware and software.

While undertaking this work some rearrangements to the working conditions were also made. Most of the cables that were running on the floor have been shifted under the floor and the desks rearranged. The picture on the right shows the general configuration of the area in the Regatta Control Building.

With this in place, Karl Morgan undertook a series of tests including a dummy regatta. So far everything has worked out well and the upcoming SISS Regatta will be used to confirm its readiness for the AON NZSS Regatta.

Lane Buoys

Having replaced some of the older lane wires it was time to replace the old buoys. While they have done well, they no longer hold air and replacements for the AON NZSS Regatta was considered essential.

Recently a crew of volunteers went out to install these new buoys. In the picture on the right, the team can be seen doing this work. You will note that everyone is well clad with water proof gear and life jackets. This was taken mid afternoon and the fine weather does not convey how very cold and frosty the overcast morning was.
Boat Wash

The new boat wash has been previously mentioned. The upgraded system was trialled and found to work well. Unfortunately this was a fully manual operation and the pump required power. An extension cord was run so the system could be tested. Over the last month, a power cable and timer has been installed and this allows about a minute of wash time.

This “drive through” operation can be initiated from inside the towing vehicle and should streamline the whole process. No doubt the plethora of boat transport vehicles will really appreciate this new system.

Extra Light

One of the consequences of the sewer system upgrade is the need to empty the old septic tanks and then fill them with appropriate material. One of the old tanks near the car park toilets also housed the old sewerage pumps.

After some careful consideration it was decided that we could re-use one of the old street light poles by installing it in the tank. With the power already available and a suitable light already on hand, this seemed to be a worthwhile improvement. The picture (right) shows the pole in position and the trench with the power cable exposed.

Our thanks to our contractors for this work. With darkness coming earlier after the end of daylight saving, this will be really appreciated.

Wastewater Project

Since the end of January we have made some good progress with completing the local waste water collection arrangements. The previous installation of the detention tank, pump station and manholes enabled us to handle the waste water from the immediate area and pump it to the ponds across the road.

Unfortunately the pump arrangements for the waste water from the boat park failed a couple of times so its replacement became urgent. This meant that the new gravity line had to be installed along with the water main and power cable had to be installed.

The picture (left) shows the starting point for this phase of the work – from where we stopped in December.

The picture (right) shows depth of trench. The pipe is covered with pea gravel and only the water pipe and cable are visible.

Finally, the picture above shows the back of the boat park toilets. The access pit is visible but the new switchboard was not installed at the time the picture was taken. Also visible is the bund that has been made from the surplus excavated material to physically separate the trailers park from the rowers car park.
The following is a collection of important pieces of information. The experiences of many of our stalwarts have enabled this to be put together to make things easier for visitors to this venue. It must be remembered that this venue is privately owned and this translates into a cost for everything on site. Minimising these costs is very important and every visitor to this venue can help us.

**Daylight**
With the regatta being very late, the sunrise to sunset time will be shorter than usual. At best, there will be less than 11 hours available for racing; about one hour less than usual. This does mean that there will be an absolute necessity for arriving at the start on time. The Starter will not wait for late-comers. It can also impact on the order of events and the time between races. Please be aware of this.

**Backing into the Start**
The Chief Starter will likely raise the issue of proceeding into the start. There is a well defined pattern of having the boats for each race line up in the chute and then progress across the course when told. The idea is to go across to the lane near the boat holders to minimise the amount of backing required. Hold ropes are available should there be cross-winds. If you have not experienced this before, please have a few practise runs before the regatta. We have found some crews really struggle with this and we really want to avoid this causing any delays.

**Warm Clothing**
At this time of the year the temperatures, especially in the mornings are cold. (on Saturday 12th March was the first frost at -2 degrees and this warmed up to +5 by 10:00 and got to 22 degrees by mid afternoon). Overcast days mean the cold morning temperatures persist until lunch time. Typically, a temperature below 6 degrees celsius means thermals should be worn. Given this situation it is suggested that all rowers should bring thermals with them.

**Training on the lake**
The Site Safety Officer will allow training (supervised training) on the course before the regatta but there will be no training before the start of each day of racing. The details will be available from the Secretary’s Office. It is hoped that a Facebook page will be set up to give this information as well.

**Tent Sites**
The tent sites at Lake Ruataniwha are allocated on an annual basis and the allocation is shown on the South Island Rowing Inc. website (www.ruataniwha.co.nz). Unlike other areas, SIR has to undertake all the maintenance and related activities for these sites. Please make sure you leave your site clean and tidy with rubbish removed and any rocks appropriately removed.

**Rubbish**
Rubbish continues to be a major problem for SIR. Virtually all rubbish is transported to this site and it seems that the owners of the rubbish are quite prepared to leave it on site for SIR to dispose of. In recent years we have experienced a lot of imported rubbish including camp chairs and tables. We have also found people bringing their household rubbish to site rather than taking it to the transfer station in town.

It costs SIR around $1000 per day to dispose of the rubbish. In our case, the contractor charges for the rubbish disposal but also for picking up the rubbish that did not quite make it to the bins. The rubbish is taken to a landfill site in Southland about 350km away.

While we appreciate having everyone placing their rubbish in the bins provided, it needs to go in, not at the bins. Further, we cannot have household rubbish put in the bins so please ensure your household rubbish is left for the local collection system or taken directly to the transfer station. It is proposed to charge the cost of rubbish disposal to those found disposing of their household rubbish on site.
**Gate Charges**
The gate charges for Friday and Saturday will be $10 per vehicle per day with a 2-day pass costing $15. Tickets are available from the Secretary’s Office. While there is a lot of parking area available and everyone seems to want to park close to the finish line this is not possible for most. However, serious consideration about how you park is important. Make sure you do not block anyone in or preclude others from getting to adjacent parking areas.

**Medical Professionals**
While we do have first aid people on site, there are times when additional assistance is very helpful. If you are a medical professional and are prepared to assist should the need arise. Please give your name, contact details and speciality to the Secretary’s Office.

**Cleaning**
Many people will be hiring houses for their accommodation during the regatta. There have been complaints about the state some places have been left in and you might like to consider the future of being able to hire houses in Twizel. We have been approached by a cleaning contractor to make known their availability for cleaning. Their contact details are shown in their adjacent advertisement.

**Medal Presentation**
The medal ceremony is an integral part of the regatta. This year more attention is to be given to the positioning of crews on the dais. For singles, pairs and double sculls, only the centre section of the dais is to be used. For all other events, the whole dais will be used for the presenting of the medals.

However, the Sponsor photographs will be taken with all crews in the centre section of the dais only. This means that each crew of the fours/quads will have to stand as four in line with the coxswain kneeling in front and coach behind. For the crews of the eights/octuples a 4-3-2 formation is required with those in front kneeling and coaches behind. An example from Nationals last year is shown above right. Perhaps some practice would be appropriate here!

**Boat Park**
As can be seen from the picture, there have been a lot of changes to the boat park layout.

Please advise Trevor Wilson of your estimated arrival time.
Phone: 021 143 1073 or manager@ruataniwha.co.nz

You should also report to him on arrival and he will advise you where to position your boat trailer.

**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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