



# Easy Oar

Newsletter of the Leichhardt Rowing Club

Issue no. 7 March 2008

## President's report

The season is quickly approaching our final competition with National championships next week and the Trickett Regatta in five weeks.

We have a number of rowers – juniors and seniors, competing in the Nationals at SIRC. To the junior crews who are competing in the National competition for this first time, this is a great opportunity and an excellent learning experience. Good luck to all competitors.

For all club members, I would recommend coming to SIRC and supporting our crews. There is some great competition on offer and exciting racing. I would particularly draw your attention to the King's Cup Interstate Competition on Sunday 9 March. This is the highlight of the domestic rowing competition as the state crews battle it out. Come along and support NSW – particularly in the King's Cup, the Mens VIII. Lets see if NSW can overcome the domination of this event from south of the border. One of my greatest rowing memories is James Tomkins stroking the Victorian VIII in 2000 and coming from third at the 1750 m mark to cross the finish line rating 46 to win the race. This is an event all rowers should come and see. [See more on the King's Cup on p. 5]

NSWRA is still looking for volunteers to assist with running the National Championships. There are a wide range of jobs — from traffic management of competitors on the island, safety management for boats in the back lake, setting up the regatta infrastructure and packing away at the end of the regatta, and a whole lot more. We need around 125 volunteers over the week of competition for one or more days.

If you can help out, contact Georgie at NSWRA on 8732 1618 or email [georgie@rowingnsw.asn.au](mailto:georgie@rowingnsw.asn.au)

Last Saturday we held the Leichhardt Regatta. Despite the strong winds in the early and late parts of the regatta, it was a great day. We continued our dominance of the Grade regattas. Some interesting statistics for the regatta are:

Total races competed	44
Wins by Leichhardt	18
(Sydney Uni was the next with 7 wins followed by Glebe and Balmain with 3 each)	
2nd places by Leichhardt	18
(followed by Sydney with 5)	

All in all an exceptional club performance for the day.

Not only was performance on the water noteworthy, I need to highlight the efforts by the Social rowers who pitched in to provide an invaluable support contribution for the day – running the BBQ, pontoon marshalling and assisting with the setup and cleanup for the regatta. Thanks for your efforts.

On a final note – NSWRA still needs more Boat Race Officials. Leichhardt is the largest club in NSW and we should be providing our share of BROs. As a club, we need to provide a minimum of another three BROs. At present Peter Trives is actively involved as a Level 1 BRO and would like further club support. This can be a very rewarding job for parents or social rowers to become more involved in the sport. You will not be rostered on every weekend and can pick the regattas you would like to attend. You can become a BRO by completing the online BRO course on the NSWRA website at [www.rowingnsw.asn.au/officials/](http://www.rowingnsw.asn.au/officials/)

Tim Clare

---

Turn to page 2 to see what else is in this issue of Easy Oar

## Also in this issue

2 Why row?

3 & 7 Rowing news

4 Nutrition for racing

5 The Kings Cup Trophy

6 Shed and boat maintenance

8 **New code of conduct** [*please read*], Diary dates

*A winning crew  
at the  
Leichhardt  
regatta –  
Isobel James,  
Alex Hutchison,  
Freya Cole and  
Georgia  
Girdler.*



## Why row?

*by Dennis Borsenberger, Class of 1971,  
University of California Santa Barbara Rowing Club*

*When the alarm goes off and it's dark out there, or when you get to 250 m in a race and wonder 'WHAT am I doing here? Can I go home now?' or you get sick of everyone telling you what to do all the time: think of this, and remember why you keep coming back.*

Forty years ago I made a decision that forever changed my life. I signed up for rowing at UCSB. Why row? I guess because it offered a fresh start. You didn't already have to be good at a sport like football or baseball or basketball, you just had to be willing to work hard and try your best. I had played some sports in high school but wasn't that great at anything. When I got to college I realised I had a once-in-a-lifetime chance to re-define myself, and I was determined to get it right.

I had heard that rowing was hard work – I decided that I was willing to work hard. I had heard that rowing pushed you to your limits – I decided that I needed to be pushed. I heard that you had to get up early to be in the boat – I learned that that was the easy part. When I first saw a crew rowing across the water, I thought it looked so graceful and effortless. It turns out I was only half right. I hope you row long enough and get fit enough to enjoy the magnificent feeling of being in a crew rowing along at race tempo, at full pressure, under complete control – all eight exerting maximum effort and yet appearing effortless to the untrained eye.

A few years ago I took up golf, another challenging sport – different from rowing, but with a surprising

number of similarities. You have to perfect your golf swing just like you have to perfect your rowing stroke. Both sports demand your constant focus. But the one thing I like about these two sports above all others is that there is no room for cheaters.

In rowing, the two boats line up and race over the same course, side by side, to the finish line, and may the best crew win. It's much the same in golf. Each player tees off and plays the course within a set of rules that each player is honour bound to abide by. There is a saying in golf that certainly applies to rowing, which is that the game 'does not so much build character, as it reveals it'.

I hope you stick with rowing long enough to discover your own true character. Along the way, you will forge friendships that come only from a shared experience, the kind of friendships that will last a lifetime.

On behalf of 40 years of rowing alumni at UCSB, I invite you to make the best decision of your life. Join the rowing team.

### Kerry's quote for the month:

Races are won in their preparation

### Kerry's reminder for the month:

Give your regatta entries to Kerry two weeks before the regatta!



## Rowing news – from Kerry Thorn, Frank Thorn and Rod Richardson

### Rowing grade scores

Congratulations to these rowers who are leading the club's grade scores, but most especially to Sarah Moxon, who is the club's only A grade rower. Well done Sarah! The leading scores (after the Balmain regatta) are:

#### Sculling (excluding singles):

Sarah Moxon	1.49727
Amy Van Den Nieuwenhof	2.21503
Karuna Elliot	2.70264
James Gerofi	2.14535
Dean Robinson	2.32841
Brendan Whiting	2.67325

#### Sweep:

Sarah Moxon	2.94222
Jane Hutchison	3.07312
Angela Conry	3.25398
Charles Bartlett	3.07189
Tim Clare	3.11425
Dean Robinson	3.20390

---

### Recent regatta results

LRC has had wonderful success in the last couple of grade regattas held on Iron Cove.

At the Balmain Regatta on 10 February, LRC rowers won 15 first places, 13 second places and 12 third places. And at the Leichhardt Regatta on 23 February, LRC rowers won 18 first places, 18 second places and 10 third places. A wonderful effort by all competing club members.

### NSW state championships

Twenty-two LRC rowers competed at the NSW State Championships at SIRC on 16–17 February. The women's U21 quad (Amy Van den Nieuwenhof, Rosa Brown, Madeleine van Ewyk and Zoe Thomas) rowed very well to gain a bronze medal. Charles Bezzina and Will Schouten gained a silver medal in the lightweight double. LRC was well represented by the U17 quad (Isobel James, Alex Hutchison, Freya Cole and Georgia Girdler) who came fourth in their heat and went into the final ranked eighth. They overtook two crews 500 m from the finish line to come in sixth and realised that they were developing and learning how to race. Alex and Isobel also came second in their heat and finished sixth in their final.

Other rowers who competed for LRC and gained from the experience were: Irene Armstrong, Dean Robinson, Roger Graham, James Gerofi, Erin Spencer, Bec Chapman, Ella Collins-White, Hannah Cartmill, Rhiannon Barnard, Daniela Borgert and Charmaine Wells. It was great to see Sarah Moxon competing there again.

### National championships: the LRC squad

Thirteen LRC rowers will head to 2008 National Championships at SIRC (3–9 March) so our developing athletes can experience a wonderful week of intensive competition.

The U17 girls (Freya, Isobel, Georgia, Alex and Erin Spencer) will compete in a coxed quad, two doubles and five singles.

The U23 group of Sarah, Amy, Rosa and Elizabeth Lester will compete in the U23 quad, Sarah and Amy the U23 double, Rosa and Liz the U23 lightweight double, Amy the U23 single, Rosa the U23 lightweight single and Liz the U19 single. James Gerofi will compete in the U23 single, the U23 lightweight single and the lightweight quad with Roger, Will and Charles, the latter two combining in the lightweight double.

Frank Thorn, Kerry Thorn and Michael Bath have been diligently coaching the athletes. LRC wishes every success to all the athletes.

### The importance of tapering

*As part of the regular series of coaches' meetings (to which everyone is invited) Frank Thorn recently spoke on The Importance of Tapering. He has kindly put his talk in writing, so everyone can benefit from the talk, even for those who didn't attend.*

The bigger the base of training the bigger the peak when tapering. When the athlete follows the training program and moves through the different preparations, the workload is gradually increased and the body adapts to the extra volume, but residual tiredness will always be there.

Two weeks before the athlete's main event it is important to refresh the body and prepare it for racing. This is done by reducing the work load and increasing the intensity of the training.

*Ctd page 7*

## Nutrition fitness for racing – a few handy hints

by LRC's resident nutritionist, Jane Moxon

We all know the feeling: waiting at the start line, knowing that last night, with too much alcohol and a heavy meal of take-away and chocolate, was hardly the ideal preparation for a race. Feeling this way shows what a difference eating and drinking well can make.

So what should you eat and drink before a race, and how can you maintain your nutritional fitness on race days?

As training, and particularly the time trials, prepares you for a successful race plan, so can your diet. Your food plan on race days should be tried and true for you during your training days, with perhaps some adjustment to fluid intake due to your race schedule.

Maintaining hydration is probably the first and most important part of an athlete's diet. I notice that most LRC rowers take their water bottles with them in the boats during training and this is an excellent habit to get into; coaches please allow rowers to drink at least every half hour, especially during highly aerobic sessions!

During training, and for most racing, plain water is usually adequate. If you find that you can't eat much on race days due to nerves, or you have one race after another, choosing sports drinks is helpful as they rapidly replace fluid as well as electrolytes in the right balance and give some glucose.

There are two easy tests to work out how much fluid you need. On a daily basis, your urine should be clear to very pale yellow. Some vitamin supplements colour your urine yellow (or orange in extreme supplement users!) so this test wouldn't work for you. Secondly, weigh yourself before and after a row (on accurate scales). The amount of weight you lose after your row is equivalent to the amount of fluid you've just lost (yes, unfortunately we don't lose fat instantaneously). For example, if you're half a kilo lighter after a row, you would have needed to drink another 500 ml (= half kilo) either before or during your session.

Just as there are no magic fluids, there are no magic foods to eat on race days, although some people prefer certain foods to others if they get nervous or lose their appetite on the day. Contrary to popular belief, carbohydrate is the preferred food for energy conversion and energy replacement; no other nutrient does it better. By the way, it's the FAT that makes you fat, not the carb! So, if you're constantly tired, or quickly lose energy on race days, it could be that your diet is too low in carbohydrate. Carbs are found in bread, fruit, cereal, pasta, rice, potatoes, nuts, lentils – the list goes on. Just think that anything non-animal contains carbohydrate; it forms the structure and is the energy source of all plants. Visit the AIS website for some useful information about carbohydrate and how much you should eat, [www.ausport.gov.au/ais/nutrition](http://www.ausport.gov.au/ais/nutrition).

### Race days

One handy tip for race days, which also applies to your training sessions, is to eat within 20 minutes of a race (or training session). This is the window of opportunity for your body to convert the carbohydrate to glucose, which is then taken up by your muscles, replacing the energy they've just spent. Your liver also converts this glucose to glycogen (the body's long term store of energy).

Intensive training and a heavy race schedule can rapidly deplete your body's chance of maintaining its energy stores so eating not just the right amount but at the right time can make a difference long term. Sports drinks at this time can be useful. Other quick foods that are easily digested between races include rice pudding snacks, yoghurt (milk is the only animal food that contains carbohydrate), muesli and breakfast bars, bananas, stone fruit, grapes, melons and oranges, and of course, those 'after time trial' favourites, jelly snakes and dinosaurs.

So next time you're lined up at the start knowing you've prepared well with physical and nutrition fitness, you'll feel like a winner even before the hooter goes off. Happy eating.



## The King's Cup Trophy – a potted history

*In the lead up to the Australian Championships at SIRC next week which culminates in the Interstate Regatta, we bring you some of the history of the King's Cup, first mentioned in last month's Easy Oar in Barry Moynahan's homage to Ted Curtain, former club patron and a member of the exalted 1959 New South Wales King' Cup winning crew. That year was the last time the race was over three miles.*

*The eights race in the Interstate Regatta is the modern day version of the King's Cup race. But crews have competed for the King's Cup Trophy since the 1920s, so here is an insight into how the tradition began, in 1919.*

*This potted history is taken from Andrew Guerin's The History of Australian Rowing website – you can see the full history there: [www.rowinghistory-aus.info/index.html](http://www.rowinghistory-aus.info/index.html).*

In the early post-World War I period when there was enthusiasm for reviving rowing, the rowing men in the Australian Infantry Forces decided to play a part.

There had been little opportunity for many rowers to engage in their sport during the war, unlike enthusiasts of most other sports. Cadets training for commissions at Oxford and Cambridge Universities were the exception to this rule – the rowing authorities at the various Colleges allowed the use of their club houses, boats and oars by these prospective officers as they enjoyed a spell from the front line. This generosity was freely availed of and greatly appreciated, and many young Australians were able to have their first paddle in first-class racing boats.

What first-class competitive rowing did take place among the services was confined to the head-quarters' staffs of the various military organisations. On the cessation of hostilities, it was evident that there was a golden opportunity for a race open to members of the Allied Forces.

At a meeting convened in London on 22 January by the Leander Rowing Club, England's premier rowing body, the main question was how to revive the sport in 1919. They decided to hold the Henley Peace Regatta in the July and include races for amateur oarsmen of the Allied Armies.

The premier race was for the King's Cup Trophy, made especially for the event to be presented by King George V at the regatta.

Eight crews contested the Cup, and the successful crew was AIF No 1 crew. This crew had two members from LRC – 3: Lieut T McGill 12 st 10 lb [*recognise the name?*] and 5: Lieut H Hauenstein 13 st 9 lb (of Leichhardt & Balmain Rowing Clubs). [*See the photo on the shed wall (UTS end), next to the gym.*]

They defeated the AIF No 2 crew in the first heat, Cambridge University in the semi-final and Oxford University in the final by a margin of one length in a time of 7 minutes 7 seconds. The other competitors were Canada, France, New Zealand and United States.

The trophy was left in the custody of the Australian military authorities, and was later handed over to the Australian War Memorial Council and placed in the Australian War Museum.

On 14 May 1920, delegates to a conference of the Australian Rowing Associations decided to ask the Australian War Memorial Council for the Cup as a perpetual trophy for the Australian Eight-oared Championship. This request was refused. On 12 October the Victorian Rowing Association made another request for the Cup, suggesting that it be kept in the Australian War Museum of the state which won the race each year. This request was also refused.

This second refusal precipitated further action by the Victorian Rowing Association, and they sent a petition to the King with the request that he make known his wishes for the disposal of the trophy.

A reply dated 13 May 1921 received from the Secretary of State for the Colonies, Mr Winston Churchill, stated that, 'His Majesty commands me to inform you that it is his wish that the Cup should be used as a permanent trophy and be competed for annually in the Interstate Eight-oared Race of Australia'.

The first Interstate Men's Eights Championship raced for the King's Cup in 1922. However, for the record, the sport and the trophy itself have recorded that crews raced for the Cup from 1920. On 9 March, you can see this year's addition to the Cup's history.

## Shed and boat maintenance: calling for volunteers

LRC Property Master, Tim Tindale, is calling for volunteers to register for work on the shed and the boats – cleaning, painting, working with boats, pitching setting the riggers and supervising others to do so, and just helping out.

Register your interest in the **Property Master's Log Book**, you can see it with the **Boat Use Log Book** when you fill this in after every row.

Tim is also looking for two volunteer assistant property masters: one to assist with managing shed maintenance, and one to assist with managing boat maintenance.

Interested? see Tim.

The list on the right outlines the sorts of jobs required, giving you an idea of the work needed around the shed .

We need to do this work — remember it benefits all of us if we do it regularly. If you want to enjoy cheap membership of a club that is by its nature exclusive, with resources that are relatively expensive and scarce and all need special attention and care, then you should do maintenance too.

There is rust in the boat racks (the movable shelves on which the boats rest). If left unattended, these racks would rust right through in a few short years. We want to avoid the expense of replacing them, so we need to grind them back to bare metal, coat them with an anti-rust coat, a primer coat and then top coat. This will be no small feat and will require costly paint and tools. If anyone has grinders and other equipment they can bring along, we can keep the costs down.

### Donations:

Generous souls who can donate goods (chemical cleaners and the special tools and materials needed), please record your interest and your contact details in the Property Master's Log Book, and I will call you so we can organise our efforts.

Remember: if there is little or no response, the club will need to increase subscriptions to accommodate the cost.

Tim Tindale

## The Leichhardt clean-up days to-do list

If you are not sure what you can do – choose your favourite task from this list, and see dates on p.8

**General** Replace broken light bulbs, Remove cobwebs, Clear blocked gutters & downpipes, Clean windows, Ensure that door and window locks, door closers & locks and door stoppers are working, Ensure the security system and fire equipment is working.

**Motor bay** Pack and mark loose riggers in the rigger shelf above petrol/motor bay, Re-fill petrol cans for the motors, Re-fill plastic petrol cans from the garage, Report any broken or malfunctioning motors, Clean the floor under the motor bay.

**Stairs** Sweep, vacuum & clean both stairs, Remove the gear stored under the stairs, clean the area, stow the gear neatly back under the stairs, Re-paint the racing buoys check that cement anchors and lines are secure.

**Gym** Remove the flooring, clean the area and replace the flooring, Ensure that the mirrored cupboard doors slide easily into position, Remove the gym equipment and stores from the cupboard and clean the area, Stow gym equipment and stores in the clean cupboard to leave the gym clear of unused equipment, Test the fans and report any breakages or malfunctions, Replace the gym curtain elastic binders.

**Kitchen** Remove cutlery and cooking utensils from drawers, clean drawers and clean and replace utensils, Move the refrigerator clean underneath and replace it, Clean the refrigerator inside and out, Clean the oven, Remove the items from all cupboards and clean the cupboards inside and out, top and bottom, Identify any spare items such as lids without containers, broken gear, Replace all items in an orderly fashion.

**Front entrance** Repaint the entrance bollards, Remove the carpet, clean the floor and the carpet, replace the carpet, Clean both sides of the front door.

**Bays** – all. Outside tinnie rack/space, Remove everything from the floor, Clean the runners, Clean the floor, Replace the runners, Remove loose softening rubbers from boat racks, Clean & prepare metal boat racks for new rubber softening, Adjust rack to slide easily and lubricate (small amount) moving parts, Fold away hoses, Replace leaking hose fittings/hose, Replace chamois in clean water bucket ready for use, Replace /mend bay steps and wheels.

**Function room** Clean the floor, Remove marks from the walls, Dust photographs & all wall hangings, Update notice board & office window, Clean all tables, Clean all chairs, Sweep the balcony, Remove rubbish from the balcony, Mend the balcony furniture, Insert weather guards onto the base of the balcony doors.

**Staging & pontoon** Remove split and damaged timber & replace, Drive nails back below timber surface, Remove all rubbish and lost property.

**Showers and toilets** Remove all lost or abandoned clothing items, Scrub clean the toilets, walls, hand basins, toilet floor tiles, Mop the floor areas with disinfectant/bleach, Replace soft soap, Clean mirrors, Replace tap washers, Replace shower & tap fittings, Replace tiles, Replace door closers, Repair light switch, Repair/replace light bulbs, Re-grout tiles.

## The importance of tapering (ctd from p.3)

The program I have developed focuses on start drills, starts, race rehearsal and race work on alternate days.

The start drills are at low intensity and progress to starts also at low intensity. The coach has to observe that distance between puddles increases with each stroke.

The race rehearsals are at 80% pressure for the first, 90% pressure and under distance for the second and 85% pressure for the third.

The race work consists of a series of intervals, over 1 km, 500 m, 250 m and 125 m distances, increasing the rating as the distance decreases.

For the system to be effective it is important to follow the program and train every day, and to follow the race plan and profile. This type of work delays the onset of lactic acid when racing.

*Frank Thorn*

## Rod's report on the Leichhardt regatta:

The Novice Men had some good results at the Leichhardt regatta to make up for not being able to attend the state championships due to work and family duties.

The win in the Men's Super D 8 was fantastic and well deserved but after reviewing the film footage of the finish and with consultation with the judges and referee and the fact that the North Shore crew had not won a race all season so far, it was decided that the Leichhardt crew had been beaten by one-third of a canvas. So the medals were handed to North Shore! No protest was considered after seeing the looks on the North Shore crew —we will get them next time.

The M4x was a walk-over, with the boys doing a great job of exhibition rowing. Other highlights were: Robert Downton winning his first Universal scull race in lousy conditions; Brian Davis coming second in his scull race; and Dean Robinson coming third against some tough opposition. The Intermediate men coming in fourth just had an off row, but AJ.Rooney rowed in the winning C grade Men's Super 8. All up a good day ! *Rod Richardson*

## Some votes of thanks

From Sue Philpot:

would like to thank these folks who helped distribute the medals to the winners at the Leichhardt regatta: James H, Brady, Rex, David, Peter, Tom R, Rick T, Charlie, Emma, Casey, Grace, Margot, David McK, Neil G and Sarah.

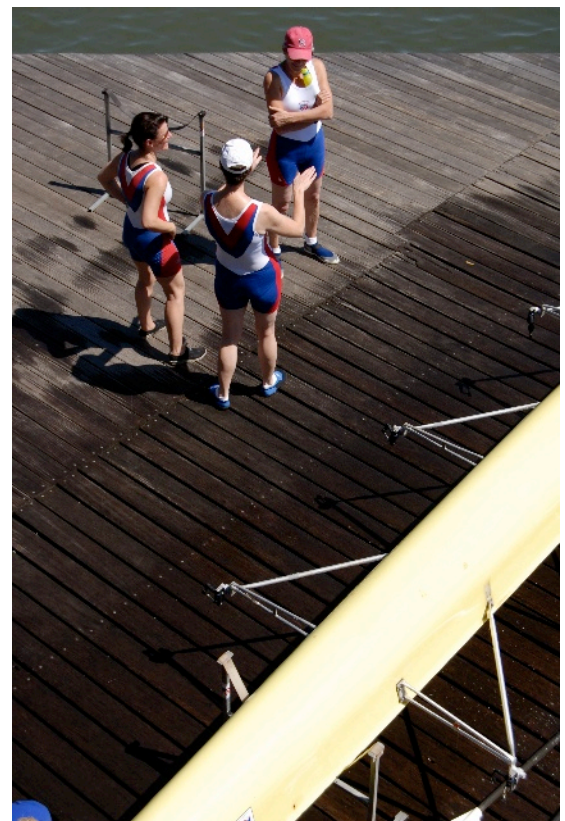
From Barbara Chapman:

As organiser for the BRO lunches and BBQ team I would like to express my thanks to all the social members for their invaluable assistance at the LRC regatta. I would also like to mention the J4 crew for their assistance in setting up and organising the BBQ area and the cake stalls. I also wish to thank the many contributors for cooking goodies for the cake stall, and the social members for marshalling on the pontoon all day.

*[And I am sure the club joins together in thanking Barbara for her fantastic effort.]*

And Jane Hutchison:

offers a special vote of thanks to everyone for helping with the regatta — she would name you all, but she is sure that 'you know who you are!'



*After the race — analyse, and analyse again. At the Leichhardt regatta*

## New code of conduct – important!

NSW Maritime has released a code of conduct outlining additional light requirements for rowers (and others).

What this means for Leichhardt rowers is outlined in clause 3: when visibility is restricted and between sunset and sunrise your boat should have two all-round white lights, attached to the boat near both the forward end and the aft end.

A continuous white light is considered acceptable if it is visible from 1 km away when conditions are clear.

A flashing white light is acceptable if it flashes at least once per second, and also is visible from 1 km away when conditions are clear.

You are still allowed to mask the light so it doesn't interfere with your vision, as long as one light is visible from any direction.

Remember: using dim lights because your batteries are nearly flat is no longer good enough.

The full code on the NSW Maritime website

## Do you have something to say? Say it to

**the club.** Send your contributions to Anne: [aparbury@gmail.com](mailto:aparbury@gmail.com) or 0415 580 187, or speak to me at the shed. Look out for the next edition of Easy Oar in April.

## NSW Masters representative

Angela Conry has been selected in the squad for the NSW Representative Masters Womens' Eight.

Well done Angela!

*Dreaming of state and national titles?  
Juniors at the Leichhardt regatta.  
(photos: Gavin Oakes)*

## Diary dates

9 March	Sunday	Shed clean up	8 - 10.30 am
15 March	Saturday	Boat maintenance	8 - 10.30 am
19 April	Saturday	Shed clean up	8 - 10.30 am
3 May	Sunday	Boat maintenance	8 - 10.30 am
17 May	Saturday	Shed clean up	8 - 10.30 am
14 June	Saturday	Shed clean up	8 - 10.30 am
21 June	Saturday	Boat maintenance	8 - 10.30 am

## Peter Collett's Alzheimer's Atlantic Rowing Challenge

You may remember Peter Collett and his ambition to row across the Atlantic (see *Easy Oar*, October 2007) when we reported on LRC's support for his venture.

Well, he may have been a novice rower when he started but he made it, and finished by rowing almost continuously for his last 29 hours. See more on his website: [www.atlanticsolochallenge.com/diary.html](http://www.atlanticsolochallenge.com/diary.html)

**Reminder: record boat usage as well as damage in the boat-use day book.**

