

Brisbane &
GPS
Rowing
Club



2017
Members
Info Book

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1. About the Club

The Brisbane & GPS Rowing Club is an amalgamation of two of Queensland's oldest rowing clubs – the Brisbane Rowing Club which was established in 1885 and the GPS Old Boys' Rowing Club established in 1925. The clubs merged in 1947 under the GPS emblem and adopting the blue and aqua livery of that club, leading to its familiar identification as Jeeps.

The club operates on the Brisbane River with its boatshed located at Hill End Terrace, West End, central to the burgeoning South Brisbane residential redevelopment, and offers rowing for recreational and competitive purposes and for all ages. It has a fleet of more than 80 boats ranging from state of the art single sculls, pairs, doubles, quads, fours and eights.

2. History

The Brisbane & GPS Rowing Club traces its origins back to 1885, when the Brisbane River was the transport hub for the fledgling capital.

The Brisbane Rowing Club was founded as the Breakfast Creek Rowing Club in 1885. According to Jack Pritchard's comprehensive work of history, *Rowing in Queensland, 1880-1995*, the Breakfast Creek Rowing Club was established on November 11, 1885, and the next year opened its first boatshed on Breakfast Creek near the bridge adjacent to Newstead Park. In 1887, the club began operating a branch shed at Kangaroo Point, attracting members from the southern side of the river. In 1893, the club amalgamated the two sheds and moved to a site on North Quay, and changed its name to the Brisbane Rowing Club. It remained at that location, on the junction of the Town and Milton reaches of the river until 1924, when its shed was resumed to make way for the construction of the William Jolly Bridge. A new shed was built on the steep banks of the river about 200 metres downstream, on North Quay where the Kurilpa Bridge now crosses the river, and this remained the home of the club for almost 50 years.

In 1925, the Past Grammars Club affiliated with the Queensland Rowing Association and, according to Pritchard's research, within a few weeks changed its name to the Great Public Schools Old Boys Rowing Club. It operated from a small boatshed in the Domain where the Queensland University of Technology city campus now stands. GPS became a significant force in rowing regattas through the 1930s. In 1938, Dick Scott became the club's first international when he was selected as the reserve for the eight in the Australian team at the British Empire Games in Sydney. When the celebrated Queensland crew won the 1939 Kings Cup, seven of the eight oarsmen including the stroke Wilf Mole and legendary coach Eric Evers, who was also the coxswain, were from GPS. The club won the Queensland Rowing premiership for the third successive season.

The war years changed the fortunes of both clubs. After hostilities broke out in the Pacific theatre, regattas in Queensland were suspended during the 1941-42 season and did not resume until 1946. GPS turned its boatshed over to the war effort and the US Navy used the facility as a stores depot. The club stored its small fleet in the neighbouring University of Queensland boatshed. When regattas resumed, Brisbane was unable to re-build its membership and GPS, with a strong membership but looking for better facilities approached Brisbane in 1947 with a proposition to merge. Thus GPS, wrote Pritchard, a club who had members but a very poor shed and an inadequate fleet had a stroke of good fortune at the expense of the Brisbane Club's continuing misfortunes.

The new club quickly established itself as a competitive force, and in 1948 won the Queensland champion eights race over the three-mile course on the Hamilton Reach of the river. Nine years had been a long time, and only one member of the winning Kings Cup crew from 1939, C.K.T. Thompson, bow in 1939 and six in 1948, rowed in the 1948 crew. Eric Evers again was coach. Club crews remained competitive through the post-war era, and from 1965 to 1967 again won the champion eights title for three years in a row.

In May 1970, fire destroyed the North Quay boatshed and the club's racing fleet. The only assets the club was left with were two fours that had been away for repair. The club was not allowed to re-build on the site because the land had been earmarked for the proposed South-East Freeway, and as the club put together a new fleet members found a temporary home in the small Emmanuel College boatshed at St Lucia. Again fate intervened, and the devastating 1974 flood swept the shed away only hours after members had waded through the rising floodwaters to move the boats to higher ground.

The club acquired use of an old house on the riverbank at West End as a temporary base, boating from a sandy beach at the foot of a backyard that opened onto the Toowong reach of the river. The property became the site for the present boatshed that was opened in 1977. The development of the shed, a spacious cream-brick construction on three former house blocks of land, was driven by long serving club committeeman Bob Longmore after whom the new boathouse was named. Longmore had been the club's second international, having been selected as a boat race official for the 1956 Melbourne Olympics.

Over the decades after the disruption caused by the fire and flood, the club continued to develop competitive crews at the highest level, winning a series of national championships and producing international representatives Bob Alexander, Wendy Alexander, Toby Roberts, Kirsty Harris, Carlie Blake-Stein, Suzanne Brown, Peter Howard (coach), Sascha Lahey, Sarah Eke, Jessica Hall, Gabby Kukla, Adelaide Dadic, Cameron Kennedy (coach), Chloe Hill, Eleanor Wilson, Reagan Spark, Sarah Zillmann, Susan Shakespeare (coach), Rosalind Cartmill and Caitlin Cronin.

The club developed a reputation for producing outstanding young scullers. Along with the international representatives came a host of members who gained selection on Queensland teams for the annual King's Cup and interstate regatta, Youth Olympics and Youth Cup regattas. At the same time, key Masters rowers gained representation in Queensland crews for the National Masters regatta.

The club does not confine its activities to the competitive arena. It has a strong component of recreational members and provides a fleet of boats suitable for their level of participation.

In January 2011 the club's boatshed was inundated by floodwater. The river level rose to just below the ceiling, and when the flood receded members returned to find the riverside wall destroyed and the shed floor covered in silt knee deep in most places. The club's pontoon had been washed away. Luckily, members with help from neighbours and passers-by moved every boat and other valuable equipment from the shed when the flood threatened. Members and their families and strangers rallied to clean the shed as soon as it was safe to enter, and for 12 months the club boated from the boat ramp adjacent to the South Brisbane Sailing Club while waiting for a new, state of the art pontoon to be built. Despite the setback Brisbane & GPS was placed third on the medals tally at the

2011 Nationals held in Adelaide two months later, which was an outstanding outcome given that for several weekends the squad needed to travel as far as Murwillumbah for on-water training while the Brisbane River was closed to traffic.

3. Memberships

We have a number of different types of membership to suit all categories.

Learn to Row - Takes place each Saturday at 7am at a cost of \$165 for 6 lessons. On completion of the program, if you wish to continue with full membership, we will deduct \$100 from the Club's annual membership fee.

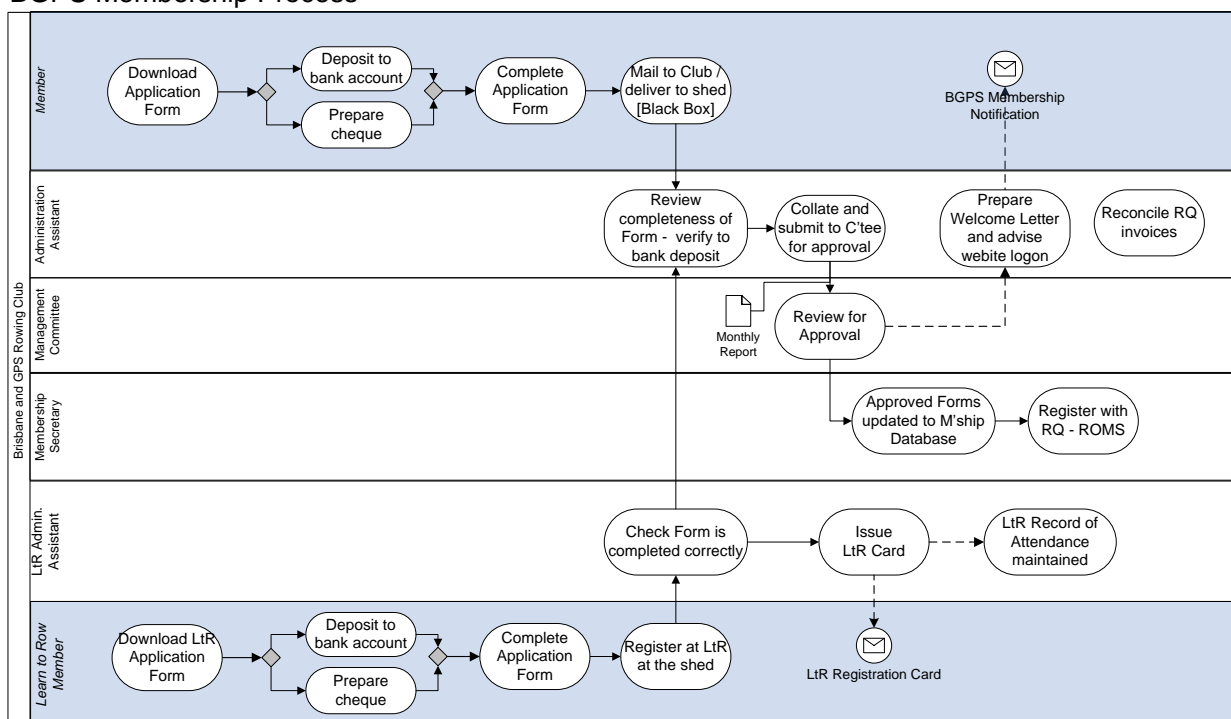
Adult Membership – is \$770 (GST inclusive) per annum. Our calendar year starts January 1 and ends December 31. Pro rata membership for joining members is available after June 30 with committee approval.

Student Membership – currently \$440 per annum and is offered to full time students (student number to be supplied).

Family Membership – One full membership with reductions for subsequent members.

*Please note – membership to Rowing Queensland is compulsory and is additional to the above membership fees.

BGPS Membership Process



4. Club Contacts

Management Committee	Coaching Staff
Chairman Ian Holzberger Club Captain Andrew McNicol Honorary Secretary Ian Mathieson Honorary Treasurer Anton Babkov Committee members Karen Dobeli Petris Lapis	Head Coach Liz Ralston High Performance Coaches Courtney Talbot Peter Hicks Junior Development Squad Panel Jeff Webb Bob Alexander Karen Dobeli Joe Pattison Andrew McNicol Learn to Row Coach Andrew McNicol Transition to Club Coach Andrew Clatworthy

5. Club Policies

5.1. Indigenous Policy

Brisbane and GPS Rowing Club Limited (Brisbane & GPS) a community based rowing club which draws members from all sectors of the community recognises that the sport of rowing is a participation sport with the potential to contribute to improving the welfare of Indigenous people in Queensland. Brisbane & GPS will actively seek to engage Indigenous people in the activities of the Club.

Brisbane and GPS will:

- acknowledge, respect and support the recognition and protection of indigenous Australians' interests, special connections, and rights in law to land and waters in Australia
- promote and supporting greater cross-cultural awareness amongst its members
- promote, support, and where possible, facilitate indigenous Australians joining Brisbane and GPS to participate in the sport of rowing
- provide coaching services to develop Indigenous members capacity
- promote the benefits and opportunities of the sport of rowing to the Indigenous community
- develop and maintain relationships with indigenous youth organisations to promote rowing as a sport of choice for indigenous youth

5.2. Child Protection Policy

Brisbane & GPS is committed to ensuring that the safety, welfare and wellbeing of children are maintained at all times during their participation in activities run by the club. Brisbane & GPS aims to promote a safe environment for all children and to assist all office bearers, coaches, members and volunteers to recognise child abuse and neglect and follow the appropriate notification procedures when reporting alleged abuse.

5.3. Safety

Water safety

Members must familiarise themselves with the following documents issued by Rowing Queensland regarding use of the river, water safety and lighting requirements for rowing craft when visibility is restricted and in poor light.

Brisbane River Code of Conduct

http://media.wix.com/ugd//49cf28_2a929c45be011ccb10c12b806a5cd5d4.pdf

Water Safety - Boat Lights

http://media.wix.com/ugd//49cf28_ce81cbb631fb5a7b32c13fef4aadc738.pdf

Rowing Queensland's Water Safety Guidelines

http://www.rowingqld.asn.au/#!water_safety/c1674

5.4. On water incidents and injuries

All collisions & all personal injuries that occur on-water MUST be reported to Rowing Queensland via their web-site. A Club Report Form (see below) must also be filled in for our records.

To access the report form, go to <http://www.rowingqld.asn.au> Select Clubs and then Water Safety. The report form is under Incident Reporting

or

<http://m.rowingonline.com.au/Generic/IncidentNotifications/NotificationForm.aspx>

All accidents/injuries in the Club must also be reported.

Not certain if the event is reportable? Contact:

Safety Officer – Greg Cash 0439 838 448

Club Captain – Andrew McNicol 0409 355 870

Club Chair – Ian Holzberger 0418 886 195

5.5. Pontoon

Access to the pontoon is secured by lock and key. The gate is not to be unlocked if the river is unsafe for rowing because of fog, high winds, excessive debris, electrical storm or abnormal strong current.

5.6. Concrete apron and boatshed environs

The pathway on the riverside of the shed is to be kept clear at all times for use by the public as a thoroughfare. No oars or boats are to be placed across the approach to the pathway and a clear passageway is to be allowed through the boating area at all times.

5.7. Boat Handling

Members when using Brisbane and GPS Rowing Club's rowing equipment accept a responsibility, alongside the Club, to maintain that equipment in working order for the benefit of all of the Club's membership. This set of boat handling procedures is designed to assist members fulfil that responsibility and to minimise the upkeep required to maintain the equipment in serviceable condition.

An important consideration when handling Club equipment is "if in doubt" ask a committee member or experienced rower for assistance or guidance.

General Procedures

The following procedures apply to all classes of boats and rowing equipment except where specifically noted below.

- **Carrying and handling of rowing shells;** inherently rowing shells are fragile and easily damaged. The correct handling and carrying procedures will significantly extend the life of a shell and mitigate occasional damage. General carrying principles include;
 - The shell should be handled by no less than the number of crew who row it, i.e. an eight by eight handlers, a double by two handlers.
 - Shells such as eights and four/quads are to be carried by the gunwale when inverted and where ever possible when upright. In no circumstances should shells be carried by the deck or by the diagonals in older shells. When upright if a shell cannot be carried by the gunwales then it must be carried by gripping a rib inside the shell.
 - A pair/double can be carried by its crew of two with each rower/sculler holding the boat near the bow and stern but about 15cm from the ends.
 - When handling the shell a single handler should be responsible for making the "calls" and directing the movement of the shell from the shed to the hardstand, from the hardstand to the pontoon and onto the water.
 - At all times the calls should be clear, concise and based on the normally accepted terms (half arms, full arms, lower, roll to the ..., above heads, split etc) to avoid confusion and, potentially, damage to the shell.
 - The balance of the handlers needs to remain vigilant whilst following the calls to avoid collisions and other accidents.
 - Shells should be carried inverted at either full arms or at shoulders.

- When positioning handlers, especially in mixed crews or crews of uneven height, consideration should be given to relative strengths, and heights with the stronger and taller handlers positioned at each end of the shell.
- Shells may be rolled to the upright position by rolling with half of the handlers positioned on each side of the shell and rolling the shell between them or by a call of above heads and the shell rolled from the overhead to one side before placement. An important consideration when choosing which method to employ is the strength of the crew and the weight of the shell. Generally, it is only stronger, more experienced crews who will roll a shell by going above heads.
- Shells must not be rolled over trestles. When rolling a shell to place it on trestles or removing the shell from trestles the roll should be completed alongside the trestles.
- Shells must not be carried with the hull on the shoulder. This will severely damage the hull.
- **Removing a rowing shell from a storage racks;**
 - In the case of roll out racks the rack should be fully extended, an equal number of handlers located on each side of the shell and the shell lifted and removed from the rack taking care not to hit the shell on any overhanging shells or on the riggers of the shell above.
 - Once clear of the rack the rack should be retracted and the shell carried out of the shed and placed on two trestles on the hardstand.
 - On fixed racks the shell must be lifted clear of the rack and then half of the handlers pass under the shell so that it is supported on both sides.
- **Hardstand;**
 - The shell should be place onto equal height, and suitably sized trestles located to support;
 - An eight at two and seven seat;
 - A four or quad at the bow end of one seats rails and below fours seats foot stretcher;
 - A pair or double no more than one metre outside the cockpit on both the bow and the stern; and
 - A single halfway between the bow and the cockpit and the stern and the cockpit.
 - Before commencing a row the shell should be checked for damage including;
 - Check the rigger bolts for tightness;
 - Check the top nut on the gate is tight and, if fitted, that the back stay is firmly attached;
 - Adjust and check the foot stretchers for damage and tightness;
 - Adjust and check the seat rails are tightly attached;
 - Check the seat for free movement;
 - Check the foot steering is serviceable - if fitted;
 - Check that the fin is in place and not damaged;
 - Check the hull for obvious collision damage.
 - If any damage is discovered the damage should be repaired by the crew or a suitably experienced rower before placing the shell on the water. If the damage cannot be immediately repaired the shell should be placed back on the rack, an “out of service

sign" attached and the damage recorded in the damage record book which is located at the back of the shed. It is the crew's responsibility to ensure that these steps are followed.

- Under no circumstances should a damaged shell or shell with loose fittings be rowed unless approved by the Club Captain. Shells rowed in a damaged state or with loose fittings will likely be further damaged and require major repairs where minor repairs may have remedied the situation.
- Check that all hatch covers are in place.
- Open all gates.
- **Launching a shell;** a principle to be observed at all times is that shells are to be launched and retrieved from the pontoon as quickly as possible. This frees the pontoon for the use of other members an especially important consideration at busy times.

With the exceptions noted below, shells should not be "fixed up" socks put on, feet placed in shoes etc at the pontoon. This is to be undertaken on the water or on the hard stand. If a shell is fitted with shoes it is mandatory that socks be worn, otherwise socks are recommended in all shells.

- The correct oars should be placed onto the ramp leading to the pontoon, with half of the required oars placed on each side leaving a clear and unencumbered path for the launching and retrieval of shells.
- If a crew is not strong enough to safely handle a shell during launching assistance should be sought from other rowers.
- The full crew should carry the inverted shell from the hardstand onto the pontoon using the procedures outlined above.
- When the pontoon is clear the crew should proceed onto the pontoon in readiness to launch the shell with the bow facing into the current.
- Before commencing the launching of the shell the crew should check for wash, other rowing equipment or shells being rowed in close proximity to the pontoon which could make the launching difficult or potentially damage the shell. Should these circumstances exist the launching should be delayed until the impediment is cleared.
- When ready to launch the shell should be rolled upright by either;
 - Rolling the shell at full arms with crew placed on either side of the shell and the water side crew crawling under the shell one at a time once the shell is upright; or
 - Lifting the shell above heads and placing the shell onto the water by rolling it to the water side and "placing". This technique is to be used only by experienced crews with sufficient strength to comfortably handle the shell.
- Ensure that the fin is well clear of the pontoon when placing the shell onto the water.
- Place the pontoon side oars in the swivel and lock the gates followed by the water side oars locking the gates if possible.
- Cox gets into the shell.
- Half the crew gets into the shell and locks the water side gates if not already locked.
- The remainder of the crew gets into the boat and locks their water side gates if not already locked.

- Push to shell off, tap away to clear the pontoon row to the correct side of the river and fix up – and enjoy your row.
- **Recovering a shell;**
 - Survey the approach for wash other shells and rowing equipment which may impede the landing.
 - Approach the pontoon against the current with one nominated rower making the calls in the boat.
 - Once alongside the pontoon half of the crew exits the shell and holds it for the remainder of the crew to unship their water side oars and exit the boat.
 - If wash occurs whilst the shell is docked it must be held off the pontoon by the riggers until the wash passes.
 - All oars are recovered and placed on the ramp leading to the pontoon.
 - On the call of the nominated crew member the full crew lifts the shell from the water being careful not to strike the pontoon with the hull and / or fin and rolls the shell inverted by reversing the method used to launch the shell.
 - The shell is then carried to the hard stand and place on suitable trestles – refer above.
 - The shell is to be inspected for damage and any damage made good or reported as above.
 - The shell should be washed inside and out using soapy water and rinsed by hose. The slides should be specifically washed using a sponge or a plastic pot scourer.
 - If the shell is fitted with shoes these are to be thoroughly flushed out using the hose.
 - Any hatches are to be opened to allow the shell to dry.
 - The shell is to be returned to its nominated rack by reversing the procedure outline above (removing a rowing shell from a rack).
 - Please note that most shells have the bow and stern racking point marked on the hull. These should be aligned with the rack before placing the shell.
 - The shell is to be place well in on the racks.
 - When sliding the roll out racks in take caution to avoid a clash of riggers with adjacent shells. Position the shell to avoid any clash.
 - Oars are to be washed, inspected for damage and placed back onto the rack.

Specific procedures by boat class

Some classes of rowing shells require specific consideration. These are outlined below.

- Single scull;
 - Single sculls are generally carried inverted when racking and de-racking but often when launched by a single handler are carried upright.
 - Single sculls may be carried by a single handler if that person has the strength and experience to handle the shell safely. Generally a more acceptable practice is to use two handlers.
 - Socks and shoes / foot stretchers should be secured before leaving the pontoon.
- Pairs;

- Socks and shoes / foot stretchers may be secured before leaving the pontoon.
- Eights;
 - The length and weight of an eight compounds the potential handling difficulties which may be experienced by a crew. Extra care must be exercised to avoid collisions when handling the shell.
 - It is prudent to locate the tallest and strongest rowers at the bow and stern when handling an eight.
 - The remaining pontoon side oars should be placed in the swivels and the gates locked.
 - The rowers whose oars are on the water side of the boat should then enter the boat and lock in their oars.
 - The remaining two rowers should then either enter the boat and “push off”, or “push off” whilst entering the boat.
 - Retrieval of an eight is undertaken in the reverse order.

5.8. Care of Equipment

Boat Cleaning

- Soap fully all nuts and bolts, gates, seats, foot stretchers and slides and if necessary scrub until clean;
- Using the supplied spray-jet nozzle set, give the boat a thorough hosing-out, both inside and outside.
- USE THE HOSE SPARINGLY AND RESPONSIBLY;
- Chamois down;
- Detach the hose from the tap when finished.

5.9. Flood Evacuation Plan

River Height. Water is not likely to enter the shed until the river height exceeds 2 metres at the Brisbane City gauge. Recent flood peaks were recorded in 1996 (2.1 metres; level below the edge of the concrete apron), 2011 (4.46 metres; level just below the roof of the shed, pontoon swept away, shed severely damaged), 2013 (2.3 metres, level near the edge of the concrete apron, pontoon secure but walkway covered).

Evacuation should be from the ground up and in the following order determined by forecast river heights and the most practical order for removal of boats and equipment according to availability of personnel and vehicles.

Floor equipment.

All scull trolleys pushed to the top of the hill and positioned securely and lashed where possible to the fence, trees or posts.

Ergos dismantled and loaded into the backs of 4WD vehicles.

Tinnies tied nose into the tree on the downstream side of the gate inside the fence.

Motors removed and taken away by box trailer. A tinnie trailer with one tinnie on it can substitute.

Scull cradles lashed to the top of appropriate vehicles for transport.

Ergo slides stacked under cover of small shelter shed.

Tents removed to the hill.

Cupboards

The storeroom opened and equipment crated and/or removed to private vehicles.

Trophy cabinet emptied. Trophies to be removed to a private vehicle.

The 1939 King's Cup montage, Life Members' honour board and historic photos removed to a private vehicle.

Trailer loading

The Prime trailer parked on the downstream side of the shed. The Green trailer parked on the upstream side. This will facilitate de-rigging and loading from both ends of the session.

Sweep oars loaded in the Prime trailer.

Scull oars (club and private) loaded in the Green trailer until tray is full. Excess scull oars loaded in the Prime trailer.

All riggers to be taken to the top of the hill and lashed together and tied to a fixture. Best done by running a rope through the closed gates,

PRIME TRAILER

Top level: Wranglers, Spirit, Lahey, Cornelius.

Middle column: Coomber, Conroy, Agnew.

Sides: Hall bow, Hall stern & McNicol stern (sharp end to sharp end), McNicol bow, Searle bow.

Sides. Searle stern, Odyssey & Ill Secunda, Alexander.

GREEN TRAILER

Top level: Eke, Ross, Kennedy, James (all loaded stern to tow-ball).

2nd level: Aurum, Smith, Holzberger, Mathieson.

3rd level: Richards, Scribner, Harland, Elliot.

4th (bottom) level: Grant, Paynter, Kukla, Ralston

Other sculls to be removed by private vehicles. Other boats to be stored on slings and lashed down on top of the hill.

Boatshed

Sandbag kitchen cupboards and cabinet, storeroom, toilet bowls,

Turn power off at main.

Turn sewage pump off. (Switch is located on rear wall near entrance to women's dressing room.

Turn water off at the main. (Taps are located near the roller door entrances on the downstream wall of the shed)

Leave roller doors up.

6. Rowing Terminology

Your coach will be using some common rowing terms during your lessons. To help you understand what they mean, we have listed some below and explanations:

The Boat:

Bow	Front of the boat where the bowball is.
Bowman	(or Bow) The rower in the bow of the boat. When the boat is coxless (i.e. no coxswain), the bowman issues the commands and steers the boat.
Coxswain or Cox	(Pronounced "cox'un"). The person who steers the boat. He/she either sits in the stern or lies in the bow.
Foot stretcher	The device you strap your feet into
Gunwale	(pronounced "gunnel") The top edge of the side of the boat
1, 2, 3, etc	It is common to refer to the rowers by number. The convention is to number from bow to stern so that the bowman is #1, the person behind him/her # 2, etc. You can also address the rowers by pairs or fours, making "Bow Pair" #1 and #2, "Stern Four" #5, 6 ,7 ,and 8
Oar lock or Gate	The device that lets the oar pivot on the rigger
Rigger	The metal extensions protruding from the sides of the boat
Shell	Another word for the rowing boat.
Slide	The sliding seat.
Bowside	This is the right hand side of the boat (facing the bow) but as you are sitting backwards, it will be on your left.
Strokeside	This is the left hand side of the boat (facing the bow) but as you are sitting backwards, it will be on your right.
Stern	Rear of the boat.
Keel	Main lengthwise structure (normally a narrow timber strip) running along the base of the boat. This is where you normally put your weight when getting into the boat.
Stroke	The rower who sits stern-most in the boat. He/she is also the one who sets the pace.

The Stroke:

Placement	(Sometimes called the Catch). The beginning of the stroke where the oar is inserted into the water.
Drive	The propelling part of the stroke.

Finish	Where the oar is taken out of the water.
Recovery	The slide forward before the catch.
Feathering	Turning the oar blade horizontally.
Squaring	Turning the oar blade vertically.

Commands:

Are you ready	Sit in the start position (placement or catch) ready to row
Row	The command to start rowing.
Easy All	Finish the stroke in progress and stop rowing.
Back down	(or "Back") Row backwards.
Check (the boat)	Square the oar in the water to stop the boat fast.
Paddle	Row easy, i.e. no power on the stroke.
Tapping	Rowing with hands only (no slide movement)

To get the boat to the water it has to be carried by the rowers, which is strenuous for some people. Please tell your coach if you have back problems or difficulties with lifting or any other health problems that may impact on rowing. It is also advisable that you are able to swim a minimum of 50 meters.

Don't be reluctant to ask your coach questions. The Coach is there to help you enjoy the sport.

7. Calendar of Events 2015

The club takes part in appropriate regattas listed on the Rowing Queensland calendar and major regattas held by Rowing Australia and other entities at interstate venues.

8. FAQ's

What kinds of boats are used?

The boats (or shells) are basically of two types and reflect the two forms of rowing - sweep rowing and sculling. In sweep rowing each rower handles a single oar (about 12.5 ft or 3.9 m long) in sculling a rower uses two oars, or sculls, (each about 9.5 ft or 3 m long). The word shell is often used in reference to the boats used because the hull is only about 1/8" to 1/4" (3mm – 5mm) thick to make it as light as possible. These shells are also rather long and racing shells are as narrow as possible while recreational ones can be rather wide. Most shells today are made of composite materials such as carbon fiber, fiberglass, or kevlar. A few manufacturers still build wooden boats.

Sweep Boats (each rower has one oar)

Coxed Pair (2+)

Coxless Pair (2-)

Coxed Four (4+)

Coxless Four (4-)

Eight (8+)

Sculling Boats (each rower has two oars)

Single (1X)

Double (2X)

Quad (4X)

What age can I start rowing?

Men and women of all ages and levels can participate in some type of rowing. The sport can accommodate any body type or size and any level of experience. However, to avoid muscle damage to youngsters, it is recommended that the minimum age is 15 years.

How healthy is rowing?

Rowing is metaphysical, bringing relaxation to both mind and body with each stroke. It is also a sport almost anyone can do regardless of age or level of fitness. And for some, rowing provides the first real sense of achievement and control felt in many years. Positive feedback includes improved circulation, renewed energy and alertness, increased stamina, and an enhanced sense of self-worth."

Rowing can meet almost any need and interest. It is a fun, active sport that offers a low-impact workout that exercises all of the major muscle groups. Rowing improves overall body conditioning, gives you an outlet to relieve stress, helps reduce blood pressure, and aids in weight loss. It also is a sport requiring teamwork, and it includes many wonderful social aspects.

How safe is rowing in relation to injuries?

Rowing is a low-impact sport. When executed properly, the rowing stroke is a fairly safe motion, providing little room for the serious injury often found in contact and high impact sports.

Nevertheless, novices need to approach rowing with caution. Until a young person's muscles are fully formed, he or she should avoid the intense workouts associated with competitive rowing training. Rowing can be highly strenuous and even painful. Without proper training, adequate warm-ups and correct posture, rowers of all ages are at risk for neck, shoulder, back and other problems