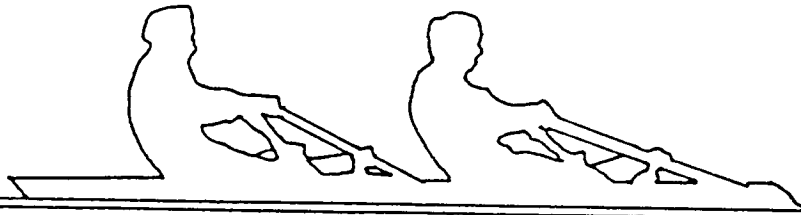


# North East Rowing News



**October 1990**  
**No. 43**



*PUBLISHED BY - Ken Hastie, 11 Brislee Avenue, Tynemouth NE30 2SQ*  
*TELEPHONE: (091) 258 5733 (Home)*

Forty three issues and still going strong. It quite surprises me how people actually look forward to receiving the news, and ask when the next issue is coming out. Often I am asked this because I am told they have something to include - unfortunately it often never arrives. A pity really, because we all like to know what's going on at other clubs. A new series starts this issue aimed at coaches, the first covering thoughts on the use and benefits of the various rowing ergometers. We record our thanks to Ray Brown for the first of these regulars.

Yet again, I am missing the Autumn sculling heads. This time due to a cast-iron conviction to have the house finished this summer (or even autumn) before the rowing gets heavy for next year. I am sad to say that my favourite sculling event, the Hylton Scullers Head, isn't going to be held, apparently due to the possible financial implications following previous loss-making events. I've also just heard that the Wansbeck Scullers Head is also to be cancelled, due to lack of water.

The Amateur Rowing Association's proposal to apply an £8.00 plus VAT capitation fee to all members of clubs, including social members, met with great opposition, and was thrown out at the September ARA Council meeting. I understand that a £3 plus VAT capitation fee was accepted. This will be applied to all members of clubs with the exception of registered members. I understand that day tickets will be retained, although there has been an increase there too. Full details are sure to be published in Regatta magazine soon. One thing that was pleasing to hear is that Divisional Representatives consulted their member clubs before returning to Hammersmith to vote on the proposal. Nothing unusual for us, as we have probably one of the most active Divisional Representatives in Chris Kenyon, but for other regions I fear it is a different story...

See you around....

Ken Hastie

COVER PHOTOGRAPH:

The actual final of the lightweight coxless fours at the 1990 Nationals, featuring Cambois ARC. I say the actual final because the Regatta magazine purported to have the same race on their cover, and had a different final entirely. Still, nobody's perfect. Thanks to Simon Williams for the photo (and also for the 1986 HERR photo of the crew in which Simon and I rowed - just a little later than promised !)

A DAY (or three) AT THE RACES

The 1990 National Championships was an event that I looked forward to (as always). So many familiar faces, good racing, the opportunity to rub shoulders with the country's best oarsmen, and a pleasant location, to boot !

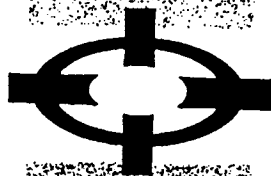
The trip to Nottingham looked favourable. Weather conditions good with the promise of much sunshine. Hitching up the caravan and bicycles on the Thursday evening, the journey went without a hitch - that is until about twenty miles from Holme Pierrepont when the Nottingham Constabulary pounced. I say pounced because there were four cars and about eight of the bluebottles which descended on me like a SWAT squad, not even waiting until a layby was close. Bloody hell I thought, what have I done to deserve this ?

PC: Excuse me sir, is this your car ?  
KH: Yes.  
PC: What is the registration ?  
KH: D286 RHS.  
PC: How long have you had the car ?  
KH: A year.  
PC: We have a report that the caravan you are pulling is stolen. Is it yours?  
KH: Yes.  
PC: Can you prove it ?  
KH: Yes, there's a receipt at home that states the chassis number.  
PC: Did you have any hassle down the A1 ?  
KH: Yes, an \*\*\*\*hole in a blue Sierra that kept passing and slowing down and gesticulating through the window.  
PC: Is that him parked behind you ?  
KH: ..... Yes.  
PC: He claims you have his caravan.  
KH: He's wrong.  
PC: Do you mind if he looks your caravan over ?  
KH: Not if it satisfies him, and I can get to Holme Pierrepont before the barrier at the site entrance comes down.  
PC: (to slob in blue Sierra) Is this your caravan ?  
SLOB: Yes, mine had that same dent there, and that small cut there etc. etc.  
PC: (to slob's wife) Is this your caravan ?  
SW: Yes, the upholstery is the same, the cupboards the same, it's definitely ours.  
PC: Why is there another number under the registration plate ?  
KH: Because the caravan is 9 year old.  
PC: Do you polish the caravan ?  
KH: Once in a while.  
PC: Did you change the number on the latest plate when you changed the car ?  
KH: Yes. (Is it really me that's stupid ?)  
PC: Why didn't you polish the number plate before sticking new numbers on ?  
KH: It didn't occur to me. (Try to humour him - I might get away earlier)  
PC: When did you last change the number ?  
KH: When I bought the Granada.  
PC: When was that ?  
KH: Like I said, a year ago. (No, I don't think it's me that stupid)  
PC: These numbers seem to be very flexible for being a year old.  
KH: I can't argue with that. (Now I now for sure who's stupid)  
Why don't you ring my wife at home. She'll give you the chassis number from the receipt to confirm it's mine.

Ring, ring... No answer !

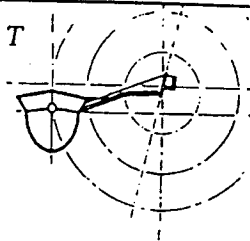
KH: Why don't you ring a friend of mine who is Sergeant in the Police - He'll vouch for me.

Ring, ring..... No answer !



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KH: Try my wife again in half an hour.

Ring, ring ... No answer !

PC: I'm afraid you'll have to come with us to Worksop Police Headquarters Sir, I'll drive your caravan.

KH: Why ? I'm hardly likely to do a runner with a caravan in tow. (He's not just stupid - he's crackers)  
Do you want an Opal Fruit ? (I hope you choke on it)

PC: Thanks.

PC number 2 (or whatever ....): Have you got identification ?

KH: Yes

PC2: Well we've verified this is your car. You can proceed. (At last, an intelligent one !) We'll send the local bobbies round to your house to check the receipt later.

KH: Well thank you. It was a very nice hour and a half we just spent chatting. (Why the hell didn't he pipe up earlier)

And so it was that we arrived at the site at 11.30 pm. Helen almost took a heart attack when a rather thoughtless policeman and policewoman knocked on the door at 11.30 p.m. that same night, knowing that I was on the long journey to Nottingham that evening. (Well, what would you expect ?)

So on Friday we didn't watch the racing. We went to the Castle Inn in the centre of Nottingham and drank a lot of beer. (It may just be the Police in that area, but when I was cycling along the canal, I asked a Bobbie how much further before the canal joined the Trent. His reply: "Sorry, that's the River Police, not us !")

Norman Howitt was on Umpire duty the following day, and he cheered me up a lot by telling me about the lightweight ladies weigh-in, and how they can pass if they are close to the limit. (Norman will be in trouble now, because I know Ann reads the North East Rowing News before he does, and he'll have to explain!)

#### INSTRUCTOR AWARD COURSES

Clive Hole has sent details of the up and coming Instructor Award courses. The first is to be held in Durham and is planned for Friday 7.30 to Sunday 4.00 pm on the 2nd and 3rd weekends in November. Friday the 16th will be a coaching workshop open to all.

The second is organised by the Northern Rowing Council for experienced coaches wishing to enter the coaching award scheme. This will be more challenging but the exam will be at the usual level. We are looking for a venue for this event - it is open for any club to apply to host this course.

Candidates should be prepared to:

- 1) Register with the ARA (this carries insurance)
- 2) Those who have not rowed before, to do the Proficiency Award Scheme Watermanship and Endurance Award (Why not start now?)
- 3) Be prepared to pay up to £32 for the course. This includes £20 ARA administration fee, none of which goes to the lecturers.

#### CANNY CRACK FOR COACHES

#### ERGOMETER MUTATIONS

By Ray Brown.

No visit to the National Championships is complete without a stroll through the Rowshow. There amidst the plethora of boats and T-shirts one can usually find some innovation of interest. This year, a 45MHz short range coach-to-crew intercom caught my attention as a civilized development that should save vocal chords and should prevent words of wisdom (?) becoming public proclamations.



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However, the pieces of equipment I found most fascinating were the developments of the Concept II ergometer. As with much novel rowing equipment, such as the Collar 'Feather' sculling blades, I pondered whether the new products were mere gimmicks or real improvements.

For some time now, Concept have offered a set of four wheels which can be fitted to their standard Concept II ergometer. No, this is not a Heath Robinson creation in which drive wheels are powered by the ergo flywheel, enabling you to 'scull' to and from work ! The purpose of the wheels is less obvious; they are uncoupled and simply allow the ergometer to move freely along the floor in a fore and aft direction. Could it be that the device is intended for less popular crew members to do their winter training pieces on a gentle incline leading to the river ? Quite the opposite is true - mobile ergometers need to be used on perfectly level ground. The rationale behind the addition of wheels is to allow the recovery phase to simulate more closely the recovery in a boat. On a fixed ergometer, more energy is required to accelerate the body mass along the slide than in a boat where the boat itself moves more than the crew as a result of slide action. Consequently, when the ergometer is mounted on wheels it is seen to oscillate in response to the athletes movement to and fro on the slide. Relative to any fixed object, the ergometer moves 2 to 3 times as far as the athlete moves in the opposite direction because the athlete is 2 to 3 times heavier than the machine. This is simply an example of the principle of Conservation of Momentum as expressed in Newton's Laws.

An interesting, although predictable, result of adding wheels is to improve the athletes score by some 5 to 10 %, three-quarters of the energy which he previously used to accelerate his body during the recovery is now available for powering the flywheel. Of course, with wheels less energy is also needed to accelerate his body during the power phase but an oarsman with good technique is able, towards the finish of the power phase, to re-direct his kinetic energy into boat (or flywheel) propulsion; it is only during the recovery that the body's kinetic energy is largely wasted as frontstops is reached (I say largely because a small amount of the energy can be stored in the legs as in a compressed spring).

Is that all ? Do the wheels merely allow the ergometer to feel a little more like a boat ? If so, I should write off the modification as a gimmick because the remaining differences between the ergo and the boat are far too great to allow the machine to be regarded as a rowing simulator. The Concept II may be an ideal way for an oarsman to improve his limb/body co-ordination during the power and recovery phases, his endurance and even his strength, but it does nothing for his bladework or for the overall smoothness of action. Quite high ergo scores can be achieved by some athletes who totally lack the subtle co-ordinations desirable at the catch and at extraction; indeed, such athletes might never have sat in a boat.

The presence of wheels on the ergo allows this co-ordination and smoothness to be sensed. If the athlete rows perfectly smoothly on the machine, then the horizontal component of the force he exerts on the stretcher should be equal in size and opposite in direction to that experienced by the axle of the flywheel because the tension throughout the athlete's body and the drive chain is uniform. Thus there should be no net translational movement of the ergometer provided it is on a level surface. In fact, if you watch a good sculler such as World Champion Thomas Lange or British Champion Simon Larkin at work at a Concept-on-Wheels, the movement of the machine is purely oscillatory; the translational component is negligible. Yet I have seen novice youngsters, while generating half the power of Larkin, causing a Concept II WITHOUT wheels to move 'sternwards' by several metres in a few minutes. Their technique was so rough, involving so much jerking, that the chain was flailing around, and the action on the stretcher was not being matched by the reaction on the flywheel axle, so the average net force on the ergometer pushed it backwards. Most experienced club oarsman do not move a static ergo, but an ergometer on wheels is very sensitive to the smallest horizontal force and so provides a measure of roughness of technique. As an oarsman tires during a piece of work, his smoothness commonly deteriorates and the ergometer, initially only oscillating, begins to move back increasingly rapidly.

The trouble with the ergo-on-wheels is that it is inconvenient to have a machine cavorting along the gymnasium. At the rowshow, Carl Douglas demonstrated his 'Rowperfect' - a machine

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which he described as a rowing simulator, a claim I refute as it takes no account of bladework. However, it does provide on the static ergometer an authentic recovery feel. The 'Rowperfect' looks very much like a modified static Concept II ergo in which the stretcher and flywheel assembly, instead of being fixed at the end of the box girder, are constructed on a carriage which, like the seat, can move along the girder. During the power phase, the stretcher moves towards the 'stern' more than the seat moves towards the 'bow' because the carriage assembly is designed to weigh one crewman's share of the boat (i.e. much less than the crewman's own weight). During the recovery, both the seat and the stretcher complete their oscillation by resuming their original positions. In order to prevent the rough athlete kicking the stretcher assembly to the stern limit of the girder rail, an additional elastic bungee cord is used to return it towards a central mean position. By analogy with the Concept-on-wheels, an indication of an oarsman's roughness can presumably be obtained from the proximity of the mean position of the stretcher carriage to the stern end of the girder. I say 'presumably' because Carl Douglas's blurb sheet is inexplicit about his claim that the Rowperfect tells you how well you are rowing. The Rowperfect comes for £940 inc VAT. Incidentally, the performance monitor on the Rowperfect was almost too small to be seen, let alone read, by my poor eyes !

Will individuals and clubs be prepared to pay almost 40% more than the cost of a Concept II for a Rowperfect ? I very much doubt it; especially as the Concept II is so well established internationally as a standard rowing ergometer. If you do want to monitor smoothness of technique, then a set of wheels for your Concept II is obviously the cheapest way to do it.

#### MORE NEW BOATS AT DURHAM

Durham Johnston School Boat Club (who row from the Durham City boathouse) collected a new boat at the Nationals. A coxed four, the boat, I seem to recall, is "The Johnstonian" and is another Hi-tech Racing boat. One can't help but notice the similarity between these Hi-tech boats and Empacher boats, but I am informed that Hi-tech boats are put together by an ex-employee of Empacher, hence the same style and lemon Opal-fruit colour.

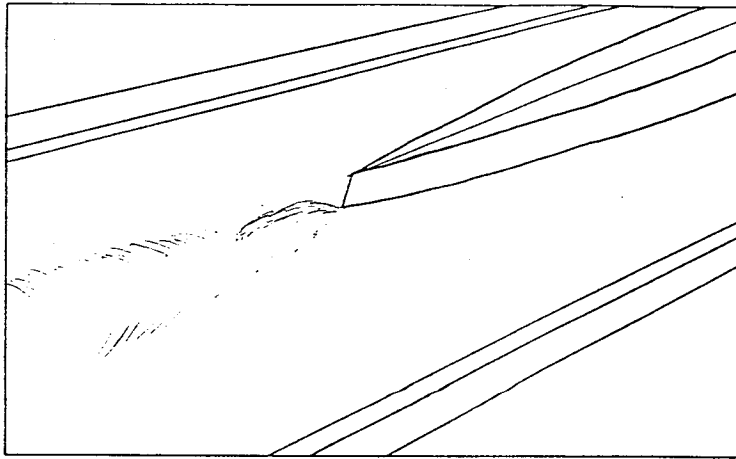
The new Durham ARC Hi-tech coxless pair mentioned in the last NERN suffered major damage when it was poorly supported on a trailer, with the result (understandably) that major structural damage occurred due to the bows "flopping around" during transit. I dare say that much greater care will be taken in future when loading the trailer.

#### NEW BOAT FOR CAMBOIS ARC

Cambois ARC have recently sold their blue Carbocraft four "Wansbeck" to Hull University for £400. Another new coxed four is on order for the club to be built by Aylings. It is a Kevlar Gold model to be finished in the same livery as the coxed four which was delivered earlier in the year. As yet, there is no name chosen for the new boat.

Cambois ARC have suffered greatly this year from low water levels, partly due to the dry summer and partly the silting up of the river bed. There is a small dam at the mouth of the Wansbeck and there is a fish leap permanently open. Normally there is more water flowing down the Wansbeck than escaping through the fish leap; this year it is not so, and the water level has been such that boating has been risky, if not impossible. The only time when boating is safe is for a few days after a higher than normal tide when it floods over the dam and refills the river. This happens in cycles about every 3 or 4 weeks. Damage has occurred to many of the club boats this year by hitting underwater obstacles.

The silting is a major problem. The local authority are not prepared to help, and the situation gets worse year after year. The Club has moved its landing stage once, but there has to be a time when the club will have to move lock, stock and barrel to the Riverside Park if it wishes to guarantee safe boating.



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### IT MAKES YOU FEEL OLD

Whilst on holiday in Southern Scotland during August, I took the opportunity of doing something I'd planned (and always wanted to do) for some 15 years, yet never seemed to have the time - it was to visit a Camera Obscura. I had known for some time that there was one in Dumfries, so along I went. The Camera Obscura is in an old converted mill, where they also have a building which covers the history of the town (much the same as the Peoples Palace in Glasgow Green, but not on such a grand scale).

As it happens, it rained and they wouldn't allow people into the Camera Obscura, so we had to be content with the museum. However, while wandering around there, we came upon a case which contained rowing trophies, and to my surprise there were two replicas of the same trophies that I had won a few years ago, now preserved for posterity. The first was a stone tankard I won for novice sculls at the Dumfries 800 regatta, and the second a tankard I have fond memories of winning at the Octocentenary Head of the Nith. I say fond memories because it was a five mile race for coxed eights from almost the Nith estuary on the Solway Firth, to the centre of Dumfries, and I rowed in a Cambois crew that rowed like an absolute dream on the day. Of course, you never feel pain when you are the leading the way ! This was indeed a special event, I recall all crews had to complete the Head Race, race a few sprints in pairs, and then row back downstream and stop at Kingholme Quay where we were served some real grog by divers swimming up to the boats. Talk about sinkers in your beer, you've never seen rum like this ! A reception lunch and then it was back home.

Oh yes, I've just remembered - Ronnie Wood and I took a lift from Robin Scott, a policeman rowing for Cambois, in his flashy red XR3 and he got booked for speeding by his Scottish colleagues !

### TALKIN TARN REGATTA 1990

This years Tarn Regatta was WET. Boy, did it rain. It rained all day long, persistently and consistently. A great pity, because this regatta is one of the last in the season, and is the one where the non-Henley types (it clashes) bring families and take the picnic.

The Tynemouth lot are completely undeterred by such minor things as rain, and took their barbecue anyway. Would you believe it ? The regatta finished and the rain stopped. Out came the barbecue and the sun came out, true only for a short while, but long enough to get the steaks cooked.

### DURHAM AMATEUR ROWING CLUB A.G.M.

The Club held their Annual General Meeting on September 28th, and the following people were elected as the Club Officers: President: J.W. Golightly, Chairman: J.A. Short, Secretary: W.D. McInnes, Captain: Angie Lund, Treasurer: R.I. Brooker, Regatta Secretary: C.F. Curtis, Vice-Captains: J. Lund and G. Clack. Committee: M.A.C. Hole, L. Pain, G.S. Graham, Press Officer: J. Carr-Brown.

The club reports further progress in improving the premises, including refurbishment of the bar and further landscaping work. A planned extension to the boathouse has hit planning delays, but it is expected to go ahead soon to provide extra space to accommodate the three schools using the club. The club won 64 events in classes from Under 14 to Veteran Over 65, and Joanne Stoker and Jayne Dulling took a bronze medal in JU14 double sculls at the Nationals. Senior rowing has faltered, but the increase in Novice/Junior rowing is stretching the club's resources.

Financially, the situation is sound, but the planned extension, and the repair and renewal of boats will take it's toll. Bar income is down due to the falling off of regular discos.

## DRAFT 1991 REGATTA CALENDAR

February	9th	Durham Head Race
March	2nd	Tyne Head
	9th	York Head
	16th	North of England Head
	23rd	Thames Head
	30th	University Boat Race
April	6th	Thames Scullers Head
May	4th	Tyne At Home / (York)
	6th	Tynemouth
	11/12th	Durham City
	18th	
	25th	Wansbeck
	27th	Tyne Regatta
June	1st	South Hylton
	8th	Hexham
	15/16th	Durham
	22nd	York Summer
	29th	Berwick Regatta
July	6th	Talkin Tarn
	13th	Durham veterans
October	5th	Wansbeck Scullers Head
	12th	Tees Scullers Head
	19th	Hylton Scullers Head
	26th	Tyne Scullers Head
November	3rd	Wear Scullers Head
December	7th	Rutherford Head (Newburn)

## COACHING ADVISORY PANEL

Northern Rowing Council Chairman, Brian Dalkin, recently met formally with Drew Robertson (the new Coaching Commissioner) and Regional Development Officer Nigel Reeves to discuss the setting up of the Regional Coaching Advisory panel.

The aims of the group are to improve the standard of performance in the region at all levels. Central to the proposed group activities is developing coaching standards by improving knowledge and broadening experience. "Whilst there exists a number of quality coaches in the region, there still exists a need to increase the number of coaches prepared to look after new recruits, particularly Juniors" says Reeves.

Anyone who is interested in becoming involved in the group should contact Drew Robertson on (091) 384 1986.

## TYNE AMATEUR ROWING CLUB A.G.M.

The Tyne AGM was held on 13th September 1990. The Club's annual report mentions the usual early season emphasis on small boats, and the club's domination of the sculling heads with

twenty wins from the five events, Cooper, Sadler and Tusting being prominent. The Tyne Scullers head is reported as now being close to being one of the top races in the country, with a record entry in 1989. The mens eight finished 2nd in the Tyne head, whereas half of the ladies eight won the fours division easily, and then the other half won at Trent. The mens eight finished 70th at the HERR well ahead of other North east crews.

The club assisted in the running of four events at the Garden Festival, and the money earned from these is to be used to help develop the club. The club had various successes through the season in all classes of boats, the total number of wins amounting to 72. A bitter note at Durham was the men's eight disqualification, but this was soon forgotten the following week by wins in Open and Senior I eights at York. The club purchased a new coxless Janousek four during the year, together with four Dreissigacker oars and this boat was raced at Henley. The club has travelled to many regattas around the country, including St. Neots and Stourport, and the Committee records that this year has seen greater commitment (and enjoyment) from members. The club reports the forming of seven Junior fours in September and even a restriction on numbers due to the strong interest !

Subscriptions have been increased to £80 for full members, £10 for Associate members and £20 for Juniors.

Notable departures through the year have been John Bland (to Japan), David Cooper (to New Zealand), and Alastair Tusting (back to Bedford).

#### TAKE HEART!

Clive Hole

9am at the boathouse for loading and boat from Tyne RC at 11am  
- well 9.40 am and midday were the outcome.

This was to be the a marathon row in aid of hearts, the only organ which still commonly offers a relatively quick, painless and timely despatch from this mortal treadmill. Nevertheless, it was a marathon row on the Tyne which in itself offered prospect of fun and games, and was therefore an acceptable way of spending a predictably fine Sunday.

It was Peter who had persuaded me to enter, and to his regret, Peter could not join in as there were only nine seats in the eight. However, there was something of a mischievous glint in his eye and something suspicious in the way he was so easily persuaded to lend me his rigger spanners.

The truth dawned on me as the crew assembled. Hoist by own petard ! It was the bare bones of two crews which I had been persuaded to coach for many months. Any of them who might be Senior III, I mused, must have won novices at a very minor regatta. Hope of any rhythm or pace dwindled further still when I saw who had installed himself at seven.

The row down to the Tyne Tunnel went smoothly, then the last 20 strokes suspiciously well. Six, the only other person able to produce any kind of a puddle, lived in one of the local hostelries. Giving me a lift up to Tyne RC, he had called in at home for 'some provisions', a prospect which filled me with expectation. However, he had emerged with two bananas and a girlfriend, and now needed a horsewhip. Whenever the boat went dead, his puddle was observed to be absent, a matter which repeatedly needed bringing to his attention.

It seems that I was the only person afloat that day who could recognise the fan ducts of the tunnel, and we turned and made up the south side, where leaned three officials, who weren't officials, over the railings of some parkland where stood a large stone statue of someone with his back to us. There we waited for the flood tide.

About ten minutes later, the QEHS Ladies crew rowed past and disappeared in the direction of Esbjerg. Two minutes later a Port of Tyne Authority launch pirouetted into position exactly where we had eased. Spotting us, they hailed us.

"Does that crew know where to turn?"

"I don't think so". However, it was they who had lent us one of their spare maps.

"We'd better chase them"

Yes, I thought to myself, and quick.

Mutinous noises were now to be heard spreading astern. Clearly the others did not see the benefit of waiting for the tide (Fools - Ed (as a Tyne estuary oarsman!)), so heavy hearted, after a 20 minute stop, we set off.

Just then, the City veteran crew came by in full cry, and headed off, disappearing in the same direction as the Hexham crew and the motor launch. Doubt entered my mind. After all, was not the organiser, the Knave of Hearts himself, on board? But those were definitely the Tunnel ducts.

Poor Anne! "Keep closer in", "You're much too close", "You could have gone inside that lighthouse" - coxes are never right. Against wind and tide, I pitied anyone who could not shut his mind on the way back to Newcastle.

"Can we stop soon?" It was seven. Very easily, not but not here. We had not even reached Ouseburn. Passenger ferries occupied all the ladders to the Town Quay whence smiled the hot dog stalls. "We'll stop at the Garden Festival". That was a long haul. The westerly, rather than changing to a sea breeze, had stiffened. In the waist of the ship discussion rumbled about what pressure we were supposed to be doing. Support there was from the bank. By inspecting the spaces where the puddles should have been, I was unable to detect who it might be for - it certainly wasn't for me.

At last Anne poked our bows in behind the staiths, ran aground on the mud, and stopped. Lunch wrappers rustled and a jolly little rescue boat came bouncing along. How nice, I thought.

"Hello there! Lost?"

"No. just knackered"

"Anything you want?"

"Pint of lager would be nice"

The banter continued in my mind as the inflatable drew alongside.

"You'll have to clear out now, There's a canoe race in five minutes time"

No canoes could be seen anywhere, just glistening, hissing mud. Was it not low water? Some ate, some drank, some stood.

The kites and balloons shrank astern. Scotswood Bridge - then "last mile!"

In the treasured opinion of our peers in the veteran crew, we disgraced ourselves by sacrificing three seconds in approaching the landing and disembarking stern towards a perceptible thread of new flood tide - and only lost by ten minutes. Our medals will be arriving soon.

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Clive told me that he penned some of the above while seated in the Regional Development Officer's broken down motorcar in the coach park at the boathouse parrying the threats of an attendant to place a parking fine on it and awaiting the attention of the A.A. in whose presence he was to masquerade as Nigel; a pretence he kept up well until they asked him for £5, and for Nigel's address, each of which sent him scurrying into the boathouse. Never mind, Nigel you owe Clive a fiver and he hopes you got to the Junior development meeting on time.

Womens rowing in the region is set for further development through the formation of a regional development group. The groups aims are to promote womens' rowing by encouraging them into the sport and also to raise the standard of club womens' rowing. The proposed activities include organisation of a series of events, provide advice and assistance to clubs, encourage clubs to develop their womens sections and general promotional activity.

The group consists of Nigel Reeves (Regional Development Officer), Kate O'Sullivan (Womens' Rowing Commissioner) and Bernard Robertson and other club representatives. "The success of the group is dependant upon it's members" says Nigel. "We would like all clubs to have representatives on the group. This will provide a wide range of views and ensure a communication link between the group and the clubs."

Events planned are:

- 1) Womens River Challenge recruitment scheme. Co-ordinator: Nigel Reeves 091 488 4063
- 2) Womens Regional Sculling Championships for all levels of single scullers.  
Co-ordinator: Bernard Robertson 091 386 1984
- 3) Satellite Centres (Training days) (Sept-Dec 1990)  
Coaching video sessions from launches.  
Videoing of sculling heads.  
At 4 centres in North East.  
Co-ordinator Vicki Payne 0434 602094
- 4) Regional Training day (Feb/Mar 1991)  
2 day coaching clinic.  
Practical coaching, video, lectures.  
Day 2 for invited athletes, small boats.  
Guest coach of National status.  
Co-ordinator: Kate O'Sullivan 0642 787836

Note:

1. The Secretary of the Womens Regional Development Group is Pat Elliott 091 252 6601.
2. The above events are at the planning stage, so are likely to change.
3. Any information, or ideas, please contact the Co-ordinator of each event.

THE GLASGOW HUMANE SOCIETY

You may wonder why the Humane Society should be mentioned within the pages of the North East Rowing News. Quite simple ... The Humane Society Officer is one who is known to many who have rowed for a few years. George Parsonage lives and works at Glasgow Green in the City Centre and has been involved in the Society for a great number of years, as Officer since 1979, but for many years before that helping his father, Ben Parsonage. He has his roots in Glasgow and I know his heart is with the river, and as a result of his love of the water he has spent many hours working and at leisure on the Clyde, and in the seventies was a formidable sculler. It is perhaps appropriate to mention here a few words about the Society for posterity:

In 1787 a Glasgow Merchant, James Coulter, left a sum of £200 in the care of the Faculty of Surgeons of Glasgow for the setting up of a Society for the rescue and recovery of drowning persons. Before this time, one was thought of as a criminal if one attempted to take one's own life, and seldom would anyone attempt to rescue anyone in this situation. Humane Societies were being set up throughout the world. These Societies gave medals, certificates and money to anyone who assisted in rescue or recovery.

So a meeting was held in the Tonine Hotel, Glasgow, in August 1790 and the Glasgow Humane Society was born. While other similar societies are for the giving of medals and certificates, the Glasgow Society is a very effective rescue and recovery service; and as far as can be ascertained, the Glasgow Humane Society is the only 'working' society still in existence. During the first 50-60 years, encouragement was given to people to assist anyone in danger of drowning, by payment, by the giving of medals or certificates, and by the supplying of equipment for rescue, resuscitation and recovery, at various locations.

From 1859 to the present time, the post of Officer of the Glasgow Humane Society has been in the hands of two families. Geddes and Parsonage.

George Geddes I 1859-1889	Benjamin Parsonage 1928-1979
George Geddes II 1889-1932	George Parsonage 1979-

Ben Parsonage was appointed Officer in conjunction with George Geddes II in 1928; he became the longest serving Officer of the society and was responsible for saving more than 1000 lives, recovering at least 1000 bodies, a sizeable amount of stolen property and weapons and the prevention of an unknown number of accidents.

In 1979, George succeeded his father and already a great number owe their life to his readiness and to the ideals of the Society established those 200 years ago. The Society keeps it's independence. It is neither Regional nor District, Police or Civilian. In that way it can be of most use as anyone can call upon it for assistance. The Society has never been in a healthy position financially, but it is hoped that the 200th anniversary will bring more recognition to the service it has given to Glasgow and the surrounding areas.

On the River Clyde at Glasgow Green, rowing boats and motor launches are maintained in constant readiness and boats on trailers are always ready for immediate transportation to any emergency further afield.

200 years ago, £200 started the Society and since then several thousand lives have been saved directly through it's ideals, and many more indirectly. Many rended hearts have been put at ease by the recovery of their loved ones. The ideals of James Coulter and the Officers from the Geddes and Parsonage families deserve our highest praise. It is hoped that the Society will long continue the work of Rescue, Recovery and Prevention.

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PAGE PENNANT

It has not been possible to publish the current standings in the Page Pennant competition as there a number of Open event results that have not been submitted.

WANSBECK HEAD RACE

The Wansbeck Fours head is now replaced by a Small Boats Head to be run in two divisions in mid-November. Further details can be obtained from Barry Hanley, Club Captain.

WANTED

Wanted to purchase: Stroke side oars. Odd ones will do. Contact Ken Hastie on 091 258 5733.

FREE TO GOOD HOME

A clinker built coxed four. Very sound hull with stretchers and some other fittings. Riggers missing. Contact Ken Hastie 091 258 5733. If no-one takes it quickly, it fuels the Tynemouth club heating system for 3-4 weeks.