

Fleet Management Plan

Richmond Rowing Club, revised 11 July 2010.

Purpose

This document describes the Richmond Rowing Club's (RRC) fleet acquisition goals for the five year period ahead.

The plan acknowledges that predicting the future is impossible; this is intended to be a dynamic plan that suggests fleet acquisition patterns based on input from experienced boat captains, and changes in RRC's membership and competitive trends observed from the 2001-2010 decade.

There will be cases where an opportunity for fleet acquisition or sale presents itself that appears highly advantageous, yet at odds with the schedule outlined in this document. It is hoped that this document will also be consulted to assist in such circumstances.

Fleet Proposal

Built from the feedback solicited from the coaching group, and the meeting with Mark Dwyer (notes follow).

The Committee understands that:

1. In May 2010, we gained some respite from the previous Marine Safety Victoria (MSV) directive that from 1 June 2010 only boats that meet the FISA 2007 flotation rules are to be rowed without wearing PFDs. Updated flotation requirements will probably eventually be required, but there is now hope that we will have a much more realistic 5-10 year phase out period.
2. The club has a need for new racing fours. This is the single strongest message delivered by the coaching group. With regulation boats out of D grade racing, a lot of members are in the A-B-C categories. We should have two dedicated racing fours, and two dedicated racing quads. If possible, all these boats should be convertible between fours/quads to provide more racing opportunities at regattas, but otherwise stay rigged for their primary purpose. The club's existing racing fours (March Jr, Butcher, Simon Crunden, Lucy Crunden) are either too old/heavy to be competitive in 2010 and beyond, or overly difficult to setup with very experienced rowers.
3. We should maximize boat accessories for adaptability to many crews. This suggestion comes from Mark Dwyer: have more sets of oars, so the oars can be kept adjusted for priority crews (eg lighter & heavier geared sets for the same boat), use quick change fittings to swap gate heights, and easily adjustable height/placement foot stretchers.
4. An understanding of power output is very useful to rowers and coaches; the club should acquire ergos with force curve graphing capability. For example Concept II model E.
5. We should adopt the priority crew concept, eg "priority 1" & "priority 2", where the P1 crew gets priority access to a boat for a given campaign. This would allow a crew to have priority

access to an 8 for the main RV season, and 2nd priority for the masters season. Since no crew will be “always on, all year round”, this provides the club with a mechanism for resolving equipment use clashes for both training and racing based on competitive targets.

6. It is much less relevant to call fleet “men’s” or “women’s”. It is more realistic to refer to it by average crew weight, to avoid stigmatizing cases where lighter weigh men may be rowing a smaller shell, or women may be properly boating a heavier 80-95kg shell. This works with the priority allocation idea in point 5, as opposed to gender allocation. This is more disarming for fundraising purposes.

New Fleet Priorities

This is the *first* released version of this document, and lists the current priorities for fleet acquisition. It’s important to note that the list is intended to be ideal; the actual order is subject to practical constraints. Indicative pricing is current as of 11 July 2010.

1. 60-80kg club grade racing four, with oars and cox box. \$15,300 (\$11,500 boat + \$2800 oars @ \$700/ea + \$1000 cox box)
2. 80-95kg club grade racing four, with oars and cox box. \$15,300 (same breakdown as above)
3. 8x sweep oars for 80-95kg “Schouten Family” eight. \$5600 (\$700/oar)
4. 60-80kg club grade eight, with oars and cox box. \$26,600 (\$20,000 boat, \$5600 oars, \$1000 cox box)
5. 8x pairs sculling oars, \$5600 (\$700/pair)
6. 2x Model E ergos, \$2500 each

Total cost for above: \$73,400.

Existing Fleet Management and Fleet Retirement

Managing existing fleet, and determining the order of fleet retirement is a future enhancement to this document.

Background: Notes from discussion with Mark Dwyer

Mark is the Captain of Essendon Rowing Club, and works with Loreto Mandeville Hall's school rowing program. Emma, Lucy and Martin met with Mark to discuss his fleet philosophy on Tuesday 2nd March 2010.

Below are the notes from this discussion:

1. Regulation fours:
 - a. There is no plan out, positive is that people "like" stable platform
 - b. Ess: planning on keeping them
 - c. LTR: don't bring all down at same time
2. Blueprint
 - a. Overboating:
 - i. prefers middle range, where some are underboated
 - ii. 75-80kg average. MF: prefer 80kg
 - iii. Watch out for width/bum sizes. Ensure that people will **FIT**.
 - b. See it and row it before buying it
 - i. Find out who has the right hull size/shape, go have a look, test row
 - ii. How is a 1 & 5yr old version holding up? (from existing customer)
 - iii. How does the boat hold up after 1 & 5 years
 - c. Small vs Big
 - i. "have both", 2/4/8
 - ii. Sculling: if you buy, buy many (not one)
 - d. New vs Used
 - i. New: if club
 - ii. Used: Sykes only, get Sykes buyback price for comparison
3. Priorities & Impact
 - a. Different seasons: Priority by season (masters vs mainline)
 - b. Priority by expected success
 - c. Adjustability
 - i. Clip-on washers, everywhere
 - ii. Oars: flexibility around pin position, get a lot of gearing options for max adaptability
 - d. Durability
 - i. For new boats, have vendors show you.
4. Plan (5yr)
 - a. Five year plan, build one, advertise it (this document)
 - b. Complaints? Ask for written down feedback
 - c. When selling named boats: let the named person know ahead of time. Also recommend a "boat honour board" in the club, to catalogue all boats & naming honours beyond the boat's active lifespan.