



BOAT RIGGING

PURPOSE

Melbourne Rowing Club (MRC) maintains a fleet of boats on behalf of members. This document outlines the boat rigging principles adopted by MRC.

RESPONSIBILITY

The Captain is responsible for determining the rigging set up of each boat. A number of factors determine the rigging of a boat, these include:

- Size of the crew rowing to the size of the boat
- Adjustments to this boat to accommodate the crew

ADJUSTMENTS TO BOAT RIGGING

For ALL adjustments to boat rigging and shoe heights (but not shoe position) the Captains permission must be sought. Any adjustments made during the competitive season must be returned to normal settings at the end of the season.

OAR GRIPS

The club maintains all oars with standard grips to cater for both male and female club rowers. Sculling oar grips are allocated according to boat weight:

- Yellow grips for Lightweight women's crews/boats
- Blue grips for mid-heavy weight women's and men's crews/boats
- Black grips for very large men's crews/ boats

As both men and women and 'Young' and 'Masters' rowers share club oars it is not always possible to have the ideal oar grips for your needs. A further complicating factor is the priority given to 'Young' and 'Masters' crews depending on the time of the year (which competitive season).

Under certain circumstances it may be possible to adjust oar grips, but only with the Captains permission. The Captain will weigh up the request with other club members equipment needs and will take into account:

- The competitive season
Young competitive season is Mid Jan – Nationals (March)
Masters competitive season is Feb- Nationals (May)
- Who the equipment is shared with.

If boats / oars are shared between a Masters and a Young crew, the Young crew will have priority until the end of their competitive season. After States or Nationals are over, the Masters crew then has priority until the Masters Nationals is over.

If boats/ oars are shared between two crews from Young or Masters squads then special consideration will need to be given to any changes to the boats. This will be done in consultation with the coaches but remains the Captains decision.

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RIGGERS

Spread, span, oar length and oar inboard setting are all set according to the following tables. If you wish to adjust the standard settings you must obtain the captains permission before making any changes. At the end of the period of use/ season, all settings must be returned to the standard settings.

TABLE 1 – Heavyweight Men -> Standard (MRC) measurements for sculling and sweep rowing

Boat	Spread/Span In cms	Inboard In cms	Oar Length In cms
1x	158 – 160	88 – 90	288 - 290
2x	158 – 160	88 – 90	288 - 290
4x	156 - 158	87 – 89	290
2-	86	116	376
2+	87	117	376
4-	85	115	376
4+	85.5	115	376
8+	84	114	377

TABLE 2 Lightweight Men -> Standard (MRC) measurements for sculling and sweep rowing

Boat	Spread/Span In cms	Inboard In cms	Oar Length In cms
1x	159 – 160 - 162	88 – 90	288 - 290
2x	158 – 160 - 162	87 – 88 – 89	288 - 290
4x	156 - 158	87 – 88 – 89	288 - 290
2-	86	116	372 - 376
2+	87	117	372 - 376
4-	85	115	372 - 376
4+	85.5	115	372 - 376
8+	84	114	372 - 376

TABLE 3 Heavyweight Women -> Standard (MRC) measurements for sculling and sweep rowing

Boat	Spread/Span In cms	Inboard In cms	Oar Length In cms
1x	158 – 160	88 – 90	288
2x	158 – 160	87 – 88 – 89	288
4x	156 - 158	87 – 88 – 89	288 - 290
2-	86	116	372
2+	87	117	372
4-	85	115	372
4+	85.5	115	372
8+	84	114	372

TABLE 4 Lightweight Women -> Standard (MRC) measurements for sculling and sweep rowing

Boat	Spread/Span In cms	Inboard In cms	Oar Length In cms
1x	158 - 163	86 – 90	284 - 286
2x	158 – 160	87 – 89	286 - 288
4x	157 - 159	87 – 89	368 - 372
2-	86	116	372

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2+	87	117	372
4-	85	115	368 - 372
4+	85.5	115	372
8+	84	114	372

RIGGER HEIGHTS

Rigger heights determine the height of the work and affect the height of:

1. swivel over the seat
2. swivel from the water
3. seat over the water

As a crew is allocated a boat, the captain will determine the required heights for the users of the boat and will take into account rower comfort and mechanical efficiency of the rower. As club boats are often shared the settings may be compromised to accommodate all crews using that boat.

STANDARD MEASUREMENTS

(distance from vertical distance between the lowest point of the seat and the horizontal sill of the swivel)

Sweep - 15 to 18 cms

Scull – 14 to 16 cms

SCULLING (Bowside oarlock)

Swivel should be set from 0.5 to 1.5 cms higher than the stroke side gate due to the hand height difference at the cross over point

FOOTSTRETCHER ANGLE, HEIGHT AND PLACEMENT

Foot stretcher angle and height must not be adjusted without prior permission from the captain.

STANDARD ANGLE OF FOOTSTRETCHER - ~42° (range from 42 - 45°)

STANDARD HEIGHT – 15 to 18 cms (subjective evaluation: knees should be level with their arm pits at the catch)

STANDARD PLACEMENT OF THE FOOTSTRETCHER

(measured from the point where the pin(s) is perpendicular to the midline of the boat)

Short Rower – 60cms

Medium Rower – 63 cms

Tall Rower – 65 cms

*NOTE: all rowers within a crewed boat should set their finish arc at the same point to ensure the crew is rowing in the same arc

FOOT STEERING LOCATION

The windy nature of the Yarra River and the numerous bridges make steering from any seat other than bow difficult. For this reason MRC has determined that all coxless boats be steered from the bow seat only. For racing purposes on straight courses the steering may be moved to the stroke seat. Requests must be forwarded to the Captain before any adjustments are made.

CAPTAINS CONTACT DETAILS

Tanja Nishibata

tnishibata@hotmail.com

mob 0400 329 184