

MUBC NEWSLETTER

WORD FROM THE CAPTAINS

Welcome to the second edition of the revitalized MUBC newsletter. Since our last installment, we have concluded the domestic regatta season for our younger athletes, and duly recorded some fantastic results. The club had excellent representation at the Australian National Championships with particular success in many women's categories. Have a read of our more detailed results section to find out more!

We would also like to congratulate our many Masters rowers who did the MUBC family proud at the Nationals Masters Regatta in June. Some fantastic results for the blue and black and they continue to be a welcoming constant for us as they train throughout the winter.

Particular thanks must be given to General Manager Prue Ottey, and Head Coach Rick van Hooydonk. Our two full-time staff members have successfully navigated their first regatta season in MUBC colours. Right now the club atmosphere is busy, welcoming and positive. We look forward to what the next few months bring!

Finally, we have also had many MUBC athletes selected for Australian teams. All these athletes are busily working away, putting in hours of preparation for their respective international regattas later this year. Whether in New Zealand, the Netherlands, or Brazil at the Rio Olympics, we know that these rowers will represent the club with distinction on the international stage. Bring on Rio 2016!

Happy rowing and go Uni!

Hedda & Chris



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MUBC was proud to have in excess of 20 club members racing at the Sydney International Rowing Regatta in March earlier this year. Throughout the week long event our members competed in the Australian National Championships where we entered a total of 49 boats. MUBC ranked second on the overall medal tally winning 11 gold, 9 silver and 8 bronze medals.

U23 WOMEN

Indi McKenzie started the week off winning the U23 lightweight women's single, with Alice Arch coming a close second place. Later on in the week these two speedy lightweights took out the U23 women's lightweight double by a clear margin, and the U23 LW quad with some fellow UTS athletes. The U23 women's heavyweights also had some great results with Hedda Cooper and pair partner Liv Sibillin (Mercantile) winning the U23 women's coxless pair, with Claudia Zucchelli and Katie Michelmores taking out third place. These four combined to create a speedy U23 women's HW four which after a good battle throughout the middle of the final came a close second place, with fellow MUBC member Edwina Flakemore placing third in her composite four.

Hedda Cooper, Katie Michelmores and Claudia Zucchelli on the podium for the U23 2-



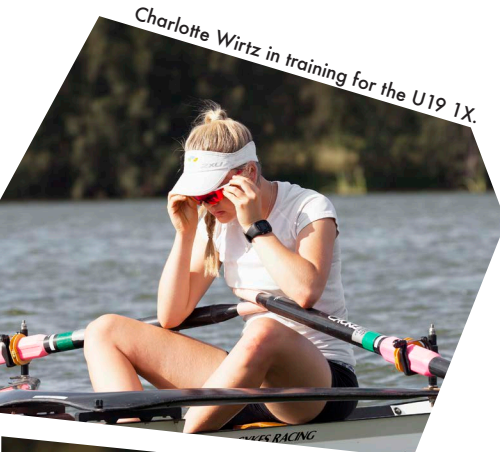
U21 WOMEN

Youth athletes Chloe Betts and Elise Franetic also had an extremely successful regatta placing third in the U21 women's coxless pair. We had another MUBC women's pair in this race - Jacqui Hart and Peta Saul who raced exceptionally well to come in at fourth place in a very tight field. Well done to this MUBC pair who showed that being fearless and believing in yourself can get you across the line. Fellow youth girl Charlotte Wirtz raced many U19 events throughout the week with the highlight being her bronze medal in the U19 women's quad! Thanks to Annabelle Eaton who coached these youth girls to successful pair and sculling races and a bronze medal in the U21 four coxed by Sarah Ben-David.

U21 MEN

Ed Monteith's youth boys had an extremely unique regatta schedule. They raced sweep and sculling events throughout the week and again showed the strength of MUBC by placing 2nd in the U21 coxed four. This crew was made up of Lachie May, James McCann, Ben Canham, Will Porter and Jack Kirby. Ed himself stepped up, or rather into, the Open Club Men's four at the last minute along with Ben, Will and Alistair Cunningham, for a very respectable 3rd place.

Charlotte Wirtz in training for the U19 1X.



SENIOR MEN & WOMEN

Despite having few senior men racing at the event, Isaac Smith, Jordan Smith, Callum McKenzie & Nick Stevenson put some great results down in some of the toughest fields the regatta has ever seen. Particular mentions go to Callum (LW) who came second in the fast open lightweight men's four race with three ANU crewmates. Equally important was Steph Radford's silver medal in the Open lightweight women's quad division where she raced extremely fast in a scratch composite crew!

Isaac Smith (Bow) training in the U23 2X.



Elise Franetic and Chloe Betts on the podium for U21 2-



Congratulations too to some of our older and more experienced rowers (who have recently been selected in the senior team which will race at the qualifying regattas and Rio Olympics later in the year) who also had an extremely successful regatta. Lucy Stephan took out the Open Women's pair with pair partner Charlotte Sutherland (MerCs) while Josh Booth and pair partner Alex Hill (Adelaide) took out the Open Men's pair (Pictured below).

Lucy Stephan in the Open 2-



Kim Brennan in fine form, as ever.

The highlight of the day was our women's lightweight quad- an entirely MUBC State crew (coached by Bert Cocu) made up of India McKenzie, Alice McNamara, Alice Arch and Steph Radford. These four girls rowed a phenomenal race to take out the Victoria Cup for Victoria.

India McKenzie, Alice McNamara, Alice Arch and Steph Radford celebrate their victory in the LW4X.



INTERSTATE REGATTA

On Sunday afternoon the Interstate Regatta was held. MUBC proudly had 15 club members representing Victoria all of whom contributed greatly to Victoria winning the Interstate Regatta (the Rowing Australia Cup). Highlights of the afternoon included Kim Brennan (nee Crow) taking out the Nell Slatter Trophy in her single scull. Kim then jumped in the Queens Cup with Lucy Stephan, who raced a tough race to come home with the gold just ahead of QLD. MUBC athletes Chloe Betts & Elise Franetic represented Victoria in the women's youth eight, while Lachie May and James McCann were part of the men's youth crew.

Congratulations to all athletes who raced for MUBC and Victoria throughout the week. MUBC is proud to have achieved such a high level of performance. We cannot wait to see what the 2016/2017 season will bring for MUBC.

MUBC AUSTRALIAN REPRESENTATIVES 2016

Congratulations to the following MUBC members who have been selected in Australian teams for 2016. MUBC is proud to have so many members representing our club at international events.

Senior Team

- * Will Lockwood -Men's coxless four
- * Josh Booth – Men's coxless four
- * Karsten Forsterling – Men's quadruple scull
- * Kim Brennan – Women's single scull
- * Lucy Stephan – Women's coxed eight

These athletes will compete at the 2016 Olympic Games.

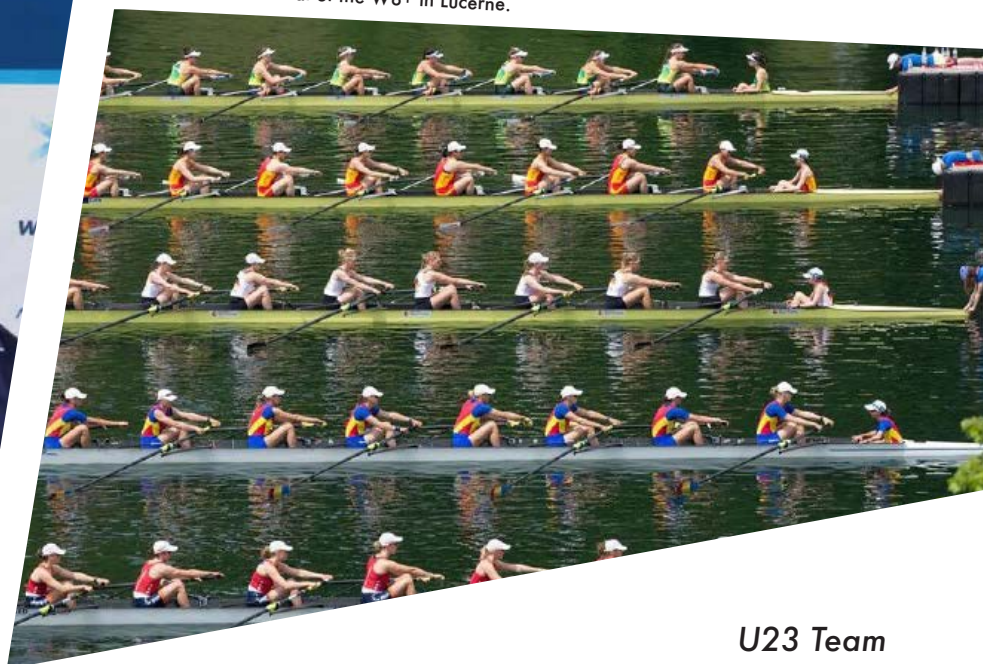
- * Stuart Sim – coxswain of the Men's eight
- * Samuel Hookway – reserve for the Men's sweep.

After a valiant effort at the qualification regatta in Lucerne, the mens 8+ unfortunately did not gain Olympic qualification.

Kim taking out World Cup 3, Poznan, Poland.



Lucy Stephan in 7 seat of the W8+ in Lucerne.



U23 Team

- * Alice Arch – Women's lightweight double
- * Indi McKenzie – Women's lightweight double
- * Bert Cocu – coach of the Women's lightweight double
- * Katie Micheltore – Women's eight
- * Hedda Cooper – Women's eight
- * Annabelle Eaton – Coach of the Women's eight

These athletes will compete at the U23 World Championships in Rotterdam in August.

U21 Team

- * Sarah Ben-David – Coxswain of the women's team

Sarah will compete in the Trans Tasman regatta held in both Australia and New Zealand.



Our U23 athletes and coaches at camp in Penrith.

OXFORD CAMBRIDGE BOATRACE REPORT

By Alister Taylor



Al, bottom of picture, braving the cold better than the brits.

It's a curious feeling to have lost the race you've been training for all season, to be in tears of disappointment and emptiness, yet to be in tears of joy half an hour later to see the next race won by your club. However, those contradictory feelings will be two of the ones I remember most at the end of my Boat Race campaign.

The constitutional goal of CUBC is simple and only one sentence long: To defeat OUBC in the Boat Race. Lead up races mean nothing, races afterwards mean nothing. The Reserve crew, in which I rowed, is something of an anomaly: it exists to push the Blue Boat, and to provide a reserve of members on which the BB may draw upon in case of sickness or injury. Yes, we race, and race pretty bloody hard, but for us to lose is not a calamity. It's nice to win, but both clubs would take losing the reserve boat in perpetuity to win the Boat Race.

The run in had not been a smooth one for Goldie, with injury issues affecting both boats, and delaying selection. My die was cast reasonably early: I'd lost my seat race on stroke side in November, and managed to do the same on bowside in January. Maybe a few more weeks would have helped, not getting sick or injured would have REALLY helped! However, we had improved greatly since final selection, and our final fixture against Thames RC was a positive one, winning the first half course by a seat, and the second half by $\frac{3}{4}$ of a length. As they placed 3rd at Head of the River the weekend after (albeit with one crew member substituted), we rightly felt confident. A bit slow off the start, but a fantastic cruising rhythm, which would set us well. We had gained speed into the races, and were handling the predicted rough water better and better.

Both races were run under varying conditions, the first half in a sheltered headwind, then most of the rest in conditions that are best described as apocalyptic. Racing an hour before us, the CUWBC crew continued to row and race with water over their knees, oars barely able to clear the water, and we prayed that our pumps and extra-wide splash decks would be enough. In a week where you are surrounded by media, and when you know there will be a few hundred thousand people watching the race along the way, the quietness of the warmup downstream from the start is eerie. You know the crowds are there, you can see the helicopters, but they are not where you are.

Onto the stakeboats and handing down the waterbottles and kit (which never seems to make it back to you), the stream was pumping, and the noise pretty loud from the boats next to the start. Isis (the Oxford second boat, not the crew of terrorists) took the start a little quicker than us and moved to half a length up the first straight, which was problematic as they had the inside of the first corner. Gaining clear water on another crew means that you can take their water – the faster course – and as we had gambled on the inside of the second, longer corner, it was essential to not let them get away. On the way up to the first bridge it was a constant battle to not let them get that water, in a series of pushes that felt like attempts to ram Isis. Shooting the bridge, we were still down and hoped that our advantage was enough to let us get around and in front for the final bend. Good water was good for Oxford, several kilograms lighter than us, and we were praying for the bad water to come, and to come hard, as during the long bend we had not managed to move up more than a few seats.

The weather came, and came hard. It was worse than anything I had ever raced in, and we would have been in profound trouble had we not had the aforementioned pumps and splashdecks. Having said that, it seemed to help us, as we moved up to a few seats up as the bend straightened and the water got worse. In a fairy-tale Boat Race story, all the ergos, the weights, the sub-zero rows, and the late nights to cope with uni work would have paid off, and we would have flown through to a victory. Unfortunately it wasn't enough, as Isis blunted our attack and took the far inside of the corner, taking almost flat water and not allowing us enough to take the same line. We dropped about a length and a half over the next few minutes, and a ferocious finishing charge wasn't enough to get us any closer than a length and a half. Not much over 6.8k, but no fairy tales. We drifted under Chiswick Bridge, not standing up and cheering like the victorious Blue Boat would in half an hour or so, but in a feeling of emptiness that this is what it feels to lose a Boat Race.

So, how does it compare to rowing at Melbourne University? Quite differently, to be honest. The club is relatively small, only 20-30 athletes trialling each year, with everyone training at the same time, and the support of the University is far less palpable than at MUBC. The Vice-Chancellor was certainly not in evidence in Putney, and the money paying for boats, salaries, transport, and the like comes from sponsorship and alumni. Training is set around classes, which most supervisors are loath to move, to the point of some degrees making it almost impossible to do Boat Race training. I have been very lucky to have a tolerant supervisor whose first words to me after the race were, "well, we'd better work on getting you a degree now", but others are not quite so fortunate. And it is a draining existence, slogging in the dark most of the training year, and My God, it's cold at times.

But worth it? Absolutely. Equipment, squad, coaching, and opportunities are as good as you will see anywhere. It is truly one of the great experiences in rowing and academically, and if the chance arises to be a part of it, do whatever you need to do to get across. At 38, it should perhaps not be a life-changing event as it would be for someone many years younger, but it has been. To be academically and physically challenged every day, to be exposed to some of the most inspiring people I've ever met as fellow athletes and alumni has been totally worthwhile. It is not easy to get in, nor is it cheap (although there are (non-rowing) scholarships available), but it may well just be the best thing that you ever do. If MUBC athletes are at all interested in studying at Cambridge, do get in contact! Unless it is discussing whether you want to go to Oxford...

- Al



KEEPING UP WITH...

Josh Booth

If bold sweeping statements were your thing you could say: 'psychology is everything!' And in relation to the domestic season leading to final Olympic selection trials, I could almost agree with you. How athletes handle themselves in this period is extremely interesting and crucial to their Olympic aspirations. As the pressure mounts athletes can become complacent, overtrain or mismanage themselves. It is a long period of time from World Championships in the pre-Olympic year until selection trials, almost 6 months! In such a period of time many permutations and machinations occur. Following the World Championships all bets are off, as pressure builds to be selected in an already qualified boat or to begin the journey to the qualification regatta in Lucerne, Switzerland where crews race desperately for the last available Olympic spot.

To add to the pressure, many external parties suddenly become interested in your usually obscure hobby of sitting down facing backwards trying to propel boats forward with long sticks. Friends, family and acquaintances pepper you with questions and encouragement in every social situation making it hard to unwind. Words such as 'Olympics' and 'Rio', when heard, can cause spikes in blood pressure and sweaty palms. Pressure is always perceived, the word itself a physical one to describe an emotional and cognitive state. During the domestic season with the ups and downs of performance I often remind myself of this and come back to the more pragmatic and procedural points. This I break down simply to keeping a clear head, sticking to task and maximising all the moving parts of your preparation.

The aim is to perform at each of the selection trials, which are mid-December, late January and early February. Performance in the boat ultimately constitutes many moving parts: your physical preparation, in terms of strength and aerobic fitness; your technique and movement, fine-tuned in the boat; your mental approach to and during racing; and finally, as is the case in sweep rowing, synchronizing and synergising with your pair partner. The complexity of this and balancing of each is a challenge for the athlete.



Dave Webster and Josh Booth (right) celebrating a win in the King's Cup.

My personal journey this season began off the back of an unsuccessful campaign in the Eight at the World Championships in Aiguebelette, France. We placed 9th and failed to qualify the boat. We had high hopes for this boat with a good mix of experience and physical abilities. However, putting it all together is another matter! The Eight was a tough category with only 5 qualification spots and many countries prioritizing it.

I took some time to reflect on things, had my doubts about continuing, and tried to answer questions surrounding whether we could qualify the Eight or if I could force my way into one of the already qualified boats.

Arriving back to Melbourne I jumped straight back into training and paired up with Josh Dunkley-Smith (from that rotten club down river that wears red and white) Christian Ryan was instrumental in putting us together in the pair and saw an opportunity for us in the coxless four. Whilst we won the first selection trials in December, which included a long distance time trial and a 2km race, racing remained tight with us finishing 2nd and 3rd in the remaining trials. We had slumps in form during the season and never felt like we really nailed a race in the pair. Luckily for us though, we did enough to remain in contention for seat racing in the 4- and were named in a six man squad vying for seats in the 4- and 2-. It was an odd move by selectors and something none of us were expecting. As part of the arrangements we relocated to Canberra to begin training at the AIS, with the final crew to be named after Nationals.

Nationals was another opportunity to get some quality racing under the belt. I teamed up with Alex Hill from Adelaide Rowing Club to take out the open men's pair, and jumped in a coxless four with Josh Dunkley-Smith as well as Alex Lloyd and Spencer Turrin from Sydney Rowing Club to take out gold. It was great way to start the week leading up to the King's Cup, which was the main focus for the week.

King's Cup

We had a title to defend this year, which was a massive change from last year but also gave us a great deal of confidence heading into the race. We had a number of changes from last year with three members of the crew making their debut in the race. We could only get the crew together a few days before the race, training once racing was completed each day. With such a short lead up the key was to bring great energy to each session and really build the excitement levels. Additionally, keeping things simple and clear was also crucial to ensure everyone could easily understand the role they needed to play and avoid any second guessing or confusion.

We surmised that this would essentially be a match race between us and NSW, with QLD, SA and WA vying it out for 3rd place. As such the race plan was simple: start aggressively and spend the first 1250m of the race doing what it took to get ahead, use the 6th 250m to sustain and consolidate our lead, saving some gas to cover any last 500m heroics from the competition.

It was phenomenal race to be part of, we executed our plan perfectly and every man played his role. We established dominance early in the race as we were prepared to put it out there early, holding world record splits to the 1000m in a very handy tail wind. I was weary that with such early speed we could potentially pay a price later in the race, stroking the boat I felt the need to hold the horses back a touch and keep the rhythm sustainable through the 3rd 500m, in order to ensure we had some fire power left to cover NSW to the line.

I was so proud of the crew representing the big white V in style, the win made even sweeter by Victoria's dominance across the Interstate Regatta with wins in the Queen's Cup, the Victoria Cup, the Nell Slatter Trophy and of course winning the Rowing Australia Cup for overall points.

Future Direction

Off the back of nationals the final selection was made for the coxless four, the crew for the World Cups consisting of myself and Will Lockwood (MUBC), Josh Dunkley-Smith and Alex Hill. Alex Lloyd and Spencer Turrin were named as the coxless pair. It was a very tight call on selections and I was very fortunate to be named in the coxless four. Since then we have been training away putting some solid K's in and developing some match up under the experienced eye of Chris O'Brien. Our first shoot out will be at Lucerne at the end of May. We are all pretty excited by the potential of the crew with some fast times being put down at trials and a fair amount of horsepower on board. The challenge is harnessing the physicality and using it to develop boat speed, so for now it is back to the training track to prepare in earnest and squeeze every second out of the boat!

Happy rowing!

Josh training with the M4- in Varese, Italy.





John and Peter share victory.

VALE John Whiting

John rowed with MUBC over the past 15 years after having rowed with us in his earlier years. In the intervening times he focused on other passions, such as, family, skiing, vintage cars and horse riding. John was also a very successful businessman with great insight and the ability to work extremely well with others. Up until the time of John's passing, John was a Committee member of MUBC and did an immense amount for the Club.

MUBC is very lucky that rowing became an important part of John's life. Thousands benefited from this: those who competed in events John created or enhanced; those who worked on events with John; those who rowed with him; and, even those he rowed against, many of whom ultimately became his friends.

John related so well to so many of us, from our novice rowers to our elite members. John introduced many people to rowing. John was known to have said, if you row 5 days a week for 5 years, you will be a sculler. A recipient of such advice was quoted as saying, "the upshot of this is he made my life better and I am eternally grateful for both the sport and the friendships made." This is what John was like.

John had a great effect on those around him. Another MUBC club member said, "He took his rowing very seriously, but on the other hand he didn't. He just wanted the fun and excitement of rowing and racing. This attitude rubbed off on everyone. The ten years I knew him were like a perpetual rowing picnic, more fun than when I was a young rower. In addition, he had a certain ability to make things happen without fuss. If there were more people like him, the world would be a better place."

John always strove for excellence and success with his rowing and won many national and international masters titles in all boat classes from single scull to mixed crews and eights. Luckily for us, the challenge and thrill of taking MUBC crews onto the International stage, such as, Henley, Eights Head on the Thames and Head of the Charles, inspired John to action. John made sure those tours were not only about winning, but also about meeting other rowers and training at clubs such as London RC, Crabtree of London, Leander RC and Upper Thames at Henley, Vesper of Philadelphia, Princeton, Yale, Harvard and Cambridge of Boston. They were grand tours of the rowing world. He has left this legacy...

The consistent theme of these campaigns was fun and success, all on the basis of John's seamless organisation, of which it's been said even would have impressed Sir John Monash. John's rowing ability, needless to say, supplied the horsepower and skill which were vital to the success of the crews he rowed in.

John also took a personal and loyal interest in the current aspiring MUBC Australian representative rowers. He followed them closely and offered positive and unwavering support. Our Australian representatives enjoyed John and Pamela's support when they visited international events, such as the World Cup in Lucerne last year.

One of our elite rowers reflected that John was always up for a chat over boat washing after morning rows at MUBC, as he discussed the day's water and weather conditions. This small talk wouldn't go on for long before he'd ask with genuine interest about the ins and outs of selection and results. He was knowledgeable about current competition, and always made you feel like you could be successful and that you had the support of the whole club behind you. At times of need, be it helping with athlete issues like appeals, or even fundraising, John was there with his clear thinking and support. John was a gentleman who you knew would fight the fight while keeping the peace.

John was a truly strategic and original thinker. He thought outside the box, challenged bureaucracy and lead by example. He was a driver of the enormous success of the Winter Sculling series in recent years, by ensuring that communication and simple organisation was the key to a fun event. He invented and popularised the Melbourne Head, Australia's biggest head race. His ability to remain calm, clear and on message, even in the most challenging of circumstances – such as getting out the results at the Melbourne Head Regatta - made so much of what John did very successful.

With MUBC as one of the smallest boathouses on the Yarra river bank, and with so much going on inside it, naturally John loved to reorganise the layout. As a result, we are densely packed with more rowers able to do what counted most for John, and that is getting out in boats.

We are most saddened that John, a highly valued committee and club member and a most significant contributor to MUBC in so many ways, has passed away. He was a great example, friend and mentor to so many.

All of us at MUBC extend our sincerest condolences to Pamela and John's family. John will be sadly missed by us all. He has a special place in the hearts of many of us at MUBC.

Peter Antonie
MUBC President

VALE Neil Everist and John Hall

Words by David Salmon

It is an honour to write about Neil Everist and John Hall, prominent members of Melbourne University Boat Club during the early 1950's, both of whom sadly passed away at the turn of the year.

Neil stroked the MUBC boats in the inter-varsity races of 1952 and 1953, following his brother Ian who had the same role for three years from 1948. Neil was an elegant oarsman and was comfortable rowing on both sides of the boat, he rowed for Victoria in the 'five' seat in the same two years he stroked MUBC and was successful in all four races. He was well co-ordinated and rhythmical which made him easy to follow; he also had a tactical mind and the strength to lift himself and his crew when extra effort was required.

John Hall hailed from Wesley College and rowed for Queens College in the inter-collegiate races. He was eighteen years of age in 1952 but presented as someone at least two years older. He possessed an ideal oarsman's physique, and was buoyed with great enthusiasm, never in any doubt of his ability to row out the three miles.

Neil and John combined well as stroke and seven- in the business end of the boat. John joined Neil in the 1953 Victorian Kings Cup boat.

Three mile rowing was frequently marred by rough and windy conditions that prevail on most open water courses and the lower Murray River was certainly no exception. The 1952 eight practiced daily into strong head winds and rough water. They developed a rugged approach both in mind and application. In the race, MUBC had an indifferent start but soon settled down to the sort of rowing they had developed in training and surged ahead. They went on to win by about three lengths.

The 1953 race was held on the Nepean river at Penrith. Nestled in the shadow of the Blue Mountains, it is the most rowable three mile course in Australia. MUBC had a fine crew that year but were pressed all the way by a nippy Western Australia. In a final burst led by Neil and John Melbourne staved off W.A. to win by half a length.

Neil and John both retired from rowing at that time to embark on their chosen careers. They were both Olympic standard oarsmen, but no opportunity to compete internationally arose when they were at the height of their rowing experience.

Neil became a notable architect who practiced in Geelong and Melbourne with another former MUBC oarsman-David McGlashan. Many fine buildings exist as testimony of their high professional standards.

John was an Electrical Engineer. He was for a time a management consultant, and later had an interesting career in Australian corporate affairs.

Neil and John maintained an interest in, and support for the boat club throughout their lives. Members of the 1952 and 1953 crews kept close during the years that followed and enjoyed several reunions together and occasional get-togethers on the river bank.

Vale Neil Everist and John Hall.

VALE Debbie Clingeffer

Words by Gayle Young

In 1986 Debbie was a member of the NSW lightweight four and pair partner with Virginia Lee. This Mosman Rowing Club pair proved to be very competitive and Debbie's introduction to MUBC was being selected in the Australian Commonwealth Games and World Championship Team. Debbie together with Virginia Lee, Amanda Cross, Karin Riedel, Gayle Toogood and coach Brian Dalton trained in the winter of 1986 out of MUBC. Debbie won a Commonwealth games silver medal with this crew and finished 4th at the Nottingham World Championships. Debbie was a recipient of the Gold Duke of Edinburgh Award, itself a fine achievement and was invited to lunch with the Queen at the 1986 Commonwealth Games to honour this outstanding achievement .

In 1987 Debbie was a member of the NSW lightweight four and in the same year was selected in the Australian lightweight four together with Virginia Lee, Gayle Toogood, Leeanne Whitehouse, Minnie Cade and coach Barbara Gillett that once again trained out of MUBC. Debbie competed in the Herald Shield VSA winter competition as part of the training and won the overall women's sculling section.

Debbie met a lot friends through training at MUBC which included lightweights, heavyweights, veterans, coaches and officials. Many of these friends remained lifelong friends. Some memories of those days are the gym sessions at the old South Melbourne Rowing club, aerobics at the Church Hall in Albert Park , Deb running the tan with her faithful dog Lassiter.

In her professional life, Debbie was a teacher and most recently was Director of Learning at Geelong Grammar School as well as concurrently a very successful rowing coach with the Geelong Grammar Girls. She had a long association with this school as a teacher at both Timbertop and at the Corio campus. The Geelong Grammar School community will miss Debbie.

Debbie continued her own rowing on the Barwon River. As a member of the Corio Bay Rowing Club, she made many great friendships and had great success in masters rowing and happily enjoyed a paddle on the Barwon river with her friends. She was a well respected member of this rowing club .

Debbie epitomised all that rowing and rowing in a crew was about ,she had great respect of her crewmates ,showed balanced competitiveness and respected her opposition and Officials. Debbie was intelligent ,hard working and above all always happy.We will always remember and miss her smiling face and infectious laugh.

MUBC was Debbie's rowing home for a short but important time in her rowing career. How fortunate we were to have rowed, spent time and laughed with such an inspirational woman, friend and rower.

Past and present members of MUBC and the rowing community as a whole extends their sympathy to Debbie's family, to Debbie's husband Russell and to their daughter Katie.



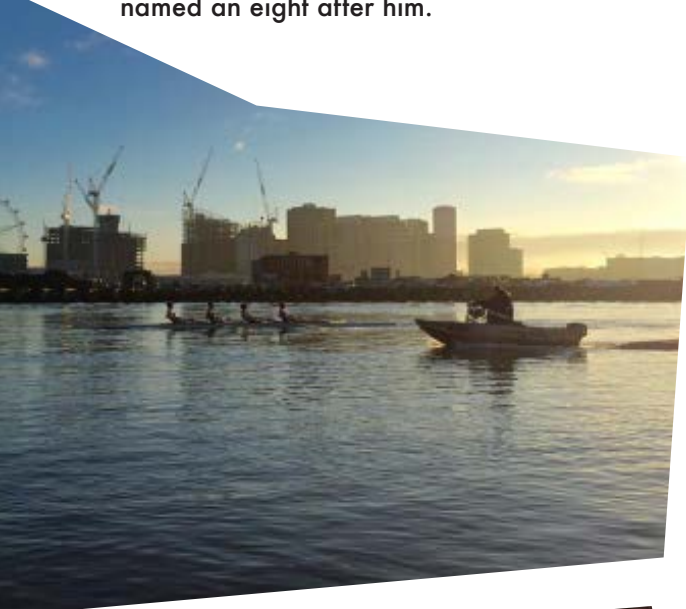
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JOHN DIGBY BOAT CHRISTENING

Words by Geoff Rees

On Saturday the 5th of December MUBC christened the 'John Digby'. The naming of this heavyweight mens eight reflects John's extraordinary career, his rowing days at MUBC and his ongoing support of MUBC. The christening was a lovely event; Geoffrey Rees reflected on John's contribution to the club throughout his very busy and successful life. John was a life member of MUBC, and a very successful one! He rowed during the early 70's (the halcyon days), with team mates Rick Widmar, John Reid, Michael Norbury, Keith Richardson, Michael Corrigan, John Urie, Michael Cox and Rob Zahara. At this time John was also busy participating in Sailing (which he pursued to a high level) as well as fitting in university classes at a time when online lectures didn't exist. Unfortunately for MUBC, John soon became an advocate and a sailor. Within 3 years of his admission to practice, he was already a barrister on the lists of the top firms and noticed by the leading silks. John was known for his determination, in his work, in his rowing, in his sailing and also at the bar. His determination set him apart from his colleagues and it is for that reason which MUBC is proud to have named an eight after him.



AROUND THE BOATSHED

CONGRATULATIONS

Love is in the air for MUBC club members these days and we're pleased to announce the engagement of...

Monica McGauran & James Adams

Britta Granas & Al Taylor

MEREDITH WILLIAMS BOAT CHRISTENING

Words by Fleur Spriggs

Meredith was rowing in the 70's, the 80s and the 90s and she was at it in the 2000's and is still at it now. She has been successful at state and national levels elite and masters.

And what struck me about her was her willingness to do anything and everything to get a crew going- To simply get us on the water.

She was the one tinkering at the shed to make sure the boat we were in was maintained - she kept the wheels on those seats rolling oh-so-smooth. Her boats were always tuned and trimmed and they were sure as hell not going to be sitting in the shed if she could find a way to get them out. The epitome of "any boat, any seat, anytime" - Meredith's adaptability and skills are legend - one day cox, one day three seat, one day boatman, the next six, then on another coach, sculling or sweep, bow or stroke. Whatever it took to get us out on the river she would do.

Whether it's a friendly encouraging word over coffee (or a kick up the arse if that's what you need), or new velcro for the boat shoes, or driving the bus around Penrith to ferry athletes to selection or championship races, or organizing crews / training programs for the masters, or replacing all those missing washers, or measuring up the oars...she helps get people on the water.

And if 'the Meredith' helps just one more person to fall in love with this sport the way she has, this boat will be a very great success.