

ROWING Purcerverance

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BOAT SPEED CURVE DEVELOPMENT (Step by Step Instructions Using Kinovea)

Setting up Kinovea Review

Kinovea is a video software that can be downloaded from the website at <u>https://www.kinovea.org/</u>. The following assumes that you have downloaded and are running the Kinovea software.

This is a step-by-step outline of how to use Kinovea software and the Purcerverance Boat Speed Curve Analysis.xlsx to develop a boat speed curve.

Video of a crew taken as outlined in the <u>Purcerverance Video</u> <u>Capture Setup</u> must be saved on your computer.











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Kinovea

S1160029 M1xFA MP4

Working Zone

Position : 0:00:00:00

S1160029 M1xFA.MP4

Zoom in with control + mouse wheel > Pan hold left mouse button and drag > Use Move tool if needed to adjust cross marker

> 17) Select Cross Marker tool 🔹 and place point on a point to be tracked (eg edge bow marker). Use the move tool 🖤 to place the Marker accurately on the edge of the bow marker.

Purcerverance – Boat Speed Curve Development = Kinovea

Start : 0:00:02:90

Speed : 50%

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Duration : 0:00:02:28









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Open Excel

23) Open the Purcerverance Boat Speed Curve Analysis.xlsx file and save it as a name for the analysis. For example, '2025-06-03 W4analysis.xlxs '

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17	0.19	0.01	0.00.00.03			17	1.21	0.03	0:00:00:21		0.21	0.217	1.21	5.39
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	1.12	0.03 0:00:00:20		0.20	0.200	1.12	5.39	# # # # # #	0.200	0.200	0.370	5.48	-2.800	0.20			
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	1.3	0.03 0:00:00:23		0.23	0.234	1.3	5.39	# # # # # #	0.230	0.234	0.550	5.37	-3.475	0.23	1		
_	1.39	0.04 0:00:00:25		0.25	0.250	1.39	5.39	# # # # # #	0.250	0.250	0.638	5.30	-3.807	0.25			
-	1.47	0.04 0:00:00:26		0.26	0.267	1.47	4.80	# # # # # #	0.260	0.267	0.726	5.23	-4.288	0.26			
_	1.57	0.04 0:00:00:28		0.28	0.284	1.5/	5.99	######	0.280	0.284	0.812	5.15	-4.981	0.28			
	1.65	0.04 0:00:00:30		0.30	0.300	1.65	4.80	######	0.300	0.300	0.896	5.05	-5.//5	0.30			
	>	Boat Length	Dist to Spe	ed Ir	nputs	CurveShe	eet	+	1 11 310	:	4	2 45	-1 - 1 -	031	-		-



The Dist to Speed sheet converts boat movement to speed and provides a smoothing factor to the data,

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2	0.30	0.300	0.896	5.055	-5.775	0.30	
3	0.31	0.317	0.978	4.945	-6.515	0.31	
4	0.33	0.334	1.059	4.826	-7.125	0.33	
5	0.35	0.350	1.137	4.698	-7.596	0.35	
6	0.36	0.367	1.213	4.565	-7.910	0.36	
7	0.38	0.384	1.287	4.430	-8.039	0.38	
8	0.40	0.400	1.359	4.296	-8.058	0.40	
9	0.41	0.417	1.428	4.162	-8.067	0.41	
10	0.43	0.434	1.496	4.026	-8.095	0.43	
11	0.45	0.450	1.561	3.891	-8.076	0.45	
12	0.46	0.467	1.623	3.757	-7.919	0.46	
13	0.48	0.484	1.684	3.630	-7.568	0.48	
14	0.50	0.501	1.742	3.512	-6.949	0.50	
15	0.51	0.517	1.799	3.410	-5.997	0.51	
16	0.53	0.534	1.855	3.330	-4.685	0.53	
17	0.55	0.551	1.909	3.277	-3.059	0.55	
18	0.56	0.567	1.964	3.256	-1.284	0.56	
19	0.58	0.584	2.018	3.265	0.351	0.58	
20	0.60	0.601	2.073	3.295	1.562	0.60	
21	0.61	0.617	2.129	3.335	2.236	0.61	
22	0.63	0.634	2.185	3.377	2.458	0.63	
	0.05		~~~~	~ ***		0.05	

Video	Description	_
W4-	Boat Class	
U23W4-	Bace Category	1
RCA	Crew Name	
S1380016.MP4	Video Name	
Henley Course 180	Video Location	
Analysis	Video Description	
8:00	Video Time	
2025-06-05	Video Date	
1ST	Race finish Position	
06:35.36	Race Finish Time	
2000	Race distance	
19	Air Tempature	
cloudy wind 1.9m/s	Weather Conditins	
slight 5-9cm	Water	
13.19	Boat Length (m)	
	Key Position	
0.38	fullreach	
0.58	blade full bury	
0.93	perpendicular	
1.18	extraction	
1.28	feather	

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Styles

30) Complete the Video Description information on the input sheet to provide details of the crew and video time, date and conditions.

Next complete the stroke Key Positions information (see following slides)

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Sample Video_Capture.mp4

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Sample Video_Capture.mp4

















48) Print the sheet to review data



T	ECHNIQUE ANALYSIS	Distanc	e per Stroke 8.05	Ref: W4-								
CH	Entry Time (full reach to entry)	0.18	time between full reach position an	d entry (blade full bury))							
CAI	Entry Time % of Stk Cycle	10.5%	Entry Time as percentage of entire stroke cycle time									
8	² Drive Hump. (t*accel.)	-0.032	drive hump is acceleration loss afte	r catch multiplied by tin	ne.							
BU	Drive Accel. (entry to extract)	2.43	boat acceleration between blade fu	Ill bury and blade extra	ction.							
ADE	Drive Accl. Eff. (entry to extract)	108.0%	percentage of area curve compared to straight line accel.									
BL	Perp to Extract Accel. (m/s2) 2.32 boat acceleration between blade perpendicular and blade extraction.											
2	Drive Speed % of Avg. Speed	87.9%	drive average speed as percent of t	otal stroke average spe	ed							
	System Speed Change (m/s)	0.32	boat speed change - full reach to fe	ather								
SE	* Release Time (extract to feather)	0.10	time blade extraction to feather									
LEA	Release Time % of Stk Cycle	5.7%	time blade extraction to feather as	percentage of stroke cy	icle							
RE	Release Speed Change (m/s)	+0.03	speed change - extraction to feather	r								
×	Recovery Accel. (feather to peak)	1.51	acceleration feather to peak speed									
VER	Rec. Accel Eff. (feather to peak)	89.8%	percentage of area under the curve	compared to straight l	ine accel.							
C C C	Recovery Peak Speed (% of Rec)	66.0%	percentage of recovery (feather~fu	llreach2) to peak speed								
2	Recovery Speed % of Avg. Spd.	111.8%	recovery average speed as percent	of total stroke average	speed							
ð.	Deceleration (peak to entry2)	-4.94	deceleration between peak speed to	o entry2								
2	⁹ Deceleration Time (sec.)	0.54	time boat is in negative acceleratio	n following peak speed.								
D	eceleration Time % of Stk Cycle	31.0%	Deceleration Time as percentage of	fentire stroke cycle time	е							



49) Additional data can be found on the spreadsheet in rows 130 and down

HOPE YOU FIND THIS USEFUL

Questions/comments to: purcerverance@gmail.com https://purcerverance.ca Facebook group: ROWING PURCERVERANCE