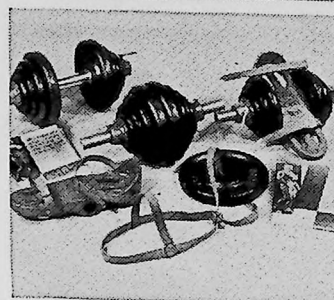
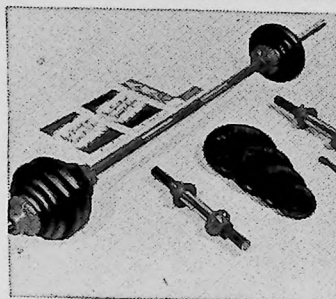
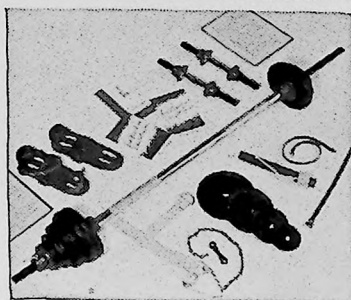
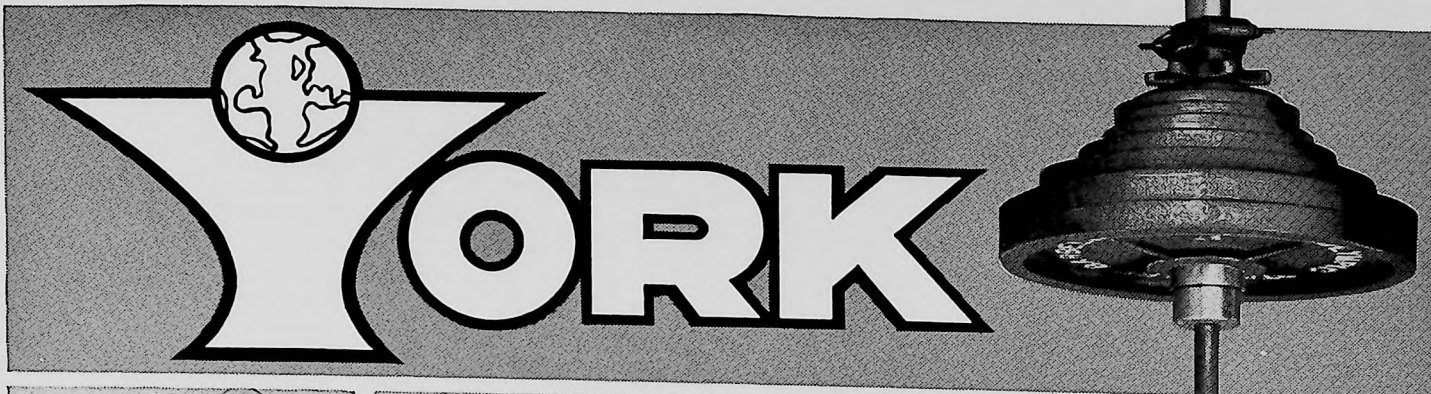
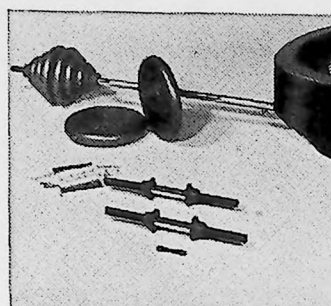
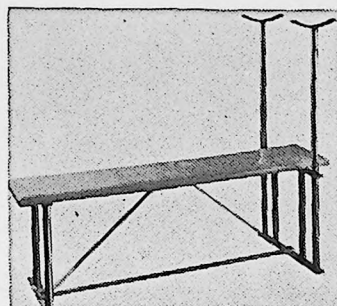
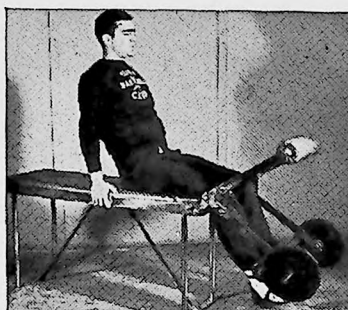
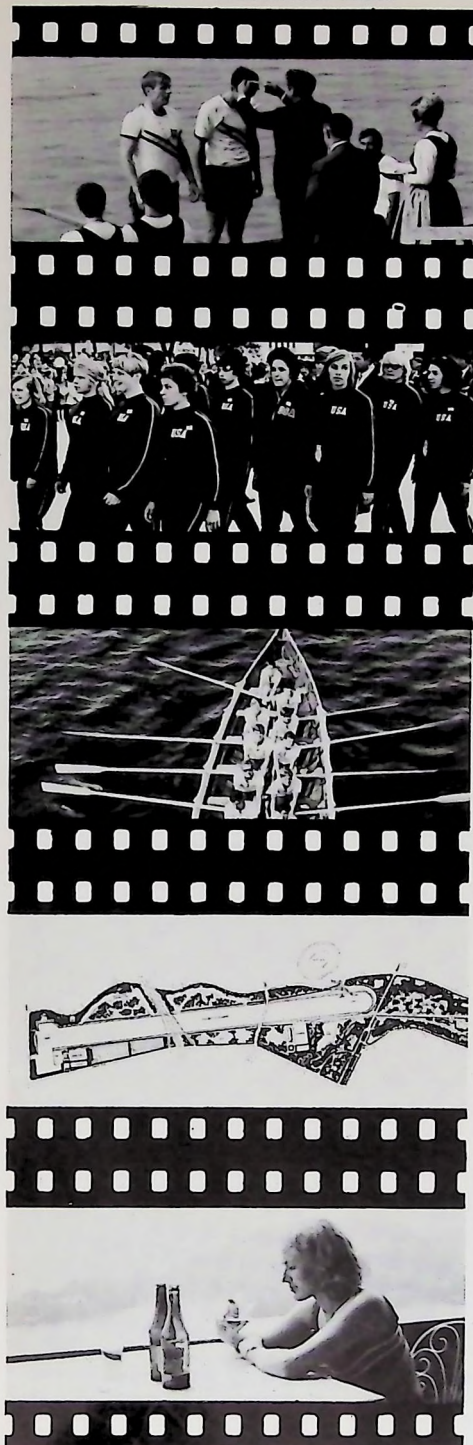


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Published in March, May, July, September and November at Philadelphia, Pa. 19130. The subscription price is included in the N.A.A.O. membership dues. N.A.A.O. competing membership dues are \$2.00 per year. N.A.A.O. sustaining membership dues (for non-competing oarsmen) are \$5.00 per year. An annual subscription for non-N.A.A.O. members is also \$5.00 per year. Direct all subscription inquiries to: N.A.A.O. Executive Secretary, No. 4 Boat-house Row, Philadelphia, Pa. 19130.

All editorial material must be submitted to Andy Geiger by the 1st of the month immediately preceding publication. All advertising must be submitted to Boyce Budd by the 1st of the month immediately preceding publication. Second class postage paid at Philadelphia, Pa. 19130.

THE OARSMAN

Volume 1, Number 4

November, 1969

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1952	Metropolitan Regatta	New York City	Hughes Brooks English Cup (200 year old cup in High Point Trophy)
1953	Middle States Regatta	New York City	Hughes Middle States Regatta Cup
1958	Hughes 4¼-Mile Regatta	Marietta College	James H. Hughes Memorial Trophy To The Outstanding Oarsman
1963	Annual Competition	St. John's Univ.	James H. Hughes Memorial Trophy To The Outstanding Oarsman
1969	Annual Competition		

An Invitation

by William J. Knecht

As this final issue of *The Oarsman* for the year of 1969 arrives in your mail box, I would like to invite all of those individuals who are vitally interested in our National Association of Amateur Oarsmen to plan to attend the 1970 Annual Meeting. The Meeting will again be held at the New York Athletic Club on January 24 beginning promptly at 1:00 p.m. At this time, it is also appropriate to remind you of the constitutional provisions for election of members to the Board of Directors which require nominations properly signed by officers of at least two member organizations and received by the executive secretary thirty days prior to the Meeting. Delegates to the Meeting must have properly signed appointment certificates by their organization's president and secretary.

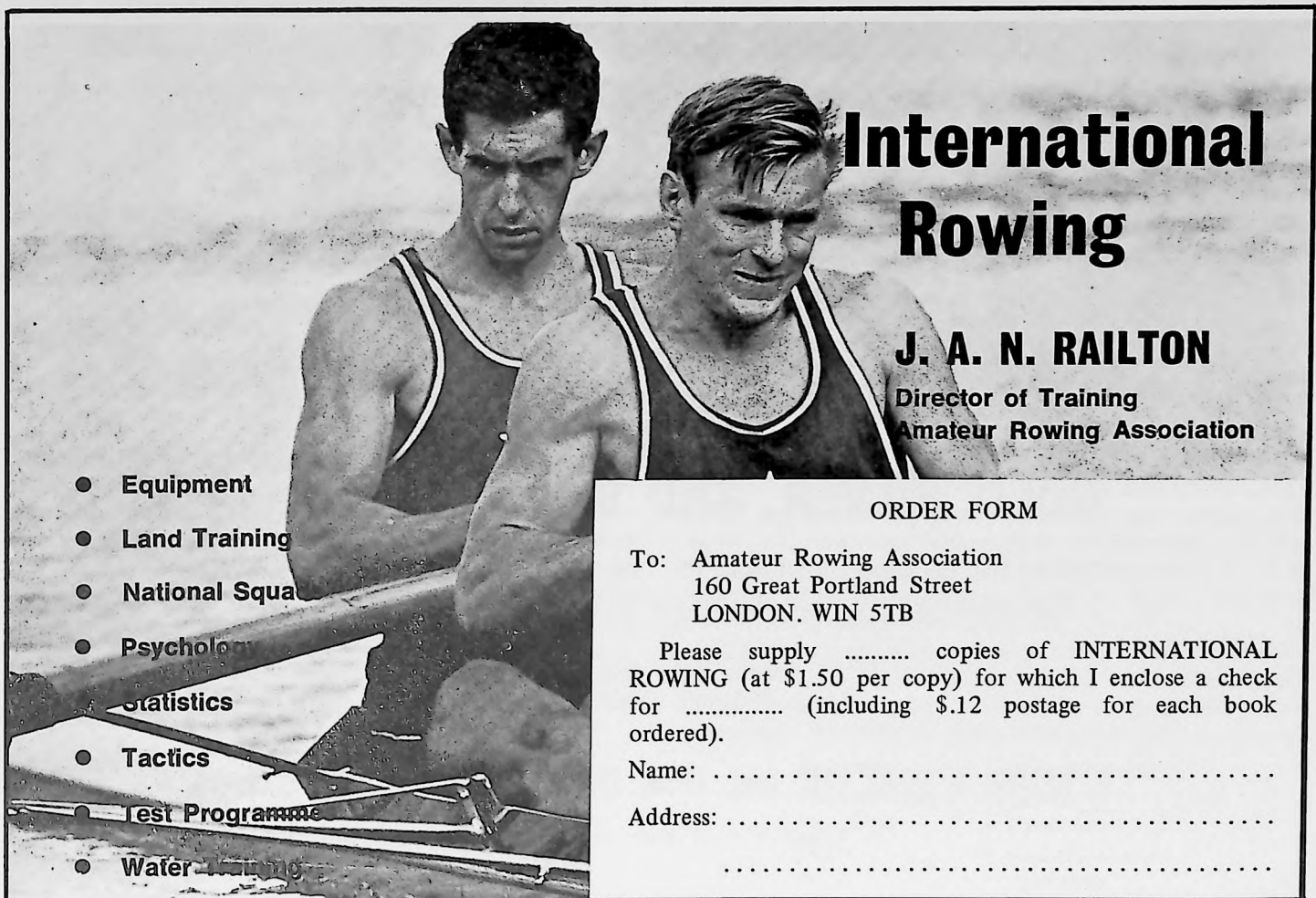
The 1970 Annual Meeting will concern itself with some very important subjects. The constitution has been reviewed by attorneys and recommendation for revisions will be presented for two major reasons; first, to incorporate the N.A.A.O. and second, to achieve a charitable and tax deductible status. There will be other proposed revisions by our Legislative Committee and you are invited to forward your ideas to this committee for action as early as possible.

Our Registration Program will come under review seeking a solution to increase our number from this year's 2167. A new approach which will be more encompassing and inclusive of our total active and inactive oarsmen and oarswomen in our sport will be initiated. It is certain that the number of active oarsmen and oarswomen exceeds our registered total by fifty percent. In one of our competing countries, West Germany, their 1969 registrations exceeded 35,000 men and women.

There will also be a recommendation to increase the amount of membership dues. This vital consideration will initiate controversy as all monetary considerations have a profound effect on every organization's budget. With the advancement of this publication, *The Oarsman*, the inclusion of a full time secretary, increased cost of stationery, mailing services, printing and the general inflationary rise in our country, it is absolutely necessary that consideration be given to the revision of our dues structure.

In addition to the elections, constitutional revisions, general business of this year's meeting, you will certainly be interested in the reports that will be given by the U.S. Olympic Games Committee and their development plans. The F.I.S.A. Congress and changes that have been made in Klagenfurt are vital to your rowing program. Your National Association needs your ideas, your support and most of all your participation in its operation and administration.

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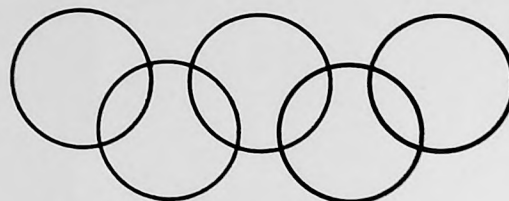
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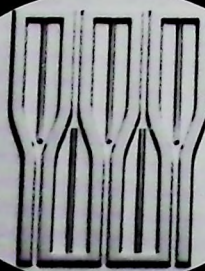
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U.S.A. WINS TOP GOLD IN KLAGENFURT

By Cornelius Peterson

Editor's Note: Pete, an Olympic Committee member, is Secretary of the N.A.A.O., and one of the strongest leaders of our organization.

The United States team took the Gold Medal honors at the European F.I.S.A. Championships in Klagenfurt, Austria, from September 9th to the 14th. The two U.S. Gold Medals were won by the Double Scull from the Long Beach Rowing Association with John Van Blom, stroke, and Thomas McKibbin, bow, who were clearly the most impressive winners in the entire regatta, and the Pair Without from Potomac Boat Club with Lawrence Hough, stroke, and Anthony Johnson, bow. The other U.S. boats rowed creditably and competed in the Petits Finals placing:

- 7th Pair With (Union Boat Club)
- 9th Single Scull (Vesper Boat Club)
- 9th Eight (Union Boat Club)
- 11th Four With (Stanford Rowing Association)
- 12th Four Without (Composite crew)

The regatta boasted the largest number of entries in its history and exhibited the highest caliber of competition in

this typically "slower" year, following the Olympiad. Although the Worthersee is a lake with potentially windy water, it provided perfect rowing conditions. These ideal conditions, combined with magnificent mountain scenery, warm Austrian hospitality and the highly efficient F.I.S.A. regatta organization, produced a truly first class championship regatta for all involved.

The East German crews offered the greatest competitive threat, with all of their boats placing in the finals. West Germany had six finalists, with Holland and Russia at five crews each. The other five Gold Medals were won as follows:

- | | |
|--------------|------------------|
| Four With | — West Germany |
| Four Without | — Russia |
| Pair With | — Czechoslovakia |
| Eight | — East Germany |
| Single | — Argentina |

(Continued on page 6)



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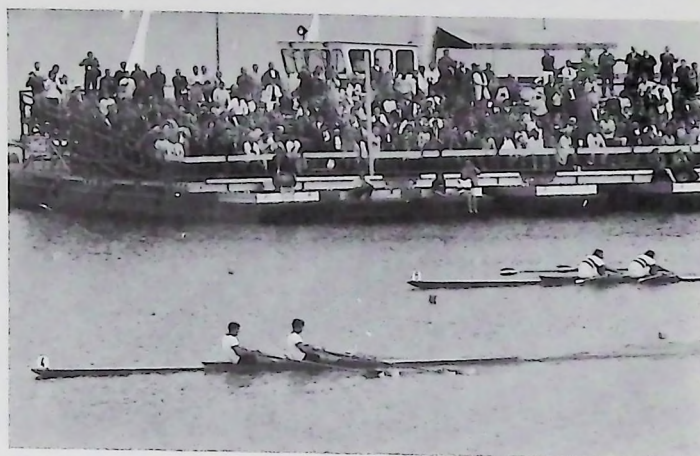
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KLAGENFURT *(Continued from page 5)*

The strength of the young East German crews will be felt in future years and can further be illustrated by the astounding fact that there were 4600 competing oarsmen in the East German Olympic event National Championships compared with the 87 oarsmen who competed in the U.S. Olympic event Nationals. East Germany placed within the first three positions in six events. The Russian crews were the familiar group of veteran oarsmen and can't have too many more good years left.

DOUBLE SCULL

In the elimination heat and the finals John and Tom took commanding leads from the start and won impressively. Many observers rated this Double as the outstanding boat of the regatta because in addition to their impressive victories, their form was flawless. The Austrian Double in second place



McKibbin and Van Blom winning Final by the largest margin at the '69 Championship. Second crew was Austria.

was the only Austrian boat to qualify for the finals and made an impressive move from fourth to second place in the last 500 meters. They were the favorite with the crowd and press. Both Tom and John have rowed on past U.S.A. International Teams and have come up through the N.A.A.O.-N.R.F. development programs. John took a 6th place in the Olympic Single Sculls and he and Tom have successfully competed in national sculling competition for the past several years.

PAIR

Perennial champions Tony Johnson and Larry Hough, after leading at the start, won in one of the narrowest margins of the day. The Danes and East Germans had strong entries who had matched the U.S. times in their heats and



Hough and Johnson leading West Germany's Brecht and Ulbricht in semi-final.

semi-finals. Tony and Larry, as seasoned competitors, rowed their own race and had the stamina when it counted to win their last race before retiring. Tony assumes the coaching responsibilities at Yale and Larry will be working at MIT after his Armed Service commitment is fulfilled.

PAIR WITH

The Iverson-Miller and Brody combination improved with each race and won the Petit Final with an exciting finish by holding off a tremendous Belgian sprint. The Belgians closed more than six seconds in the last 500 meters to come within



Iverson, Miller and Brody Pair With.

.3 seconds of Iverson and Miller. In the Pair With final the Olympic Gold Medal Italians fought a losing battle with two brothers from Czechoslovakia and only placed second.

SINGLE

The singles race was completely dominated by Alberto Demiddi from Argentina. In each of his three races, except for the first 500 of the final, he was in front from the start and moved out with every stroke. This young man was also a great favorite with the people, coming from a country with little organized rowing and accomplishing all that he did



U.S.A.'s Bill Maher.

completely on his own. Bill Maher never really got going and stayed in the middle of the pack in every race to finally place 9th in the Petit Final.

EIGHT

Our eight rowed a 6:04 in the heats under dead calm conditions but only had the 7th fastest time as the East and West Germans qualified in the low 5:50's. In the repechage we drew the Soviet Union, Great Britain, Norway and the U.A.R. Most observers felt that the race would be between the U.S. and Britain for second place (needed to qualify for the finals). For the first 1000 our boys from Union Boat Club were slightly ahead of the English but were unable to hold it to the finish. A broken stretcher in the U.S. boat held



U.S.A. Eight (Union B.C.): Bowen Wersheit; Andy Roberts; Joe Mimier; Tom Mickelson; Charles Homlin; John Dayton; Moe Watkins; Art Evans; Bruce Millman (Coxwain).

up the Petit Final race for half an hour. There was no open water between the first three boats for the entire race and the maximum 500 meter time spread between the Yugoslavs and ourselves was .9 second. While no one was satisfied with 9th place, the overall performance of the crew should be a credit to the team and coach, Steve Gladstone, when their youth, diverse rowing styles (Wisconsin, Harvard and Princeton) and short period of time together (2½ months) are considered.

FOUR WITH

The best race for the Four With from Stanford R.A. was in the repechage. They were clearly not up to the competition level of the top entries due to their lack of extensive training. All of the oarsmen are former Olympic and international competitors but in F.I.S.A. competition their high level of rowing skill and experience was not enough to make up for their training deficiency. The West German Four had rowed a 6:23 two weeks earlier and before

(Continued on page 9)

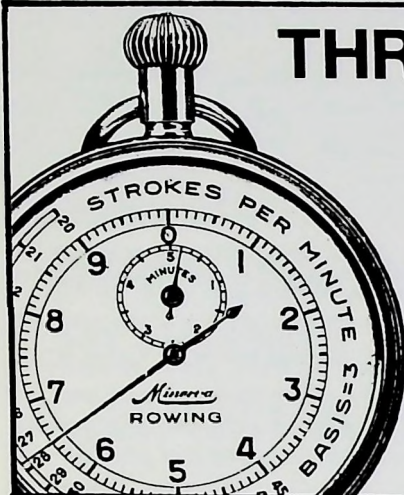


U.S.A.'s Four With Cox (Stanford B.C.), left to right: Franklin Hobbs; Doug Foy; Mike Livingston; Cleve Livingston; Tom Tiffany (cox).

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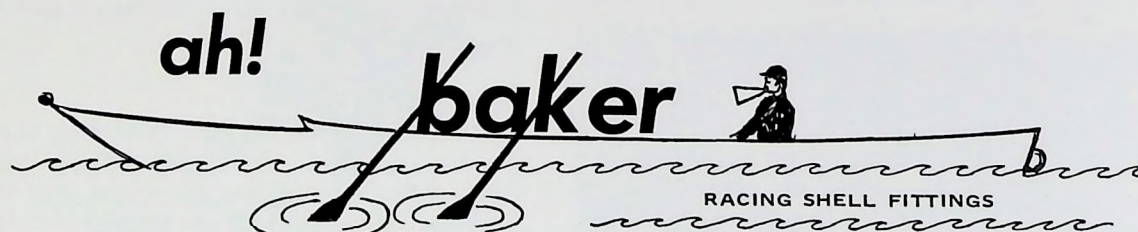
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KLAGENFURT *(Continued from page 7)*

the regatta were thought to be the "crew to watch." They had to scramble to hold off East Germany in the last 500.

FOUR WITHOUT

Our straight Four faced the greatest challenge of any of our boats. They were a completely new boat put together by Deiterich Rose prior to leaving for Austria. Because the Vesper crew, the qualifiers for this event at the Nationals, were unable to go on the trip, the team spares and other



Four Without (Vesper-Potomac), left to right; Paul Schlenker; Phil Walker; Bob Brayton; Mike Vespoli.

qualified oarsmen were invited to try out for the boat. Similarly to the Eight and the Single, they were in the middle of the pack for most of their races. In the Petit Final they started at a high stroke and stayed high (38-40) through the body of the race, but were unable to hold it and finished 12th.

THE TRIP

A charter plane left Philadelphia with the men's team, women's team and approximately 40 officials and "camp followers." After a very early morning stop in Shannon and an unscheduled lay over in Munich because of heavy fog conditions in Klagenfurt, the plane finally slipped through the Alps and arrived at its destination.

Small boats coach Deiterich Rose and the eight coach Steve Gladstone worked with boatman Conn Findley and Managers John Lind and Walter Barber to quickly get the boats rigged and practices under way. A number of the other countries trained at Bled and at special altitude camps and did not arrive in Klagenfurt until a few days before the regatta. Poor practice water, the Women's Championships and the Worthersee curse (intestinal flu) hindered turnouts somewhat but things finally settled down with a week to go.

A full schedule of events for officials was planned from the start of the Women's Championships to the final day with the veteran oarsmen's race and the oarsmen's party on



A scenic view of the European F.I.S.A. Championships, with a massive crowd looking on.

Sunday night. In one of these extra events Jim Smith, Olympic Committee member, MIT Athletic Director and team photographer won first prize in the journalist contest (held for over 200 international journalists and newsmen) to predict the greatest number of winners in the finals. Jim picked all the Gold Medal winners and one-half the Silver and Bronze. Also, at the F.I.S.A. Congress Bill Knecht, N.A.A.O. president, was honored by being elected to the F.I.S.A. Referee's Committee.

One of the highlights of the regatta, and an event which most of the 25,000 spectator crowd stayed to see, was the Old Men and Spares Races. The U.S.A. performed well in the winning Spares boat with the Russians and Norwegians. The Old Men's race featured 15 boats of veteran oarsmen from most of the countries competing in the regatta and actually was rowed in two races; the young old men and the old old men. The U.S.A. young old men's boat rowed the 500 in 1:25 and had a length of open water on their nearest rival. The 1:25 was faster than the 1st 500 in the finals when the East Germans rowed 1:27.9. The boat featured Kent Mitchell, Deiterich Rose, Bill Knecht, John Lind, Dick Schwartz, Conn Findley, Steve Gladstone, Walter Barber and Ed Ferry.

The old old men's boat was truly a national boat load of



Top photo — Old Old Men's boat embarks. Lower photo — left to right: Michalson; Douglas; Davenport; Fitzpatrick; Smith; Kerr; Erickson.

champions with the following line up: Ernestine Bayer, Vic Michaelson, Davy Davenport, Art Douglas, Fitz Fitzpatrick, Jack Sulger, Tom Kerr, Jim Smith and Pat Costello. The boat took its warm up and rowed over the last 500 meters with some other crews on a 6 lane course. At the conclusion of the final day's events, oarsmen and veterans enjoyed beer and sandwiches at the boathouse.

The teams' overall performance was a credit to the evolving strength and effectiveness of the National Rowing Foundation, Olympic Development and the N.A.A.O. programs to participate in international competition. Strong thanks must go to the Foundation for the terrific job it has been doing in providing the financial means for a complete U.S. contingent in international competition. With such concerned support, we can only expect next year to be even more successful for our oarsmen.

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The Americans Are Coming...

American Women, That Is!

by Ernestine Bayer

The American retinue, fogged out of Klagenfurt, were deposited in Munich Airport's Reception Center at six in the morning, much to the dismay of the German cleaning women. The team had been dispatched from the jet with pillows and turquoise blankets and, thanks to Dietrich Rose's German, were allowed to encamp themselves in the waiting room while obtaining clearance to proceed to Klagenfurt. Other travellers who were in the waiting room thought at first glance that the team appeared to be refugees, since all were equipped with the same color blankets.

The sun finally came out, and everyone merrily flew on to Klagenfurt aboard the T.I.A. (Trans International Airlines) Chartered Jet. After circling the airfield three times, the pilot finally found the runway and gave his audience a three-point landing, for which he was loudly and

say, that didn't do us very much good, so our coaches decided that we should return to the hotel and get a good night's sleep. So ended the first day.

Thursday morning dawned with the news there would be heats in the Eight. The girls had previously been advised that there were only six entries and heats would not be required (the entries included East Germany, Soviet Union, Rumania, Holland, Hungary and Czechoslovakia. This constituted the final order of finish).

Arriving at the course, the girls found that their Eight was housed on the other side of the lake from where the boat tents were located. All piled into the Volkswagen bus with oars and were driven to the other side where they found their Karlisch Eight. "Yes, Virginia, Pocock oars fit a Karlisch boat!" Practice commenced.

The Opening Ceremonies took place on Thursday afternoon to the tune of an Austrian band. The competing countries were welcomed to Klagenfurt by the mayor of the city. Thomas Keller announced the competition officially open as sky divers carried in the FISA flag which had been parachuted from a plane passing over the park. Balloons were sent aloft as the proud, watchful American women's camp followers looked on. Both parents and friends accompanied the girls on the trip: Mrs. Madeline Segle, mother of Janene (captain of the team) and three "man" in the Eight; Mrs. Jan Simpson, mother of Carol, the two "man"; Mr. and Mrs. Ernie Bayer, parents of the single sculler, Ernestine; Mrs. Kay Morry (chaperone), mother of Barbara, one of the substitute coxswains; and Paula Knoles, a friend of the Segles.

Race day dawned bright and sunny, and ten very nervous girls ate breakfast, then proceeded to the course. Each of them probably wished that they were one of the substitutes, who were: Sandee Garrett, Leanne Sinclair, Kathy Duex and Barbara Morry.

The course was beautifully marked and buoyed the entire one thousand meters. (That's an awful lot of buoys to run into. I'm glad the Eight's coxswain didn't deserve the reputation that women drivers have.) The single sculler, though, could have used a rear-view mirror. Both the Eight and the Single went into the repechage on Saturday. In the repechage, our Eight went off the line at a forty-two and rowed their hearts out. At the 500 meter mark, they were two seconds down on Czechoslovakia. After that, professionalism told the tale of the winners. The USA Eight was comprised of: Norma Sands (8), Pam McNulty (7), Pat Karman (6),

(Continued on page 13)



Leaving Philadelphia Airport for Klagenfurt.

gratefully applauded. Now, after twelve sleepless hours, the team faced the gruesome aspect of the sole customs officer who was proceeding to open every suitcase. Again, Herr Rose "German-ed" us through, and with a quick "auf Wiedersehen," the men and women's team were dispatched to their respective hotels with orders to eat, sleep and turn out at four o'clock.

Dick Erickson, coach of the women's Eight, sounded reveille and all embarked for the course.

Arriving at the course, we encountered "The Case of the Missing Boats." The girls Eight and Single were nowhere to be found. Upon questioning the helpful people at the Reception Desk, we found we were there too early in the day and that the boats were sure to be there before midnight, as had been promised by the Organizing Committee. Needless to

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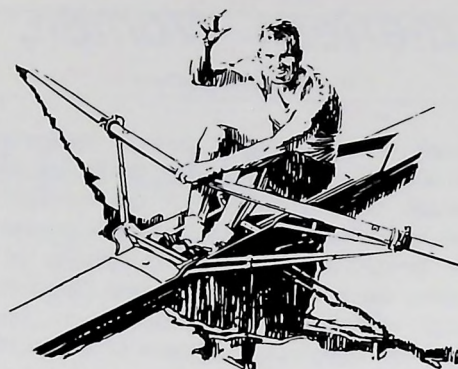
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U.S.A. WOMEN *(Continued from page 11)*

Cheryl Goude (5), Sally Sauer (4), Janene Segle (3), Carol Simpson (2), Shirley Hauter (Bow), and Kathy Coleman (Coxswain), who weighed 90 pounds on race day! The night before the first day of races, the final decision was made on the set up of the Eight, and Carol Simpson from California Women's Crew replaced Leanne Sinclair from the Lake Washington Rowing Club (who rowed two seat in the



Bill Knecht, N.A.A.O. President; Hungarian Single Sculler; Ernestine Bayer, U.S.A. Single Sculler.

National Championship Eight that won in Seattle in June). Mr. Richard Erickson, coach of the University of Washington, also took on the title of coach of the USA Women's Eight. He and the nine girls trying out for eight seats worked their way through early and late hours of a short summer of training. Some of the girls who won their seats in the USA Eight had only one season of rowing behind them. This boat beat an experienced Philadelphia Girls' Rowing Club boat in Seattle in June to win the right to compete in the European Women's Championships. The Single Shell entrant for the USA was Ernestine Bayer, who finished fourth in the Petite Finales ahead of Yugoslavia.

Saturday night our hotel sponsored a reception for the girls and the Hungarian Women's Team, who were also staying there. The smiling faces of friendship belied the determination the two teams had shown against each other earlier in the day on the starting line. Many addresses were exchanged and promises and threats of "See you next year in Tata!" were heard.



Hungarian and U.S.A. Women's Teams at the reception after the races.

The winning crews in the women's events were a symphony of rhythm and timing that might be said to equal

the precision of a ballet dancer. The climax of the women's events came in the last 100 meters of the Eight race when East Germany passed a tiring Soviet Union crew.

Sunday night, after the finals, a party was held for the women in a local beer tent. Over sauerkraut, knockwurst and beer, friendships were ligated and new ones made. After dinner, the awards were presented. The winners of each event in the Grand Finals were given a picture of the trophy; the winners of the Petite Finales were awarded a medallion representing the European Championships. As proud winner of the Petite Finales, the American Eight accepted their award from Thomas Keller.

On Monday, all went separate ways: to tour, sightsee and shop, to meet again in Vienna for the homeward flight.

On behalf of the USA Women's Team, a thank you is owed to the coaches and supporters of Women's Rowing: to Dick Erickson, without his knowledge a trained crew would not have arrived in Klagenfurt; to Mrs. Erickson, who "understood"; to Bill Maher, whose help and encouragement enabled a single sculler to represent the USA for the first time; to Mrs. Morry, for her watchful eye as chaperone; to Mrs. Sauer; mother of Sally (oar No. 4), who contributed her time and talents as seamstress to make the team's uniforms; to Mrs. Simpson, as a "camp follower"; and to Mrs. Madeline Segle and her husband (parents of Janene, our team captain), who did the mammoth job of fund raising for the USA Eight - through them the "impossible dream" became possible! Last, but not least, to Mr. Horace Davenport and the NAAO, who sanctioned the NWRA entries in the Women's European Championships.

WINNERS OF THE WOMEN'S EUROPEAN CHAMPIONSHIPS

KLAGENFURT, AUSTRIA
September 5, 6, 7, 1969

The wind velocity and current were not officially recorded for the 3 days of the women's races.

Conditions: Rolling lake water with a head wind off the starboard side.

The Petite Finales were raced 10 minutes before the Grand Finals, for places 7 through 12.

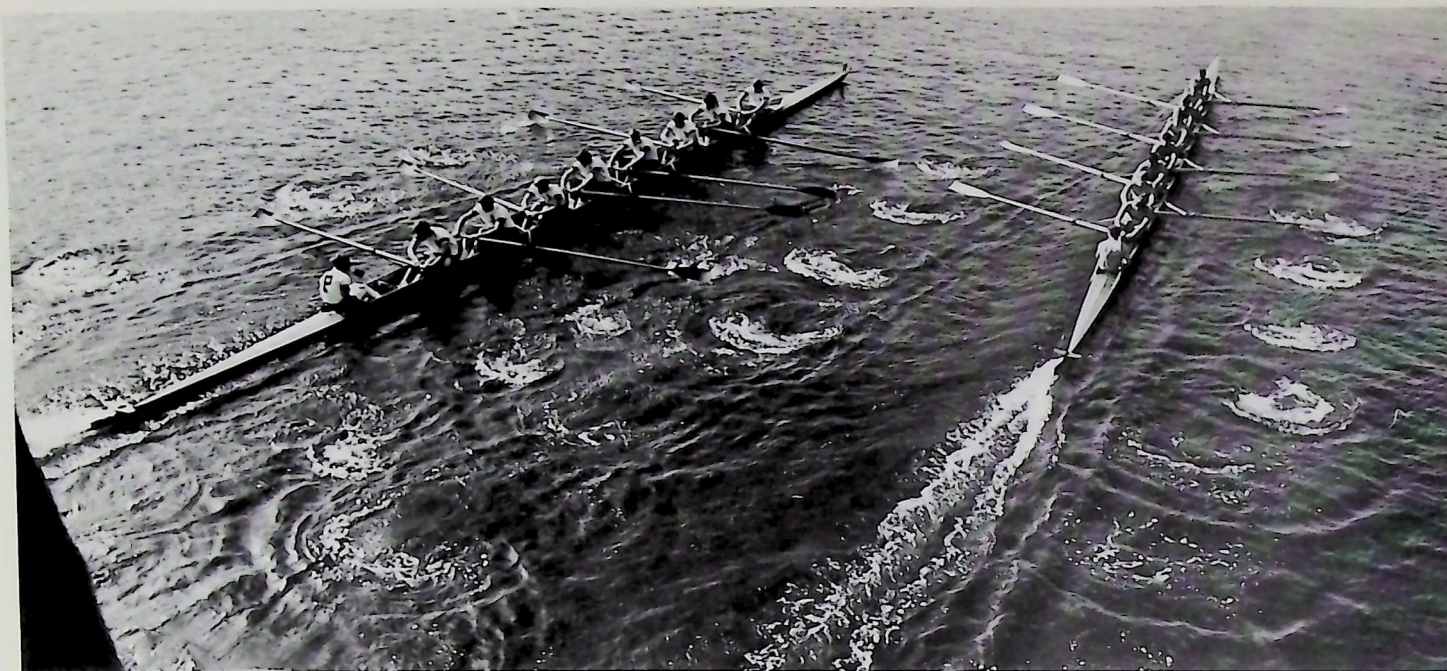
FOUR OARED SHELL WITH COXSWAIN—1, USSR (3.33.25); 2, East Germany; 3, West Germany; 4, Rumania; 5, Czechoslovakia; 6, Hungary.

SINGLE SHELL—1, USSR (3.53.01); 2, East Germany; 3, Austria; 4, West Germany; 5, France; 6, Rumania; 7, Great Britain; 8, Hungary; 9, Belgium; 10, USA; 11, Yugoslavia.

QUADRUPLE SCULLS WITH COXSWAIN—1, USSR (3.24.22); 2, Rumania; 3, West Germany; 4, Czechoslovakia; 5, Bulgaria; 6, Hungary; 7, France; 8, Holland; 9, France; 10, Austria.

DOUBLE SCULLS—1, East Germany (3.35.87); 2, Czechoslovakia; 3, USSR; 4, Bulgaria; 5, Holland; 6, Rumania; 7, Denmark; 8, France; 9, Yugoslavia; 10, Austria.

EIGHT WITH COXSWAIN—1, East Germany (3.11.92); 2, USSR; 3, Rumania; 4, Holland; 5, Hungary; 6, Czechoslovakia; 7, USA (Winner of Petite Finales).



Princeton Crew on left passing one of 33 eights in event No. 5 for Boston Mayors Trophy.

Harvard Crews Strong At Head Of Charles Regatta

Harvard University Crews captured the Senior Eights, Senior Fours with coxswain, and Lightweight Eights races and the

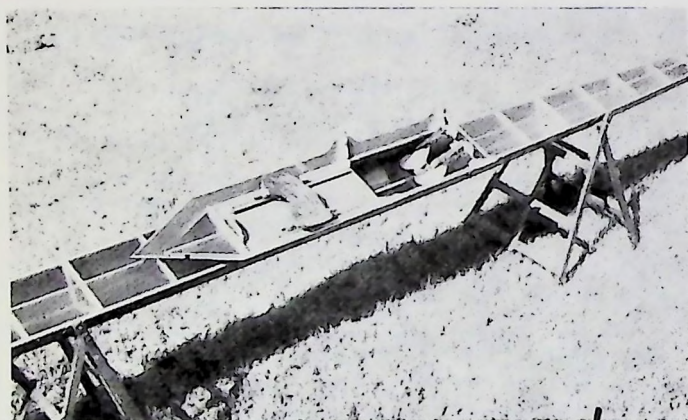
Paul Revere Point Trophy at the fifth annual Head of the Charles Regatta on October 26. The usual three-mile course was shortened to about 2 1/3 miles due to a barge in the river. A chop, caused by a steadily strengthening headwind, caused rough going as the races progressed.

The closest finish of the day saw the Senior Eight from Harvard nip the Syracuse Alumni Rowing Association crew by two-tenths of a second in a come from behind effort.

Paul Wilson of Vesper won the Senior Singles, and Mike Frederick upset Larry Kletkatsky in the Senior Lightweight Singles.

In the Junior Eights, the Princeton "A" entry topped the largest field in any event, rowing to victory over 32 other crews. The Harvard Senior Four won by 2.2 seconds over a strong Brown contender.

The regatta again proved to be one of the largest rowed anywhere, with 180 shells and nearly 800 oarsmen.



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JUNIOR SINGLE SCULLS: 1. K. Lynch, C.B.C. (15:32.5); 2-3. L. Dahmen, U.B.C.; 2-3. A. Moser, Narragansett B.C.; 4. P. McGrath, C.B.C.

SENIOR LIGHTWEIGHT SCULLS: 1. E. Frederick, C.B.C. (4:53.3); 2. L. Kletkatsky, N.Y.A.C.; 3. T. Van Dusen, R.B.C.; 4. T. Quinn, John Jay College.

SENIOR FOUR WITH COXWAIN: 1. Harvard (13:07.4); 2. Brown "A"; 3. Princeton; 4. U.S. Naval Academy.

SENIOR SINGLE SCULLS: 1. D. Wilson, Vesper B.C. (14:20.0); 2. R. Arlett, Vesper B.C.; 3. B. Jones, C.B.C.; 4. H. Hamilton, C.B.C.

SENIOR EIGHT-OARED LIGHTWEIGHTS: 1. Harvard (11:58.4); 2. Syracuse Alumni R.A.; 3. Northeastern; 4. U. of Mass. R.A.

CREW CLUB SCORES SWEDEN TRIP A GREAT SUCCESS

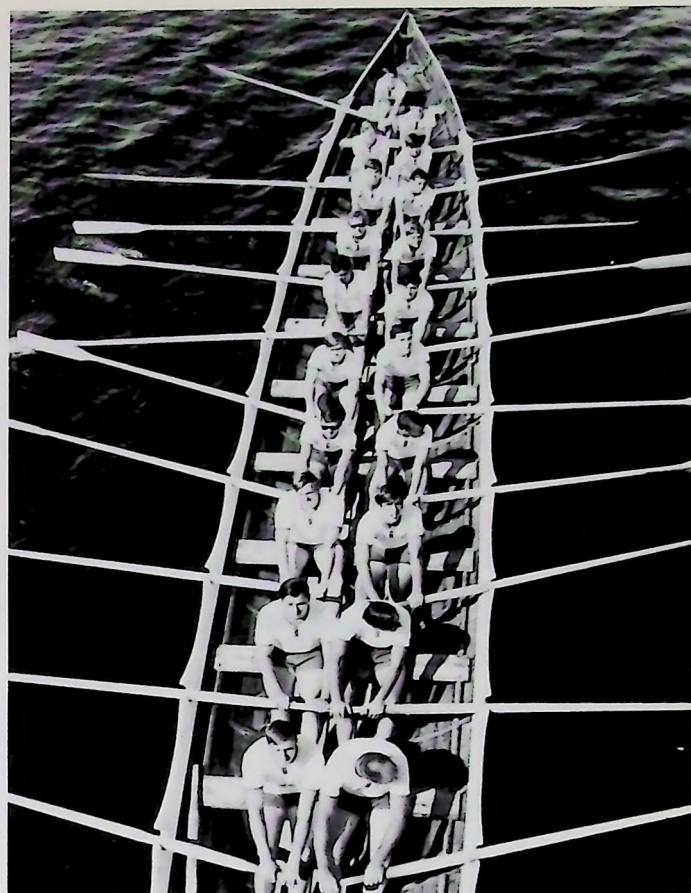
by Matthew Mauro

Sunday, July 6, 1969, twenty St. John's oarsmen represented the United States and St. John's University in the Dalarna Church boat races at Leksand, Sweden. The oarsmen, led by Matthew Mauro, faculty advisor, and James Lynch, crew coach, lived and trained on the island of Sollerön during the two weeks prior to the races.

The invitation to participate was received in February from Mr. Kjell Uhlas, president of the Sollerön Rowing Club, and was accepted with enthusiasm and determination, but little more.

Bill Bee, president of the Club, Mr. Mauro and Mr. Lynch mapped out the plans of the itinerary, fund drive and publicity. The greatest contingency was the cost and the returns of a faculty/staff appeal. As early as March the dollars flowed in from deans, teachers, students and secretaries. By May it was evident that the Swedish-American experience would be a reality.

Mr. Mauro finalized the bookings and notified the Swedish contacts. Doctor and Mr. Helldal enthusiastically responded, promising 20 host families and all the necessary training equipment. The local Swedish newspapers and radio stations carried the story, and the tiny island was soon plastered with announcements of the



St. John's University at Leksand, Sweden. Photo by Wille Persson.

"Amerikanar fran St. John's."

June 19 the oarsmen arrived in Oslo from Paris and were met by Mrs. Berit Helldal and Mr. Albin Brama, president of the Sollerön County Council. For two weeks the Redmen lived as members of Swedish families, often where the parents spoke little or no English. Daily they trained five hours in the viking-style church boats, attempting to quickly master the difference in size and technique.

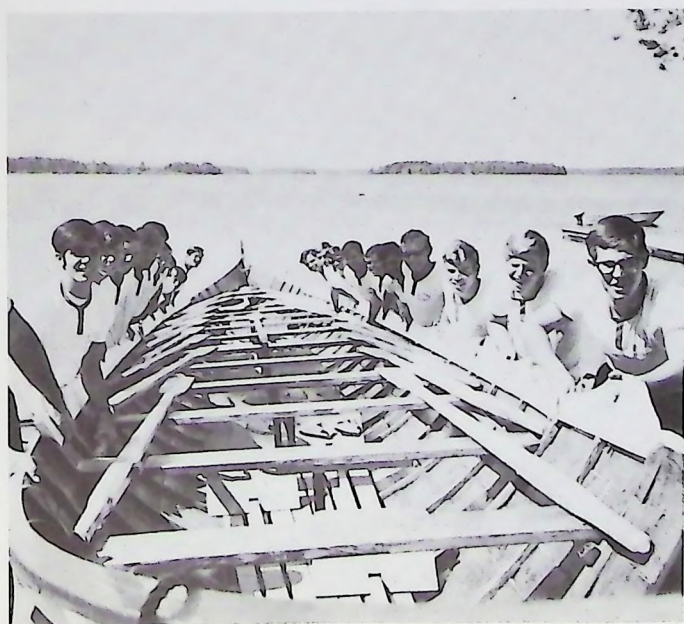
Often the families would come to watch evening practice, and the children to ride the boat. The Churchboat is approximately 75 feet long, weighs 800 pounds and requires 20 oarsmen. Most of the Swedish crews were experienced and five-year veterans of the races.

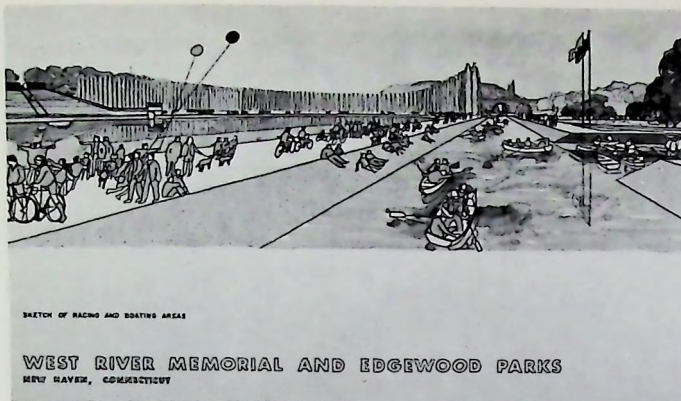
On July 6 the 20 St. John's oarsmen donned their University uniforms, affixed the American flag to the bow of their churchboat, the Dios'n, and were ready to experience a heretofore all Swedish Churchboat race.

There were 280 oarsmen on Lake Siljan that day, 14 Churchboats and 8,000 Swedes and tourists. Never had the St. John's oarsmen experienced such a sense of sportsmanship and communion.

Officially the Dios'n placed tenth of fourteen, but a memorable first in the hearts of their Swedish parents, brothers and sisters. The next morning at 4:00 a.m., 50 Swedes gathered in front of the church in Sollerön, tears in the eyes of some, to say good-bye to their American sons, friends and competitors.

The total success of this experience and experiment for America and St. John's will be next summer when the oarsmen of Sollerön will be hosted here in New York by the members of the St. John's Crew Club.





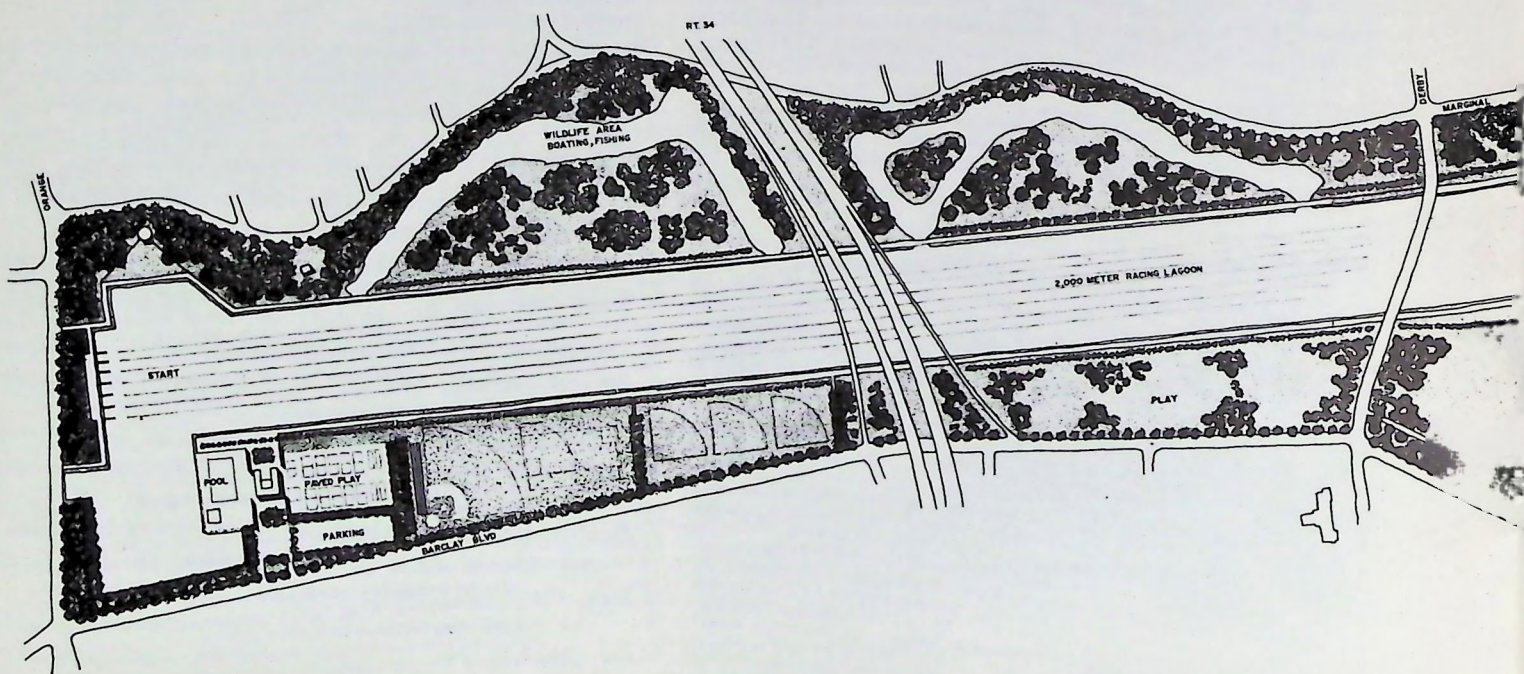
In early December of 1968, a small group of individuals took a very serious look at a small lagoon situated in West River Memorial and Edgewood Park, New Haven, Connecticut. It was at this time that they envisioned the prospects of developing the first F.I.S.A. rowing course in the United States, a permanent rowing facility in accordance with the very latest designs which have been used on rowing course construction in the past ten years. A place where all of the American rowing organizations could hold their major regattas and guarantee to the competitors absolutely fair and equal conditions for all, the foremost principle of F.I.S.A.'s statutes and regulations.

In order to bring reality to such an undertaking, a great deal of planning, organizing and legal negotiations were necessary to present the values and necessity for such development in the City of New Haven.

At the present time, a corporation known as the International Rowing Course Foundation, Inc., has been

A UNITED STATES-F.I.

chartered. The officers and trustees have been selected from all over the country and they represent great rowing tradition, wisdom and experience. The Organizing Committee consists of President, Juan T. Trippe, Chairman of the Board of Pan American Airlines; Horace E. Davenport, Chairman of the National Rowing Foundation; and William J. Knecht, President of the National Association of Amateur Oarsmen. It is the goal of this corporation to raise the necessary funds to construct this course and then assume complete management of the course in a contract with the City of New Haven. The initial term is forty years with an

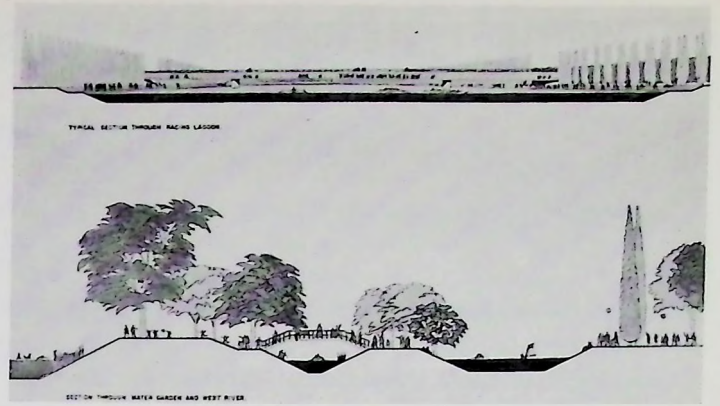


option to renew for twenty year increments.

Initially, the basic requirements such as a boat house, dredging the 2,000 meter lagoon, building a coaching and T.V. road, an Albano Buoy system, judges' tower and grand stand, were conceived as a part of the rowing course. However, a complete sports complex has been included in the plans and agreement; these include a 50-meter municipal swimming pool, a baseball field, a football field, four tennis courts and athletic facilities and locker rooms for Lee High School varsity teams.

The time table for construction of the course calls for the completion of architectural and landscaping plans and specifications within a six month period. The work will begin immediately upon approval of plans and the target date for completion is June of 1972, in time for the hosting of the 1972 Olympic Trials.

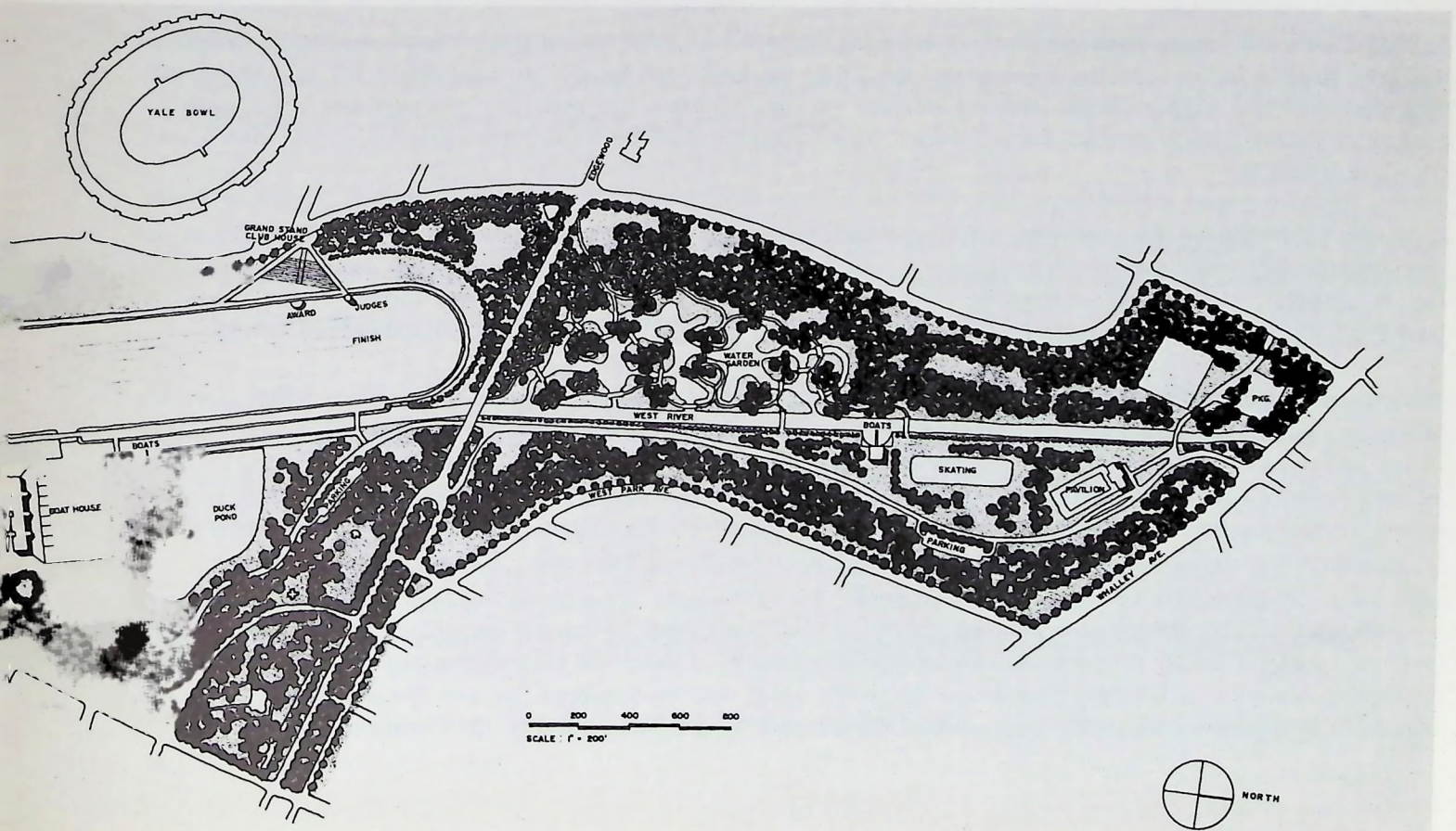
Adding the esteem of the Office of the Secretary of Interior, Walter J. Hickel, was a feature of the announce-



S.A. ROWING COURSE

ment of the planned course. At a meeting in the Department of Interior on September 24, 1969, with Secretary Hickel, Bud Wilkinson, Mayor Lee, Development Administrator, Melvin J. Adams; Information Officer, Marion Morra; West Haven Park Commissioners, Carl Natri and John Davidson; Juan Trippe and Bill Knecht, the plans and scope of the project and a history of American rowing achievement was presented.

The New Haven F.I.S.A. Rowing Course will soon be a reality and all American rowing enthusiasts will be justifiably proud of it.



U.S.O.C. Appropriates \$38,200

by H. Boyce Budd, Jr.

At a meeting of the Olympic Rowing Committee in Philadelphia at the 1969 National Championships, it was decided that Don Spero, Tony Johnson and Marty McNair would prepare a proposal for the September meeting of the U.S. Olympic Committee. The purpose of the proposal was to outline specific requirements for the sport of rowing for 1970 and to interest the U.S.O.C. in appropriating funds to carry out these requirements. An outstanding proposal was submitted at the Olympic Committee meeting, and shortly afterward, an appropriation was approved for \$38,200 for the 1970 Olympic Development Program for the sport of rowing.

The proposal defined six specific programs and suggested a budget for each. The programs are as follows:

- 1. Olympic Development Centers, Early Funding:** This program will provide support for regionally distributed Olympic Development Centers. The needs of each Center are to be individually considered, and details of funding will be determined by the Olympic Rowing Committee based upon applications solicited in the fall of 1969 from the national rowing community. Aid will be provided by January of 1970 to allow preparation for a successful summer program. *For further details, see opposite page.*
- 2. Post-Trial Support:** After the National Trial Regatta for the World Rowing Championships, clubs with finalists in the Olympic events will submit a documented accounting of costs incurred in training for and competing in the Trials. These expenses will be partially reimbursed up to a maximum for each club which is determined by their fixed costs and a geographically weighted count of all finalists in the Olympic events. For further details, contact Marty McNair, 69 California Ave., Orinda, California 94563, or Cornelius "Pete" Peterson, 25 Old Village Road, Acton, Mass. 01720.
- 3. Per Diem Expenses for World Championship Team:** Funds will be provided to support members of the National Team on a \$10.00 per diem basis for those men training away from home between the time of their selection at the Trial Regatta and their departure for the World Championships. For further details contact Victor Michalson, c/o Athletic Dept., Brown University, Providence, R.I. 02912.
- 4. Shell Purchase Program:** A mixed selection of racing shells will be purchased in advance and provided at the site of the Trial Regatta for out-of-town crews. After the Trials the boats will be sold at a minimum bid of 75% of their total cost, with the suggestion that they be available for loan at future trial regattas if the purchaser is not using the boat. For further details, contact Tony Johnson, Yale University Athletic Department, Yale University, New Haven, Connecticut 06520.
- 5. Youth Championship Support:** Support is provided to aid the United States National Youth Champions in the financing of their entry into the International Youth Championships. Approximately \$200 per man will be available for 26 athletes and two coaches traveling to the site of the F.I.S.A. Championships. For further details contact W. Hart Perry, Jr., Kent School, Kent, Conn. 06757, or Ernest H. Bayer, 718 Hendren St., Philadelphia, Pa. 19128.
- 6. Research Programs:** (a) A study of why some men continue to row and others do not after their collegiate rowing experience. For further details contact Cornelius "Pete" Peterson, 25 Old Village Road, Acton, Mass. 01720. (b) A patent search and preliminary design work on a domestically manufactured rowing ergometer (a device which measures the work output a man can deliver while rowing). For further details contact Jack Frailey, M.I.T., 77 Mass. Ave., Cambridge, Mass. 02139. (c) Investigation of possibilities for constructing an Olympic (F.I.S.A.) standard rowing course in the United States. For further details contact Ross H. Smith, M.I.T. Branch Post Office, Box D, Cambridge, Mass. 02139.

This well-reasoned development program should come as great news to oarsmen in schools, colleges and clubs all over the country. Though the administration of this program will confront the Olympic Rowing Committee with many perplexing questions, it will also provide our sport with many fine opportunities. We look forward to your comments and promise to publish responsible discussions of the program in up-coming issues of *The Oarsman*.

U.S. Olympic Rowing Committee Development Program

Olympic Development Centers — Early Funding

Program Description: Rowing organizations in the U.S. are invited to submit applications to be Olympic Development Centers. Applicants who are chosen as Centers by the Olympic Rowing Committee will be given funds to help support their senior rowing programs, directed toward the 1970 World Championship Trials. The total budget available to the Olympic Rowing Committee for this project is \$10,000.

Who May Apply: Any club, college, or rowing association may apply to be an Olympic Development Center. The goal of the Olympic Development Program is to have only one Center in a single metropolitan area. Therefore, groups of clubs are strongly encouraged to work as a unit through their local associations and develop a cooperative approach for their geographic area.

Open Programs: Olympic Development Centers must make participation in their senior rowing programs and membership in their clubs available to any registered N.A.A.O. oarsman. In the event of large turnouts, the Centers must be prepared with plans for equitable tryout procedures open to all eligible oarsmen.

Applications: Applicants must provide detailed information about the club's senior rowing program including: coaches, oarsmen, training programs, equipment facilities, rowing site, and a complete budget with specific requests for Olympic Development funds. Application forms are available at the address listed below.

Items to be Funded: Expenditures are intended for items which must be funded before or during the racing season and are crucial to the Center's senior rowing program directed at the 1970 World Championship Trial Regatta. Allowable expenses include per diem support for coaches, equipment purchases and maintenance, publicity, and recruitment of top caliber oarsmen. (Operational expenses incurred during the season will be defrayed by the Olympic Development Post-Trials Support Program: *(See opposite page)*).

Matching Funds: Budgets included in applications must contain the total cost of each item (e.g. new shell), amount requested from Olympic Development funds, and matching funds anticipated from other sources or from the Center itself. Development funds will not in general cover 100% of any single item. Money appropriated must be spent only for the specific items stated, and validated receipts and vouchers will be required.

Coaching: The leadership of one or more qualified coaches is essential to the success of any Olympic Development Center. Organizations who would like help in arranging for the services of a coach are encouraged to contact the Rowing Committee. Similarly, coaches who are interested in participating in this program are urged to make their availability known to the Committee.

Application Deadline: Applications must be *received* at the address indicated below by December 22, 1969. The Centers which have been selected will be announced by the Olympic Rowing Committee on January 25, 1970.

Address requests for application forms, inquiries and completed applications to Don Spero, 1801 Clydesdale Pl., N.W., No. 722, Washington, D.C. 20009.

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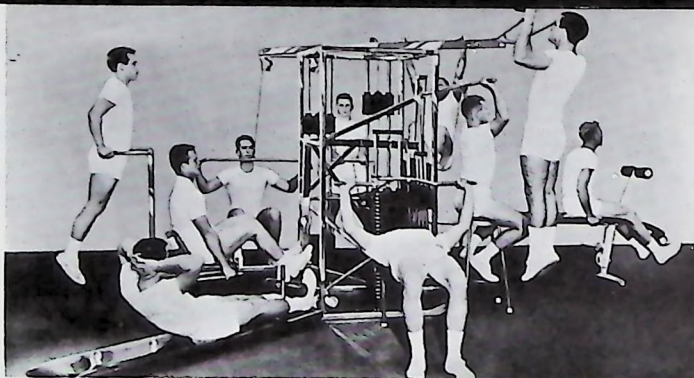


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A fair maiden awaits the arrival of our friend in Bled, Yugoslavia, in 1966. To the victor (?) belongs the spoils.

THE INTERNATIONAL SCENE

by Emory Clark

Everyone knows that rowing is a rugged, wholesome, character-building sport; that oarsmen are honest, honorable, loyal, steadfast and true — but to whom? That is the question I wish to explore in this article which my conscience tells me is long overdue. You should know — mothers, girlfriends, proud fathers — you should know the kind of person your son or boyfriend may become before you encourage him to undertake this grueling pastime which requires one to forever sit and go backwards.

To properly attack this exposé I can do no better than to chronicle the famous (or infamous) career of one who has long since left the ranks of competitive oarsmen for the more satisfying and less strenuous position of amateur rowing expert. Let us call him HBB to preserve his anonymity — whatever indiscretions he committed are on file.

I first knew him in college where, it seemed that he, like the rest of us, put rowing before all else — a mere sniff of deep amber lager would make him tipsy, the mere thought of a shapely form, laughing eyes, or golden curls, on the other hand, would affect him not at all — he ate, drank and slept rowing (and, alas, it must be recorded, he won very few races).

It was shortly after graduation that I received the first indication of what he was to become. We chanced to be on the west coast of Ireland when he introduced me to the fine art of drinking before a race. We had been challenged by some Irish fishermen in Killybegs, and, having gotten wet on the way to that metropolis, we warmed up with Irish whiskey chased by Guinness stout instead of the usual 100 hard strokes. But when I climbed into the stroke seat to row to the start I was instantly grateful for the

whiskey as I was confronted, not by the usual raspy voiced little coxswain, but by a full-sized (sigh), honey-throated Irish colleen, who made our ensuing loss, to which she contributed not a little by her steering, even harder to bear when she decided he, HBB, needed consoling, and not I.

I lost sight of him after that. I think he went to England and rowed with the pink-tie-and-blue-blazer set which I understand is very fast indeed almost everywhere but on the water. In any case when we came together some years later in an effort to get to Tokyo, no sooner had we taken up residence than a procession of females began making a pilgrimage to our door. Girls he had met while traveling on the Continent; girls from the apartment next door; sophisticated girls who wore make-up and used cigarette

holders; plain, no-nonsense-tweed-skirt girls, good for a walk in the country; all kinds. Soon, besides becoming the bowman in a rather fast pair that pulled slightly to port, I became sort of a bartender-social secretary combination. After all, when more than one showed up at a time it got reasonably interesting.

The amazing thing was that despite his tremendous appetites and insatiable quests (he raced a train in his car one night just so he could get a girl's license number when she drove out of the commuter parking lot) the boat began to move. How he managed to get into condition I don't know, but you must understand that he was endowed with great natural strength and no doubt his social endeavors only reduced his power to that of normal men. When we started

Fondly Subtitled:

Women and Beer or The Story of an International Oarsman

competing in international regattas I thought surely he would concentrate, keep his eyes in the boat. But not so. Before an important race in Amsterdam the phone in our hotel room rang at 4 a.m. A young lady in Paris was in need of his soothing voice and could he pop down just for the morning as our race wasn't until the afternoon?

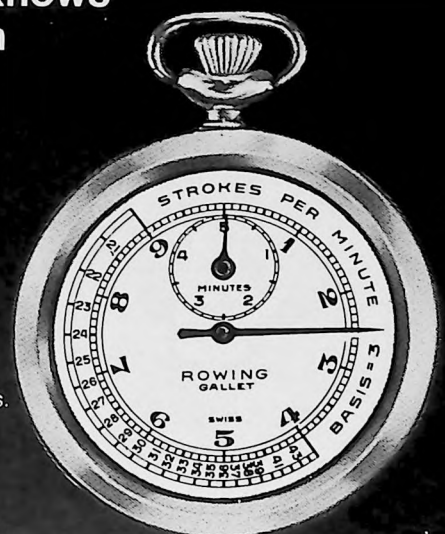
(Continued on page 22)

the coxswain who knows gets his information from a Gallet

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INTERNATIONAL SCENE

(Continued from page 21)

Fortunately I answered and was able to quickly set her straight on the priorities but the damage was done. We came in ahead of Cuba in that race, but well astern of Denmark, Bulgaria, Sweden, Canada, Argentina, Italy, East Germany and Poland.

On another occasion at Henley after having failed convincingly in the heats, HBB, never one to despair in defeat, took the opportunity to invite three girls to the finals in the hope that one might come. When all three made an appearance he rushed the most delectable one up to the starting line which he carefully explained was the only place to watch races anyway and left his friend and bowman to cope with the other two. (Those who have raced at Henley will recall there are no chaperones but cows at the start.)

Once when there was no chance to vanish he blithely intimated to one young lady that the other was with me, a bit of not too subtle subterfuge which was of doubtful success. I was faithful of course in the interest of speed — you don't suddenly change the diet of a race horse just before the race — but there were times, as when he misnamed one poor girl three times within an hour, when I was unable to hold up my end and collapsed laughing or crying, whatever the incident called for.

I'm not sure why we won in Tokyo; perhaps because I never left him unattended until after the regatta; perhaps because our coach, a sometime pharmacist, gave him some pills which made him think he had some mysterious illness. I do know that in the years that followed his appetites were rekindled, that he rowed in many countries and lost many races. They say in Egypt the race was lost to the Arabs when HBB got his oar hung up on a dead camel floating down the Nile — they may say what they like, the more probable explanation for the loss is that he stumbled into some shiek's harem the night before.

The moral of this tale is distressingly hard to discover. HBB, with some notable exceptions, lost races consistently in his All-American-clean-cut-boy stage and later in his "maturity." I suppose the point is, that, while there has never been another like him, others have tried. You should recognize both the good and the bad possibilities when choosing a sport. You should know from this portrait, and I confess HBB is a friend of mine, that every silver lining has its cloud, every rainbow its rain.

WOMEN'S ROWING—AT WHAT COMPETITIVE LEVEL?

by Richard D. Erickson

Richard D. Erickson assumed the responsibility of coaching the Lake Washington Rowing Club Eight-Oared Womens' Rowing Crew after they had won the National Championship in June, 1969. He coached and guided them during their preparations for their trip to Klagenfurt, Austria, site of the 1969 European Rowing Championships.

Don't question the relevance of girls' crew with several groups of young women in Seattle. They won't listen. For the past seven years, under the leadership of Mrs. Olive Rieflin, girls have been rowing singles, doubles, four-oared, and eight-oared shells on Lake Washington. The Seattle Park Department, with cooperation from the Seattle Junior Crew Association, has made provisions for young high school girls to row in their summer program; and now the University of Washington has a women's crew sponsored by the women's division of the Intramural Sports Department.

Despite the indifference (and in some cases the resistance) of the established rowing institutions of the greater Seattle area, women *are* and *will be* rowing in Seattle. Precedence was set as far back as 1914 when Hiram Conibear, coach at the University of Washington, had a group of University women rowing.

This past year, a group of eight girls plus two coxswains, representing the Lake Washington Rowing Club, set their goals at winning the Fourth Annual Womens' Rowing Championship which was held in Seattle, in June 1969. These women doggedly prepared for the difficult competition they knew would come from Philadelphia, Oakland, Corvallis, and from local competition. These young women, many of whom were involved with full-time jobs or were students at institutions of higher learning, turned out at 5:30 a.m. on Seattle's Green Lake. They had to break in several girls with no previous experience. They conducted their own off-water training program which involved calisthenics, some light weight lifting and a lot of cross country running.

As the day of the race drew near, the other girls' crews practicing on Green Lake showed more polish in their rowing skills and some of them looked stronger. In the final eight-oared race, however, it was the girls from Lake Wash-

ington Rowing Club that brought their eight-oared shell across the finish line first. It wasn't until two days after the race that these girls realized, that, as national champions, they had qualified to represent the United States at the European Championships later in the summer. It was also made very clear that if these girls were to make this trip, they were going to have to: (1) make significant improvement in their rowing if they expected to be competitive in European competition; (2) they were going to have to raise all the necessary funds to make this trip.

It was at this point that I felt I could no longer resist their repeated requests for some form of coaching assistance. Having observed The Championship Regatta on Green Lake, I was quite confident that these gals could improve their rowing techniques, racing stamina, and that they could be more properly fitted to the boat and the oars they were using. After several meetings with the girls, a plan was laid out that was to lead them to the European Championship at Klagenfurt.

In the short period of two months, the girls showed remarkable determination and improved their performance to the point where it was felt they would be competitive with some of the crews in Europe. Through their own efforts and the generosity of several Seattle businessmen, they raised the money to send the team to Europe. They made their own racing and travel uniforms. With the help of Judy Schwartz, of the National Rowing Foundation, the final plans were made for the trip.

At Klagenfurt, using a borrowed shell, they found that their best performance was still somewhat behind even the lesser of the European crews. Typical of the spirit they showed throughout the entire European preparation, they came home encouraged and determined that with the proper preparation, women's rowing in the United States could be competitive on an international level. Personally, I saw nothing in Europe that convinced me that our girls could *not* be competitive. But if their goal and desire is to compete in international competition, I believe there are several criteria that women's crews should seriously consider.

1. Organization of Women's crew in the United States

The women have their own national organization, which is not involved in any way with the National Association of Amateur Oarsmen. As long as women's rowing does exist in this country, I believe that in some way they should be a part of the N.A.A.O. They could benefit by the organization's structure, the charter, the laws of boat racing, the formal regatta

(Continued on page 25)



U.S. Women's Eight-oared Crew in Klagenfurt, Austria, left to right: Cathy Coleman (cox); Janene Segle; Pam McNulty; Shirley Hauter; Cheryl Goude; Norma Sands; Pat Carman.

National Women's Rowing Association



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A proposal was made by the Soviet Union at the F.I.S.A. Congress at Mexico City in October to include the 5 women's rowing events in the Olympics. It was accepted by a vote of 54 to 8. F.I.S.A. has now recommended to the IOC that such rowing be included in the next Olympics. In January, the N.A.A.O. voted to support this action and to push this idea before the U.S.O.C.

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WOMEN'S ROWING *(Continued from page 23)*

procedures and the officiating that is already in existence through the N.A.A.O.

Their national championships should be run under the auspices of the N.A.A.O. Then, when it comes time for another group of women to participate in international competition, I believe this governing body, the N.A.A.O., should establish some kind of minimum performance level that the girls' rowing team would have to meet before they receive official sanction. United States girls have taken two international trips; in 1967 they went to Vichey, France, and in 1969 to Klagenfurt, Austria. These efforts, though somewhat less than competitive, can be considered as developmental programs or as fact finding trips. But the women now have answers and know what is required to compete internationally. I believe that the next effort on an international level should be looked upon as a designed, calculated effort to compete for the gold medals.

2. Time Table — International Competition

The next group of girls planning to compete in European competition might do well to study the make-up of championship men's crews. A recent study of the champion athletes winning gold medals in recent international competition points out that a considerable amount of rowing experience and an age level of approximately 25 is characteristic of all these champions.

The girls that are making this kind of effort should have a minimum of three to four years rowing experience and any boat made up of two or more women athletes should row as a unit, a minimum of two years.

Their development programs will have to articulate the areas of rowing skills, equipment design, strength, stamina, and racing strategy. The women will need the continuing guidance of expert coaching — which I gather they are seeking.

3. The Logical Start

Women's crew seems to be headed into the same dilemma of many new rowing organizations in feeling they have to row eight-oared shells. The more prudent approach would be to outline a program where competition is first developed in the sculling events and the first efforts at sweep rowing should be in the four-with coxswains. A commitment in this direction would help solve the problems of properly fitted rowing equipment, handling small groups of athletes, stimulating intersquad competition, storage of equipment, cost of equipment, procurement, and the development of racing skills. Satisfactory solutions to the above problems are in most cases a prerequisite to a successful eight-oared program.

4. Equipment

Most of the rowing equipment the women in this country are using has been initially designed and built for men who are on the average six feet-one inch in height and weigh approximately 175 lbs. This equipment is simply too large and too severely rigged for the training and development of women's crews. True, certain modifications can be made, but European women use oars and shells built to their physical specifications. Properly fitted equipment should be a

primary objective of all women's rowing organizations and a pre-requisite for all girls rowing in future European championships.

5. Training Techniques

Women taking their competitive rowing seriously would benefit by doing thorough research into what is known about the training of women athletes. Considerable research has been conducted with women swimming and track athletes. Much of what is known about the physiology, kinesiology, and psychology of women athletes would be applicable to women rowers. It is important for the women to know what they can expect of themselves, but more important, the people who coach and guide the girls would do well to be so informed. A training program based on such research would probably be somewhat more demanding than experience in previous efforts.

It is not the purpose of these thoughts to attempt to justify the significance of women's crew. In several areas of the country rowing programs for girls are well established. It is my feeling that if future women's crews desire to compete in world class competition, they should be responsive to the high standards that are characteristic of most U.S. athletic teams—both men and women. Direction and guidance is available from the years of trial and error that characterize the growth of the men's crews.

As a final remark, women's rowing should attempt to parallel men's rowing—not copy it. Every effort should be made to establish some identity and feminize "their" sport so younger girls and the supporting public will be more receptive.

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The Evolution And Importance Of Sculling

by Jack Beresford

My father, a 1912 Olympic Oarsman, raised me to be a sculler. It was his ambition to see me win the Diamond Sculls at Henley and the Olympic sculling championship. My ambition was to play rugby football, until a wound from the First World War ended that dream and sculling became my favorite sport.

After three years of soldiering, a successful recovery from wounds and months of hard training, I lost the final of the 1920 Olympic Sculls by one second to Princess Grace's father, Jack Kelly of Philadelphia. Tough recuperative rowing in a Norwegian dingy plus unremitting training afterwards nearly paid off in full. I say "nearly" because in those days, Olympic silver medals were not fashionable in England.

OLD PROFESSIONAL SCULLERS

Before World War II, the professional scullers of England and the British Empire taught all the leading countries of Europe how to scull and how to row. There was no money available for their services in England, and so Tom Sullivan, Dan Cordery and Eric Phelps coached in Germany; Ernest Barry, the professional champion sculler of the world worked in Denmark; and Lou Barry in Italy. As a result of this, Germany won five out of seven Olympic Gold Medals in Berlin in 1936. The Italian Eight won a silver medal and the Double Sculls was won by Great Britain.

IMPORTANCE OF TRAINING

In 1954, the first Scullers Head of the River Race over the 4¼ mile Putney to Mortlake course on the Thames River in London took place and 52 scullers entered. In 1969 there were 368 entrants. This included classes for men over 40, 50, 60 and 70 years old. All four of these classes were won by one-time holders of the Wingfield Sculls, the Amateur Championship of Great Britain.

In 1960, the German Ratzeburg eight, coached by Karl Adam, won the Gold Medal in Rome. This combination has dominated the international eight-oared rowing scene ever since. Adam's system revolutionized the teaching of rowing by placing emphasis on sculling training, small boat work and extensive weight training. At first the German eight, the boat, the oars, the rig, the method, astonished English eyes. By 1960, the lesson was being learnt by a few. Gradually a change in attitude, in approach and in technique crept onto the

JACK BERESFORD is considered by many to be the greatest oarsman who ever represented Great Britain in international competition. His Olympic record is probably the greatest of any oarsman in the world. In 1920 he was the Silver medalist in the Single Sculls. In 1924 he won the Gold medal in the Single Sculls. In 1928 he rowed in the Gold medal Eight-oared Shell for England. In 1932 he won the Gold medal in the Four without Cox, and, incredibly, in 1936 he won one more Gold medal in the Double Sculls. In addition to all this, Mr. Beresford won the Diamond Sculls and other Henley medals many times more than any oarsman in history. He is an oarsman well worth listening to.

JOHN B. KELLY, JR.

English scene and sculling training became fashionable in England too. The Tideway Scullers adopted the sculling technique as did the Universities of Oxford and Cambridge. Both Universities, in their 12-week training stint for The Boat Race, devote 50% of the time to sculling. This cult has swept through the country. Through sculling training Emanuel School in six years became one of England's leading rowing schools along with Eton and Radley. Other schools are starting to do likewise. Leander, London, Thames, Kingston and Bedford, all own fleets of sculling boats to train their sweep oarsmen in the art of sculling. The standard is rising but will it be quick enough for Munich 1972?

THE ART OF SCULLING

It is interesting to note that in the art of sculling the boat, the rig has varied little over the last 45 years. Ivanov, the great Russian sculler, won three Olympic Gold Medals in an English boat. The sculls, however, have changed materially. The blades are no wider but are four inches shorter than the old 24 inch blades. The looms are reinforced with ash. One can get a more power-packed "entry" with this new-type blade. The increased stiffness results in a more instantaneous drive.

To scull successfully requires unremitting practice in all types of weather and preferably right through the year. To build the necessary physique required for success at the international level, running, weight training

and physical exercises all are needed to build up legs and lungs which in turn are the key to success in sculling.

Scullers are often sought after for sweep-oared crews. In sculling, both legs and arms are used equally. Oarsman, pure and simple, tend to use one leg and one arm to a greater degree than the other. The scullers power output is far greater weight for weight. Scullers learn to sit the boat and to concentrate on balance, timing and the run of the boat. They learn to relax on the forward swing, to give the boat her head, and to develop the mind to master the muscles when they are tired. In a sculling race, if you quit, you stop. In an eight, one man can get away with less than maximum effort and be carried along by the other seven.

LEARNS WHEN TIRED

Fitness, determination, concentration and self-reliance have to be built into the crack sculler. Perfection or near perfection can only be achieved by mileage, hard-striding work in the winter months (including long stretches of firm paddling — 3 to 4 miles minimum without easing). One only learns to scull when tired. Doing only short pieces of work fails to show up lack of technique. It is essential to learn to scull distances before trying fast work.

Sculling training for sweep rowing is only a means to an end. Proficiency in a single sculler should not be the only means for the selection of a sweep oarsman, only a yardstick.

Bear in mind that to reach proficiency requires expert rigging and the right length of sculls both inboard and outboard, as well as the right width of blades. Men vary in type, temperament and build; they need advice from an expert. With the extinction of the English professional sculler, there are few competent sculling coaches in England today. They can be counted on the fingers of one hand. Improper training in a single scull can, unless watched carefully, have a detrimental effect on oarsmanship. Too many scullers feel for the water and then start their stroke, and this is then transplanted into their sweep rowing with disastrous effect. Good advice to avoid this problem may be found in a paraphrase of a quotation by Lord Mountbatten, "Strike hard, strike like a snake, strike at maximum power and follow through unwaveringly to the finish of the stroke. Then, and only then, will real pace result."

THE GREAT DEBATE

"Resolved, that the United States should choose its representatives in international competition by a process which joins its best oarsmen, as well as its best crews, together in a National Team."

Editor's Note: There has been much discussion about this subject, and in the light of the current projects being worked on by the Olympic Rowing Committee, Jack Frailey proposed to U.S.O.R.C. Chairman Vic Michelson that a written debate be presented.

Vic agreed, and Al Rosenberg was asked to present the negative position, while Jack would present the affirmative. Both men have consulted colleagues in preparing their papers, and have spent considerable time in formulating their thoughts.

Here are their initial papers. Rebuttals will appear in our future issues. What do you think?

Affirmative Position by Jack H. Frailey

(I wish at the outset to gratefully acknowledge the excellent advice and considerable assistance given me in the formation of these thoughts by Joe Burk, Harry Parker, Carl Ullrich, Dick Erickson, Ted Nash and Hart Perry.)

In view of the poor and uneven success of our crews in international competition in recent years, we feel that a new approach is needed in the formation of our National Rowing Team. We feel that the concept outlined below is the most promising method for achieving this goal, and we urge its acceptance and implementation at the earliest possible opportunity. It is the only method that allows our best oarsmen to come together, a factor of overriding importance when oarsmen of international standard are so few that no one club or college can be expected to have them in sufficient numbers.

The "National Team Concept" is defined for the purpose of this debate to be the method of forming a national team which begins with the selection of the best individual oarsmen, as well as some of the best individual crews. Thereafter, during a period of continued training, the various national crews are determined by competitive rowing and racing within this selected group. This method, used in "pure" but limited form by New Zealand in the last two years and in forms modified to various degrees by Ratzeburg since 1958 and also currently by Russia, East Germany, and Australia, has proven to be uniformly successful where other methods, including our own, have failed to attain its only avowed goal; i.e. producing crews of medal-winning international standards. The position we take in this argument is that of supporting this approach in the forming of the United States National Team.

As we see this concept applied to our rowing program, the process begins in early spring with the selection by either the Olympic Rowing Committee or the N.A.A.O. Board of Directors of the National Team Director, and as much of his staff as can be chosen then (if any). We envision this man to be the chairman of the team selection committee, head coach of the team, the director of the training camp, and a person about which no potential selectee can have reservations concerning his fairness, impartiality, experience, capability and leadership. Understanding the concern that oarsmen contemplating their investment in summer rowing would naturally have about the quality of the selection

(Continued on page 28)

Negative Position by Allen Rosenberg

It is the purpose of this paper to provide reasons why the concept and implementation of forming an American National Rowing Team are not in the best interests of this sport. It should be understood that the term "National Team" proposed by my opponent means the ultimate formation of fixed crews from a composite of selected "best" oarsmen after a brief period of continued training at a common training site. Since this represents a basic and radical departure from our current system, the above proposition might otherwise be stated that present and future American rowing-needs can best be served by utilization and modern implementation of the existing amateur clubs, colleges and organizations.

There is agreement between the parties that we should seek both short-term and long-term solutions to America's disappointing results in recent international rowing competition.

We believe there is agreement as to many of the factors which have given rise to our current level of rowing efforts. Jack Frailey and I, each speaking for large numbers of dedicated people, believe solutions are indeed possible but we differ primarily in the means for achieving them. Individual efforts of oarsmen, officials, administrators, clubs, colleges and organizations have been genuine and total but recurring shortcomings in our system have prevented us from achieving our ultimate performance. To adopt a national team concept would embark on a new program totally disregarding imminent and constructive changes in the present system and the presence of new people who refuse to be content with the status quo.

In other words, this paper speaks for the proposition that the present basic amateur structure can be more effectively utilized to solve our American rowing problems than any other theoretical or analogous foreign program.

It is well known that national teams in two events have proven successful in New Zealand, a country whose total population is less than Philadelphia and has fewer boatclubs than those on the Schuylkill. The totalitarian regime in East Germany can spawn quasi-national teams with considerable ease since there is only one real sponsor of all sports. Informal national recruiting in West

(Continued on page 28)

AFFIRMATIVE

process to which they must ultimately subject themselves, we consider the choice of this person to be a cardinal point in ensuring the success of the concept. Additional members of the Selection Committee and/or the coaching staff might be appointed concurrently with the Director, or named later.

The team selection process would then begin with the results of a regatta in which all aspirants participate as members of their individual organizations, be they club, college, or school, with the full understanding that the regatta's purpose is for this selection and that a winning performance may not guarantee a place for the crew or any of its individual members. If properly timed with regard to the International Championships for which the team is being chosen, our National Championships could be this regatta. (At this point, it will be helpful to limit our view to the sweep events only—although the concept can be extended to the sculls as well.)

At the conclusion of the regatta such additional coaches for the National Team will be selected as necessary to total three, including the Director. At least two of the three coaches so selected will then form the nucleus of the selection committee to which might be added two or three additional coaches who have had recent international experience, or who are particularly knowledgeable about a number of potential selectees, or both.

This committee would then have sole and complete authority to select the oarsmen from which the National crews would ultimately be formed. Whole crews might be

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NEGATIVE

Germany was hardly without harsh criticism and opposition from other than Ratzeburg. With it all, rowing and soccer are the most popular sports in Germany. Any contrived analogy to these national teams must bear in mind the obvious *differences* rather than the hasty conclusions of success. Perhaps we might better look to England where sustained club efforts have resulted in better efforts than the national crews.

It is because our young athletes live in an age of new values that we must examine our own national sports structures more closely. Because we live in an age of speed, it is not surprising that we are losing many promising oarsmen who do not feel the extra years of training are worth the effort. Because we live in an age of disillusionment we cannot presume that merely because we send a full complement of oarsmen to compete, we will win all the prizes. Because we live in an age of impersonality and computers, we are not justified in believing the ergometer and the stopwatch can take the place of the coach and good competition. Living in the age of instant replay we may delude ourselves into believing that the athlete is a mere performing puppet with no will of his own, no personality or desires. It is because we are in the midst of a great social upheaval, that we must recognize that the value of competitive sports varies greatly with our athletes today.

It may very well be that what we ex-oarsmen fail to realize is that we cannot *impose* our solutions on today's competitors but must be content to provide an acceptable structure which will serve their needs. Consequently, I believe that any solution, which seeks to push people in a direction which is unnatural and opposite to their normal changing direction, is not bound for success.

It is against this background that the following reasons also militate against the national team concept.

Experience has taught me that athletes perform better in normal, uninterrupted work-family-school patterns. By periodically gathering together a so-called "best" group, these patterns can be disrupted to a point where performance is adversely affected. The term "best" men is relative and means more than brute strength. It bears a relationship to style, previous training, competition, experience, physical and emotional maturity and a multitude of other factors. It is more than likely that equally good people are not selected for a variety of reasons. There is also grave doubt about the desirability of total subsidy of members of a national team and whether we, as an amateur body, can honestly believe this is truly amateurism at its best.

I seriously doubt that appointed teams can achieve in a very short time the dedication and *real* team effort of long established crews. So also, there is the question of complete confidence and rapport among the crew which I believe would be extraordinary if found in hastily-formed composites. Further, even assuming particularly fast crews could be created and maintained intact for a number of years, then the remoteness of a possibility of gaining a spot in a national crew would do two things: (1) it would stifle rowing interest among oarsmen who saw little hope of gaining the "team;" (2) it would give rise to another unofficial team of national scope likely to destroy the national team concept. National professional sport leagues are prime examples but differ in

AFFIRMATIVE

selected, either with the thought of continuing their line-up without change or to provide individual manpower for later trials with other selectees. For example, crews which have already established a capability to perform at a sufficiently high international standard (i.e. Johnson and Hough or equivalent) would be selected in the former category and permitted, if necessary, to train at a location remote from the others. Entire crews selected to provide individual members, and other individuals chosen from other crews would then join at a common site (probably chosen by a prior selection process) to be trained and tried in suitable combinations by the National Team coaches. The total number of men selected would lie between twenty-seven and forty, depending on which boats, if any, were "set." The crews permitted to remain intact plus those subsequently formed from the other selectees would then comprise the National Team, and crews ultimately selected would represent the country abroad and *not* be open to further challenge.

(It is recognized that a variant of this basic plan would allow for later challenges from oarsmen not selected or who refused selection. We oppose this idea for the reasons that a) the selected team could be weakened by the decision on the part of a few capable oarsmen to choose the "challenge" route rather than join the team, and b) those selectees who joined the team would face a "double jeopardy" situation wherein they could be ousted at the eleventh hour. In sum, this variant begs the issue of whether the basic concept is really a strong and viable one.)

(Continued on page 30)

NEGATIVE

that new franchises are available. The current proposition calls for a single franchise—a super club of national proportions.

Would it not be better to think of "priming the pump"—of expanding rather than shrinking our clubs? There is an interest and a pride which a city or college has in a crew which is shared nationally but the converse is not true. The creation of a national rowing team cannot be compared to skiing—where the effort is *solely* individual. Ours is a team effort and is best supported by local interests on a fixed team basis.

Much has been written about the age group of 22-28 years from which our best oarsmen come. Our winning crews consistently place in this category. It is no surprise. This is the age group of wife, family, job, house, car and meaningful sports competition. It is an age group of social and economic stability. How can such a man jeopardize this stability by temporary upheaval to attend national training camps?

On the contrary, it has been my experience with such older, proficient oarsmen that an ordered local routine is better tolerated if it is voluntarily chosen and not imposed. I am more concerned with the deterioration of a national team when so-called best selectees give up a job, leave their family, home or school on the *hope* of making a national team and then fail to do so. The reward may seem glamorous at first but I regret that the reality of this situation may eventually deprive the team of its best and most responsible candidates.

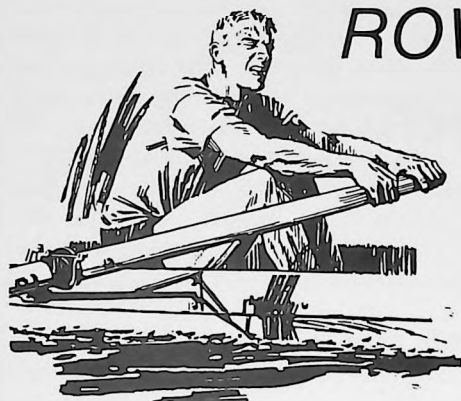
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This example of the "National Team Concept" has the following advantages, we claim:

1. It will succeed where the current system is failing. Where the number of top rank oarsmen is relatively limited as it is in the United States (and in New Zealand and Australia compared with Russia and East Germany, for example), this approach has been proven consistently successful. We do not feel that the obvious differences between this country and New Zealand (land size, etc.) can reasonably be expected to prevent us from capitalizing on the same approach,
2. It's the *only* method that allows the best men to

NEGATIVE

Further, I have not always found that athletes can perform at or near their best in brief periods when they know they are constantly being evaluated by new coaches.

I have further learned from vivid experiences that rowing-camp life is not particularly conducive to good performance and the intangible and the finely balanced work-play regime is destroyed. It is not possible to telescope and achieve in a short time the emotional and physical acceptance and mutual trust and dependence which fixed crews develop over long periods of time. Hastily formed crews have almost *never* survived in the face of competition and the extreme stress of week long

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come together. Rowing is the only sport (to our knowledge) that attempts to compete internationally without combining the best talents in the country. This applies even to such complex team games as basketball and ice hockey. The American life-style is such that we shall always have to depend on a few very good, experienced oarsmen combined with a larger group of young men still in college, or just out. And when one considers the attitudes and interests of much of our youth these days, it's apparent that our current way of life, at least in the near future, will intensify the problem rather than alleviate it. How can we possibly expect more than an occasional gold-medal winning crew when we spread our limited talents so thinly?

In any race there are always one or two men in the second place crews who could have made the winners even faster. Because we have so few truly exceptional oarsmen, we can ensure consistently high quality crews in the National Team even though we lack depth on a National scale.

3. Allowing the best men to come together to form the team permits them to be spread out beforehand. It permits the best material to train at sites convenient to their other necessities or interests. In this way, the "National Team Concept" actually encourages the wider distribution of good men to a larger number of clubs whereas the current scheme, as we have seen, tends to favor the development of two or three elite clubs. Hence fewer oarsmen will stop rowing because of a change in job or locale, and the sport will grow faster because more good men will continue longer.
4. It will allow continuation, without essential change, of that minor portion of our current program that has had any measure whatsoever of fairly continuous recent international success, i.e. pairs. Our present system shows to least disadvantage when only two superior oarsmen need be brought together (Findley and partners, Johnson and Hough), and the National Team Concept proposed herein recognizes and provides for the possibility that excellent boats of this size (or any other, for that matter) may be formed outside the National Team Training Center and be permitted to continue.

In conclusion, we do not claim that this scheme is fault- or trouble-free, for *any* method intended to serve this purpose is fraught with potential strife. One need only to look back a few months for an example of how badly the current system operates under certain conditions. We simply claim that the advantages of the "National Team Concept" proposed herein clearly outweigh its disadvantages, and we therefore earnestly request its adoption at the earliest possible opportunity.

THE OARSMAN invites your comment on these articles. Kindly address all letters to: F. Andy Geiger, Syracuse University, Manley Fieldhouse, Syracuse, N.Y. 13210

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regattas. There are too many examples of such composite and quickie-crews which have done badly or taken a poor placing well behind the winner. There is a great value in forming crews over a long-period of time and if the material is good, these results will surpass those of the short-term composites without question.

Almost unnoticed in the proposition of national team formation is whether *in fact* such a concept would be compatible with and acceptable to the vast majority of athletes. We are fundamentally the products of, and proponents of, the free-enterprise system. We are still rugged-individualists who are bound to "make it on our own." It is presumptuous to believe that we cannot gear our present club-college-organization system—created in this true spirit of individualism—to provide the solutions we seek. I do not believe that hard miles rowed by an intact crew would be at all meaningful if in the end the crew could be disbanded without question.

If the solution can be viewed as getting more and better-trained people in individual groups to form better teams, then the solution depends on the clubs and colleges. If there has been a lack of imagination and a waste of material and human resources before, then it is time we correct it but we need not necessarily scrap the system. Why throw the baby out with the bath water? There is a renaissance in the American rowing scene and it is illuminated by the long-overdue brilliance of young men whose competitive career is recent. We are entering a new era and it is earnestly believed that for the first time, we can provide means and places for more and more oarsmen to train and compete and coalesce into truly representative crews.

Among the many problems, we have seen manifestations in all areas. If the national team concept were valid, it would tend to solve at least the most pressing. But will it necessarily increase the number of trained oarsmen and keep them competing longer? Will it increase the number of coaches in programs placing oarsmen in international competition? Will it give rise to current and practical training methods for all coaches and oarsmen and span the gap of a total breakdown in communication and exchange? Will it increase the growth rate of clubs, colleges and oarsmen to at least equal our national growth rate? Will it increase and foster better club-college relationships? Will it increase competition locally and over a broader geographic area? I think it will do none of these in full or in part.

If the present system can provide an expanded base whereby *more* men, not merely a few selected men, can participate in more races, not fewer, under more coaches and not one or two, then the present system *must* improve. If more clubs and organizations can be practically and creatively motivated in an efficient manner, the numerical advantage of men and teams will provide us with the depth of good international class crews not now enjoyed.

Vigorous exception must be taken to the basic stand of the opposition that within a short time selection methods can produce good crews of world-class. It erroneously presupposes (based on one or two isolated experiences) that there is equality in the training levels achieved by this composite group of oarsmen during the

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preceding 12-24 months. It is impossible to train men whose level of conditioning has no common denominator.

The reader must keep in mind that "training" is a well-conceived plan to prepare the athlete for his ultimate race or competition and is accomplished over a *long* period of time, under a program which contributes in a piece-meal fashion, the parts needed to perform. It is continuous; it is harmonious; it is gradual; it is rigorous; it is essentially uninterrupted; it is well supervised. It is inconsistent with a national composite team effort as defined.

Finally the question arises as to the real desirability of a committee of coaches to select crews by various means, in a *short* period of time from composites. We find virtually *no* such successful efforts in the past. On the contrary, there is the recent and vivid experience where great latitude was given to coaches by the well-intentioned and expert foreign regatta committee to *form* crews within a few weeks of international competition. These results have not been gratifying and have only created substantial doubt regarding such a selection system which is virtually the *same* as what the opposition now proposes.

If we are to conclude that a national rowing team concept is bad, then how can we accept this former practice as good? Perhaps the time now comes for a re-appraisal of what has subtly become an established practice in endorsing and constituting appointed crews to national squads. If there was such a need in the past, it was temporary at best and such emergencies are long since passed.

It is clear that what was intended in the creation of a regatta committee was not to establish a new national team practice. The continuation of such a practice in a *practical effect* abrogates the authority of the individual coaches, representative organizations and other non-selected competing oarsmen. The participation in foreign regattas should be reserved for intact crews who have demonstrated superior ability to compete as such;

and their "selection" and composition from individuals, unfortunately, cannot as a practical matter be relegated to a committee or a group of coaches regardless of their most sincere and dedicated efforts.

The solution to the present unsatisfying position of our rowing programs is not simple but it does not mean a new system. It requires courage to implement the present system, a good deal of self-sacrifice and perhaps even some "loss-of-face" in short term retrenchment. We must deliberately introduce into positions of leadership younger people, carefully chosen as having ability, promise and creativity. People whose views will not be conservative and who may make errors but which, if committed, can be nullified by retaining the firm background of more experienced people who have the resiliency of temperament to cope with the new situation and trend.

The proposal of a national team is a palliative at best but it does not cure the root of the troubles. Tolerance as well as patience is needed; but in the long run, there is no other way.

Today's younger oarsmen are our posterity whether we like it (or them) or not. We must be prepared to communicate with them, directly and within the framework of our present organizations, in order to accommodate ours. Otherwise, our well-spring of athletes will dry-up and rowing will become like the dodo-bird. We cannot disregard the place of *our* program in our today's world as it relates to others and their world. Age-old factors and needs of oarsmen may appear only in disguise but they still remain: coaching, competition, equipment, support. Clubs and colleges must adapt to, not necessarily change over, in fulfilling these needs in the proper environment with more competitors or else our sport will slip into oblivion. First let us exhaust all reasonable efforts to keep pace with all of the vitality we can sustain, for otherwise any change conceived in panic and frustration can only carry us farther from our goals.

For each and all of these reasons, the concept of a national team is inappropriate and should not be implemented.

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ROWING WEEKEND PLANNED FOR JAN. 23-25, 1970

The plans are well in progress for Rowing's Annual Convention Weekend in New York City. Events will begin Friday afternoon, January 23rd, at the Biltmore Hotel, when several committee meetings will take place.

As last year, the National Rowing Foundation will sponsor the Annual Rowing Awards Dinner. The Rowing Champions of 1969 will be honored, The Helms Hall of Fame Awards, the Vesper Cup and the Callow Award presented, and a new National Association of Amateur Oarsmen Service Award will be instituted. As last year, the Foundation will have a distinguished speaker.

The reception will begin at six at the Biltmore Hotel, with dinner at eight.

The Rowing Coaches of America have four seminars scheduled at nine on Saturday morning, January 24th, at the New York Athletic Club. The R.C.O.A. will have its annual business meeting at eleven. After lunch the N.A.A.O. will have its annual membership meeting, also at the Athletic Club. Activities end Sunday with the N.A.A.O. Board of Directors Meeting.

The famous New York Boat Show is being held over the same weekend, at the Coliseum, one block from the N.Y.A.C. The Biltmore Hotel has made discount room rates available to out-of-town visitors for the Rowing Weekend.

The activities should be of interest to all oarsmen, past, present and future, and we look forward to a successful gathering.

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