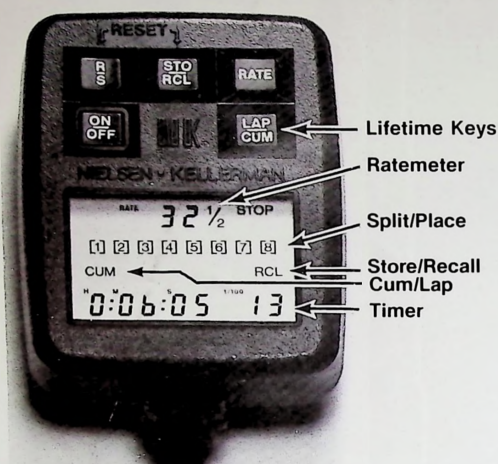


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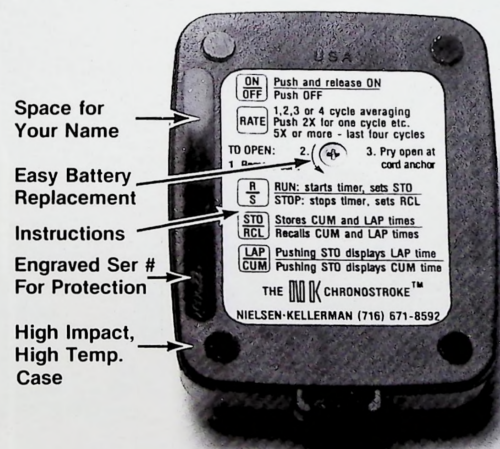
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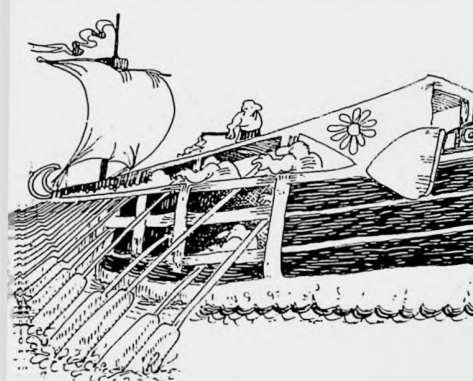
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USA

Volume 17, Number 3 June/July 1985 USPS 599-060



Cover Photo: 1983 Pan American Games double sculls, left: Jim Dietz; right: Curt Fleming. Photo by Walter Iooss, Jr. for Fuji Photo Film, U.S.A. © 1984.

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Rowing USA is the official publication of The United States Rowing Association, an incorporated association founded in 1872, incorporated in 1970. The U.S. Rowing Association is the National Governing Body for the sport of rowing in the U.S., and administers all aspects of the sport. **Rowing USA** endeavors to reflect the variety of rowing activities in this country, including all age groups, experience levels, and competitive or non-competitive aims. Readers are encouraged to express their opinions by submitting letters and articles for publication. All points of view are welcome.

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COMMENTARIES

Letters to the Editor

(Readers are invited to express their opinions. All letters must be signed and include an address for verification.)

March 27, 1985

Dear Editor:

The sole consolation of Martin McNair's suggestion that the IRA be abolished (*Rowing USA*, February/March) is that it will not be considered seriously by any rowing enthusiasts. Messrs. Johnson, Meislahn, Sanford and Parker were very congenial in their response to Mr. McNair's assertions, however, not being a renowned varsity coach affords one the opportunity to call the suggestion just what it was -- a rude slap in the face to all those who have worked for the past 25 years to make the IRA the grand com-

petition and spectacle that it has become.

The aforementioned masters of rowing made all of the significant points in the regatta's defense, although several were omitted. For one, Syracuse does not have the monopoly on bad weather, and by the time the Cincinnati Regatta is 25 years old, they will no doubt have encountered a stiff headwind or two.

Furthermore, to suggest that the collegiate rowing world disband this annual fraternity because Yale and Harvard are not in attendance is absurd, as evidenced by coaches Johnson and Parker pointing this out.

It is obvious that Mr. McNair has never stood on the shores of Onondaga as the fans of Syracuse and Cor-

nell try to drown each other's cheers out... Moreover, he has never seen Clay Chapman bring the whole show off with the faithful assistance of those such as Dick Horstman. In spite of Bill Sanford's efforts, I never had the opportunity to stand on the victory dock and shake Bill Compson's hand. However, Mr. McNair's perspective is seemingly either of one who came in last in four petite finals, or of one simply lacking the esprit de corps that has made collegiate rowing the great spectacle that it is -- in Cincinnati and Syracuse.

David S. Allen
Syracuse '81

continued on page 7

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Obituaries

Ed Lickess

Edwin Ernest Lickess, a founder, coach, supporter and benefactor of rowing programs in the San Francisco Bay area, died on April 4, 1985. He was 66.

Lickess learned to row at Oakland High School and Alameda Boat Club in the early 1930s. He competed in college for the University of California at Berkeley. He continued to row after he graduated for the South End Rowing Club in San Francisco, becoming Pacific Coast sculling champion.

World War II interrupted his rowing career, as Lickess joined the Army Air Corps. After the war, he returned to the Bay area with his new wife Norma, and soon started an electrical business.

Rowing on the west coast had been curtailed during World War II, due to the constant threat of Japanese invasion. While some programs began to row again after the war, the level of participation was still substantially lower than before. After the 1960 Olympic Games, a number of Cal alumni felt that high school rowing programs should be started for the purpose of feeding rowers into the Cal program.

In 1961, Ed Lickess's 10-year-old son Pat went with a friend to the summer program at Lake Merritt that was started by those Cal alumni. Pat became a coxswain, and his father got interested in helping the program. In the fall of 1961, Ed Lickess helped start the Lake Merritt Rowing Club, and began a program for junior high school boys. In the fall and winter of 1962, he added programs for the junior high school girls, and helped start the Mills College crew.



Marc Winer

Painter and illustrator Marc A. Winer, known to rowers for his work depicting the sport, died on April 1 of a heart

attack at a dinner in 1962, Ed Lickess, Joanne Wright Iverson from Philadelphia Girl's Rowing Club, and Ted Nash, began the plans to form a new organization, the National Women's Rowing Association. Lickess continued to support women's rowing over the years, and served on the first Women's Olympic Rowing Committee.

Lickess coached Lake Merritt and Mills College from 1962 to 1974. He also started the St. Mary's College men's crew in 1964, and coached them through 1972. In 1974, he started the Oakland Strokes.

Crews coached by Ed Lickess from Lake Merritt, Holy Names High School, Mills College and Oakland Strokes competed successfully at regional and national levels. Lickess has coached a total of 22 NWRA National Championship-winning boats.

"He really enjoyed the sport, and wanted to give kids a chance to get involved...He used his electrical business to support his hobby, coaching rowing," noted Pat Lickess. "He and my mother made a lot of sacrifices over the years to give kids a chance to row." At the time of his death, 21 of the 23 boats in the Oakland Strokes boathouse were owned by Ed Lickess and were used by the club.

"He never minded telling people exactly what he thought," Pat Lickess remembers. "You either loved him or hated him, but you respected him for what he was trying to do."

Donations in memory of Ed Lickess may be made to Oakland Strokes, c/o Pat Lickess, 21 Maple Lane, Walnut Creek, CA 94595.

attack, in Cambridge, Massachusetts. He was 42.

Mr. Winer's work is known to long-time readers of *The Oarsman* and *Rowing USA* for the drawings and paintings which have appeared on its covers from time to time. The December 1982/January 1983 issue was the last to feature a Winer drawing on its cover.

Mr. Winer spent most of the last five years in England, as the visiting artist at the Ruskin School for Drawing and Fine Art at Oxford. He taught at the Carpenter Center for Visual Arts at Harvard University before his departure for Oxford.

Mr. Winer graduated from Boston University in 1964, and spent a year at Boston College Law School. He attended Skowhegan School of Painting and Sculpture in 1966.

Mr. Winer's work has been shown in Boston, London, Nantucket, as well as at Harvard and Oxford. Americans who have attended the Henley Royal Regatta for the past two summers may have viewed the one-man shows of his work at the Century Galleries in Henley-on-Thames.

The May/June issue of *Harvard Magazine* features Mr. Winer's last rowing paintings, on the cover and as illustrations for David Halberstam's article, "An Oarsman's Ordeal."

Letters (cont.)

Editor:

It has come to my attention that Mr. Michael Fountain did not submit the declaration of candidacy which was reproduced on the letter accompanying the recent ballot for the USRA Vice Presidential elections. Mr. Foun-

tain has communicated to me that he is not a candidate for that office. I apologize to Mr. Fountain, and to Dick Erikson, Ted Nash, and the Lake Washington Rowing Club, all of whom were mentioned, for any embarrassment or confusion this may have caused.

Anyone who has any information regarding the source of the original document should contact the USRA.

Sincerely,
Jay Ives
USRA Secretary

Between Casitas and Korea, We Need Your Help!

In the Olympic year, amateur athletes get lots of attention and offers of help. The real job of supporting our athletes begins at least four years earlier. We must begin now to prepare our athletes; to start our current pre-elite rowers on the road to Seoul; and to encourage the junior rowers who may be on our 1992 Team. Lightweight rowers are competing in full-fledged World Championships for both men and women this year, and are in the process of working towards Olympic events of their own.

Our regional and national championships

need funds to provide the best competitive opportunities possible to rowers from all over the country. New clubs providing opportunities for rowers of all levels to participate, train, and/or compete, need help in getting started.

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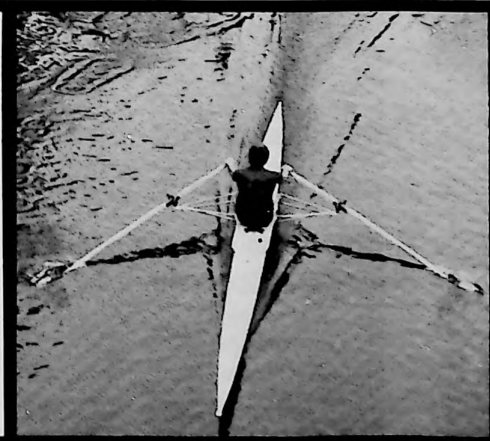
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2.	Men's Lightweight Eights	(95)	10:00 am
3.	Youth Fours	(70)	10:20 am
4.	Lightweight Singles	(55)	10:45 am
5.	Youth Eights	(90)	11:10 am
6.	Men's Master Singles	(50)	11:30 am
7.	Lightweight Fours	(75)	11:55 am
8.	Club Singles	(50)	12:15 am
9.	Men's Club Eights	(90)	12:45 am
10.	Men's Senior Master Singles	(50)	1:05 pm
11.	Women's Club and Ltwt. Eights	(90)	1:30 pm
12.	Championship Doubles	(65)	1:50 pm
13.	Women's Championship & Master Singles	(60)	2:10 pm
14.	Men's Championship & Master Fours	(80)	2:35 pm
15.	Women's Championship Eights	(100)	2:55 pm
16.	Men's Championship Singles	(60)	3:15 pm
17.	Women's Championship Fours	(80)	3:35 pm
18.	Men's Championship Eights	(100)	4:00 pm

- **Youth Crews** are composed of persons under 19½ years old.
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- **Club** scullers are persons who, in the current calendar year, did not finish in the top six places in any class or event at the Independence Day Regatta, the Canadian Henley Regatta, or the top six places in any elite or open event at any national rowing championships or national team trials, or who did not finish among the top five in any sculling event/division in last year's Head-of-the-Charles Regatta.
- **Club Crews** are composed of *persons who*, in the current calendar year, did not finish in the top six places in any class or event at the EARC, EAWRC, or Western Sprints, the IRA, PAC-10, or Dad Vail Championships, or the top six places in any elite or open event at any national rowing championships or national team trials.
- **Championship** events are unrestricted except, where indicated, by sex.

1985 Regatta Rule Changes:

- Youth age limit raised to 19½
- Men's Master Four Division added to event 14
- Women's Lightweight weight changed to a maximum of 130 lbs. per rower with no average.

Entry Information:

- Entry Closing Date — received by 5 PM Friday, September 20th
- Entries will be mailed August 1st to all USRA and CARA member organizations.
- Entry forms may be obtained after August 1st by sending a stamped self-addressed envelope (long size) to:

Head of the Charles Regatta
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USRA President's Message

William M. Hollenback, Jr.

I will be relinquishing my post as USRA President in mid-June. It is strange to write my last message for **Rowing USA**, and even harder to figure out what to say now that I have decided not to run again. I would not have missed these last seven years as president for anything. The job has absorbed time, effort, hope, money, and energy. It has been worth every bit of it.

When you read this message, you will have a new President and a newly-selected Executive Director. The USRA has passed through an initial phase of organization and determination of goals, following the directions set by the 1978 Amateur Sports Act. Its challenges will continue along the same path that we have begun: to develop the organization and funding to

encourage rowing in many new areas and among new groups while continuing to support rowing in its traditional strongholds.

Be aware that fluidity, changes, creative ideas are all going to be needed in order to reach our goals. We live in a period of rapid change and adjustments are a way of life. Fine-tuning the governance of this sport will be a constant process.

I am gratified to see the new faces interested in running the organization. They are also joined by faces returning to the organization who have given up rowing or the USRA for some time. It is a sign of the growing health and energy of this organization that more and more people are getting involved in its administration.

Their job will not be an easy one.

While we have learned a great deal over the past decade, your new leaders will occasionally have to find their way by trial and error. The criterion for decision-making must remain the same, however: the good of rowing.

Rowing is growing; it sounds like a slogan but it is a simple truth. It's a wonderful sport for people that I have found possess a curious extra quality that is recognized by many others. I can't give it a name, but it has an extra portion of character, grit, depth, and courage.

Thank you all for the pleasure of your company. I will continue to help because rowing and rowers stay in one's blood. Rowers are the best company I know, and I am proud to have been a president of your organization.



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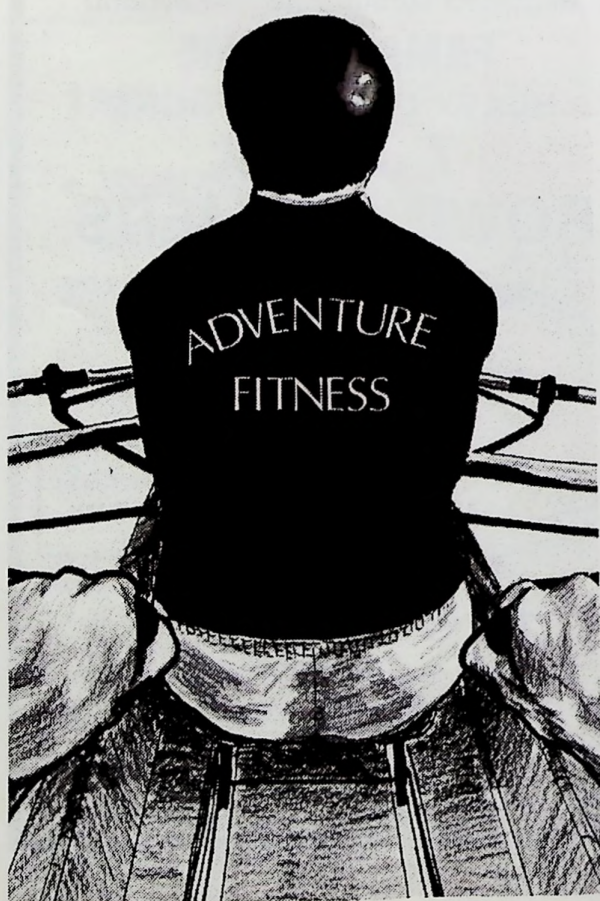
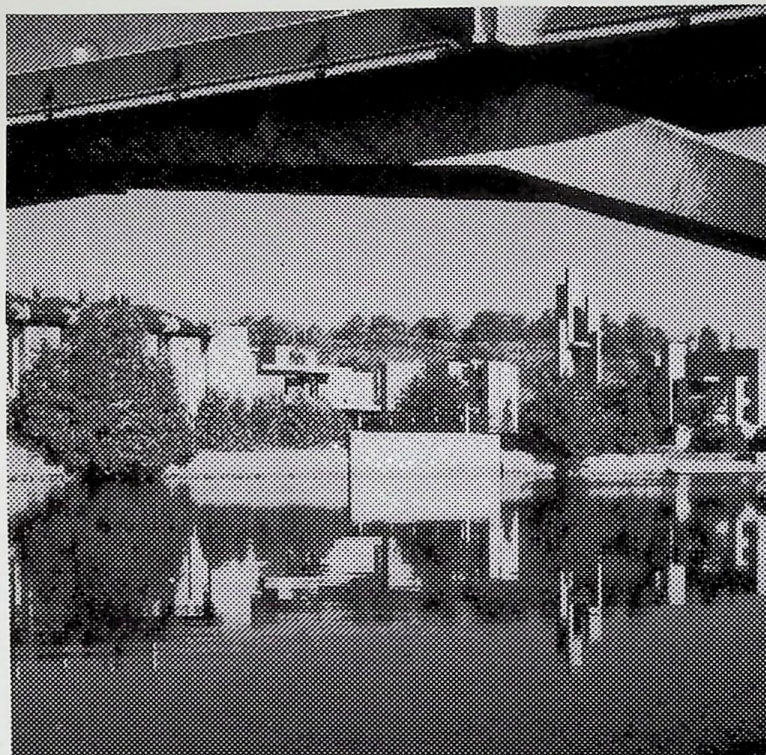
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COMMENTARIES

NWRA President's Message

Rebecca Emerson

This summer we celebrate 20 years of National Women's Rowing Association Championship Regattas. Women's rowing in this country has come a long way since its beginnings in the 1890s, when young ladies rowed at Wellesley College and ZLAC Rowing Club for "restrained exercise": health, fresh air, form, grace and rhythm. They paddled around in barges and whalers, often while wearing starched "middy" blouses and voluminous bloomers.

By the 1960s, times had changed. Philadelphia Girl's Rowing Club had been holding intramural club regattas for nearly 30 years and interest in crew racing was beginning on the West Coast. The National Women's Rowing Association was created at a dinner in Oakland, California, in 1962. Ed Lickess, from Lake Merritt, Joanne Wright Iverson from Philadelphia Girl's Rowing Club and Ted Nash from the University of Pennsylvania were the moving forces in beginning the organization. It took nearly four more years before the NWRA was able to conduct its first National Championship Regatta in Seattle, Washington. The first regatta in 1966 drew just 45 boats, 152 seats, less than 100 competitors from just eight clubs.

The NWRA Championship regatta returns to Seattle this year with a very different look. Even though the colleges have a separate National Cham-

pionships, the NWRA Championships will have at least five times the number of original competitors. Women's rowing has developed and spread across the country to women of all ages and levels. They have embraced rowing with an astounding fervor. Women have learned the exhilarations of a smoothly running shell and of a hard incisive catch. They still share the experience of health, fresh air, form, grace, and rhythm that the young ladies of the 1890s enjoyed, but they also know that rowing is explosively and wildly physical, fiercely competitive and gracefully, delicately beautiful.

Change has not come easily. It was a constant struggle against administrators and coaches who believed that women did not belong in rowing. The NWRA has functioned as a voice, a vehicle for change, and a support group. In addition to promoting the development of women's rowing, the NWRA has worked to ensure that women will have a part in the decision-making process for the future of rowing. To that end we have become more and more involved with the NAAO/USRA. Women have comprised 25-30% of the Board of Directors since the NAAO regionalized in 1980 and became the USRA in 1981. The NWRA has also had its own officers and regional leaders. This double hierarchy has caused confusion, some overlap of work, and has spread our talented female lead-

ership too thin. We have been confused in our direction, sometimes not readily trusting our female pioneers within the USRA and simultaneously not giving our full support to our NWRA leaders. Many of our best leaders have been frustrated, overworked, and burned out.

The USRA has been rapidly growing and gaining power in recent years. And finally with the new constitutional amendments, women have been fully and equally incorporated into the leadership of the USRA. This opportunity is what the NWRA has worked for. We must now focus all our support on the women who we have chosen to lead us in this endeavor. Let's stop dividing our loyalties and duplicating our leadership.

We have a wonderful 20-year history to celebrate, but it is time for the NWRA's role to change. We no longer need a separate organization. Let's consolidate our leadership but try to continue the NWRA's function as a networking system. We may still need a watchdog organization with a lobbying concern.

We will save the best of the tradition, our support for one another and the general concerns of women rowers of all ages and classifications. Let's revel in our accomplishments of the last 20 years. They are mighty. But look forward as we take these next giant steps toward a bright future as fair and equal partners in the USRA.

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Executive Director's Message

Christopher I. Blackwall

Since I will not be making the trek to Indianapolis with the pioneers on the USRA staff, this is my last Executive Director's message. I would like to use it first to express my thanks to the many people I have worked with over the last six years, in a wide variety of rowing-related activities, and second to comment on some of the major issues and themes that have occurred during the time I have worked for the USRA.

At the top of the list of thanks is Bill Hollenback, who as President provided the atmosphere in which positive changes in the organization could be achieved, or at least attempted. Second, I thank everyone who has served with me on the USRA staff. Under less than ideal circumstances, I feel we have implemented much that could not have been achieved without us. To the many volunteers who have given and continue to give their best as officers, directors, committee members, team managers, coaches, referees and in sundry other capacities, I thank you for the opportunity of having worked with you for the betterment of rowing. We have not always agreed, but a certain amount of disagreement is healthy; and the issues we have faced and the problems we have tried to solve have seldom been easy ones.

The most important issue, in my view, has been the problem of identity. Until the 1978 Sports Act, the old NAAO was a national governing body in name only. It certified officials and sanctioned national teams and even provided a few services, but in reality there was no central identity to the governance of rowing on a national level. In fact, there was not even a true national perspective—beyond the selection of teams—and even that was frequently a provincial effort. Now, for the first time, the USRA Board is beginning to take an appropriate national view in addressing its responsibilities without undue interference in the roles of other bodies, such as those that govern collegiate rowing.

A second and almost equal problem has been that of credibility. I think we have tackled this one best by demon-

strating that the USRA can be responsive to the concerns of the whole rowing community. Women's rowing, once rejected by the NAAO, now actively provides its best administrative talent to the national cause, to the benefit not only of women's rowing, but many other aspects of the sport. Perhaps in terms of regional development the USRA still has much to do, but at least the organization is now responsive to the fact that there is significant rowing activity west of the Appalachians. It recognizes that the love for the sport burns with equal fervor in the rowers of Topeka, New Orleans and Madison, let alone Seattle, San Francisco and San Diego, as it does in those from the East, and frequently with greater objectivity.

Something I take personal pride in—and make no apologies for—is ensuring that the organization is as fair as possible in its treatment of the demands of all athletes to exercise their right to compete on national teams. I understand and even sympathize with the high principles and motivations of those who select. But the rights of athletes—even those of questionable quality—are embodied in our governing statute, the Amateur Sports Act, and are the law of the land.

There is an area in which the USRA quickly needs to demonstrate significant response if it is truly to represent the interests of all rowers. I refer to the recreational sector, probably now the fastest growing of all. The long-heralded boom in the market for recreational rowing equipment is happening. It would be a tragedy, in my view, if the USRA proves unable to think in other than elitist terms and fails to address the needs of recreational rowers. The consequent failure to win their support would be significant, not only financially, but in terms of the continuing importance and credibility of the USRA at a national level.

A current area of failure, to my personal regret, has been the lack of unification in the national fund-raising effort for rowing. The National Rowing Foundation, the logical fund-raising arm for all of rowing, unfortunately sees as its only current priority and capability the raising of funds for na-

tional teams. I do not want the national teams to go unfunded. Their continued success is clearly important for rowing's image. But I believe that a wider, unified and more aggressive appeal would benefit all sectors, rather than detract from the current objective. Unfortunately, the NRF can point with some accuracy to the recent failure of the USRA to raise its own funds from individuals. It even says, perhaps with some truth, that its own efforts have been hampered thereby. The main lesson, however, must surely be that strength lies in unity, not division. At the same time that I bear no malice to those who see things differently, I fervently wish a happier, more fruitful outcome to the new USRA Board and my successor as Executive Director in making the two organizations work together.

But enough of failures and disagreements. On the positive side, I feel proud that we were able not only to see the success of our Olympic teams, but that we were able to capitalize on that success in print and on television. ABC has proved that rowing can be an exciting sport to watch. We have proved that it can be an attractive vehicle for sponsorship, though there is much still to be done to enhance the corporate world's awareness of its potential. The USRA's stature in the eyes of the USOC and FISA has been raised significantly. I am happy to see the USRA taking the lead in the effort to give world significance to lightweight rowing, thereby making our sport accessible to many emerging nations.

My six years as Executive Director have taught me much—but the experience and even the occasional frustration have not dulled my basic enthusiasm for rowing and its potential, nor my respect for almost everyone who participates in it. I feel sure that I will remain involved.



FEATURES

Exercise and the Risk of Sudden Death

by Joseph F. Majdan, M.D.

The recent tragic event of Jack Kelly's death in Philadelphia has brought the term sudden death to national prominence and to particular concern within the rowing world. With the rise in interest in competitive rowing at the Masters level, it is therefore appropriate to address this problem. This article will deal with sudden death and its major cause, coronary artery disease; the physiology and symptoms of coronary artery disease; and preventive measures that help to decrease the chance of sudden death.

Sudden death presents a major problem to the contemporary industrial world. It is estimated that in the United States sudden death accounts for 15-20% of all natural deaths and for about 60-65% of the greater than 700,000 deaths each year from coronary artery disease¹. Even its definition has been open to many and varied interpretations. Yet in its strictest form it can be defined as a natural, non-traumatic and not self-inflicted fatality in patients without known preexisting disease who die within one hour of the event, or if unwitnessed the victim has appeared healthy to others within the past 24 hours².

What then causes this catastrophic event? In the majority of cases, the cause is that of coronary artery disease. Indeed, studies have noted a greater than 50% occurrence of coronary artery disease as the cause of sudden death³. Yet while significant narrowing of the coronary arteries is seen and found at autopsy, a myocardial infarction, that is, a heart attack (complete blockage of a coronary artery), is found in less than 5% of these cases.

The processes by which coronary artery disease can cause sudden death involve the ability to deliver oxygen where it is needed. There are four major factors which define that demand for oxygen made by the heart. These factors are: (1) heart rate; (2) force of contraction of the heart's muscle; (3) volume of blood delivered to the heart which it must pump out (preload); and (4) the blood pressure (afterload). An increase in any or all of these factors will cause an increased demand by the heart for oxygen. Since oxygen is carried by the red blood cells, it is crucial that their corridors of passage, the coronary arteries, are not obstructed.

In 1758, William Heberden described a new entity which he titled "angina pectoris." To this day it remains the greatest description of this disease. It is defined very simply: it is chest pain* brought on with exercise and relieved with rest. Sometimes shortness of breath and sweating accompanies the chest pain as well as radiation of the pain to the neck or to the arm(s). A variation may be the localization of the pain solely to the arms, neck, or shoulder blade regions. Yet the key point here is provocation by exercise and relief with rest.

Now let us put the concepts of angina pectoris and sudden death into perspective. In the patient who has one or more narrowed coronary arteries, maximum oxygen supply to the heart is compromised since blood supply cannot be brought to its optimal level in the heart. With exercise, what occurs? The heart rate and force of con-

traction of the heart both increase, likewise the volume of blood being ejected by the heart and blood pressure increases. All these reactions cause an increased demand of the heart muscle for oxygen. If the arteries are narrowed, supply cannot equal demand. That oxygen "debt" is translated into the symptom of chest pains. When the exercise is stopped, demand falls back to the level of oxygen supply available, the "debt" is resolved and the chest pain disappears.

How does this sequence of events create the risk of sudden death? When the oxygen demand/supply "debt" occurs, tissue in the heart becomes irritable and produces the potential for a rapid, deadly rhythm (ventricular tachycardia) to occur. If this rhythm persists, total cardiovascular decompensation occurs immediately and the patient collapses. Death usually ensues if cardiorespiratory resuscitative measures are not started.

Who is at risk for sudden death? It can be said that the risk factors for sudden death are almost the same as for coronary artery disease in general. We know, through a study of genetics, that a strong family history of coronary artery disease, places an individual at increased risk and is one of the greatest factors. Diabetes mellitus, hypertension, smoking, elevations of cholesterol, and obesity have all been associated with an increased risk for a coronary event. For those patients who have a history of coronary artery disease, the chance of sudden death increases with age. Also, in patients who have a high risk "profile," the risk for sudden death increases with age⁴.

How do we meet the tragic challenge of this devastating disease? The first is the identification of the high risk patient. Patients with a history of a past heart attack or chest pains deserve a thorough evaluation by a cardiologist before embarking upon a strenuous exercise program such as rowing. Likewise patients with a strong family history of coronary artery disease or who have multiple risk factors deserve a similar cardiac assessment.

This assessment should include a stress test and a Holter monitor. The stress test places the patient in a regimented exercise environment and allows the patient to be monitored for chest pain and/or electrocardiographic changes. This test gives the cardiologist the ability to determine the "severity" of the coronary artery disease by seeing how much oxygen demand the heart can supply. Sometimes a thallium isotope scan is employed during the stress test which additionally could define the arteries in jeopardy. The Holter monitor is a small tape-recorder which is especially adapted to record the heart's rhythm over a long period of time. From a 24-hour recording, the cardiologist can determine whether serious rhythms are present and decide whether any therapy or more sophisticated diagnostic studies should be initiated.

What about the middle-aged and above oarsman or oarswoman contemplating continued and/or competitive rowing? Rowing exceeds jogging in oxygen demands placed upon the heart because both upper and lower extremity muscles are used. It is generally recommended

that stress testing should be performed in this age group and repeated every five years to minimize the risk of an acute cardiac event or for sudden death. The second part of meeting the challenge is the reduction of risk factors: good dietary habits, abstinence from smoking, and weight control.

What of the rower who is found to have coronary artery disease? Each case must be approached on an individual basis by the cardiologist. From an overall evaluation, an approach using either medication or further invasive assessment of the coronary arteries under jeopardy by cardiac catheterization** would be recommended. If cardiac catheterization is deemed necessary and medical therapy not appropriate, then either balloon dilatation of the blocked artery (coronary angioplasty) or bypass surgery might be recommended. Each case is different and must be approached as such. Modern therapy in many cases will allow exercise to be continued.

The final point is that of community education. Knowledge of the symptoms of coronary artery disease plus the educated ability to perform cardiopulmonary resuscitation will help the rowing community to deal most effectively with these diseases. The purpose of this article was to

explain the symptoms and risk for coronary artery disease and sudden death as well as the measures that should be taken to prevent them. We hope that from this understanding, the oarsman and oarswoman at the masters level can ply the waters with greater safety.

Joseph F. Majdan, M.D., is a Clinical Instructor in Medicine at Jefferson Medical College and attending cardiologist at Thomas Jefferson University Hospital, Philadelphia, PA. He is also an oarsman from Malta Boat Club.

**Pain here encompasses the descriptive terms pressure, burning, sharp or dull sensations.*

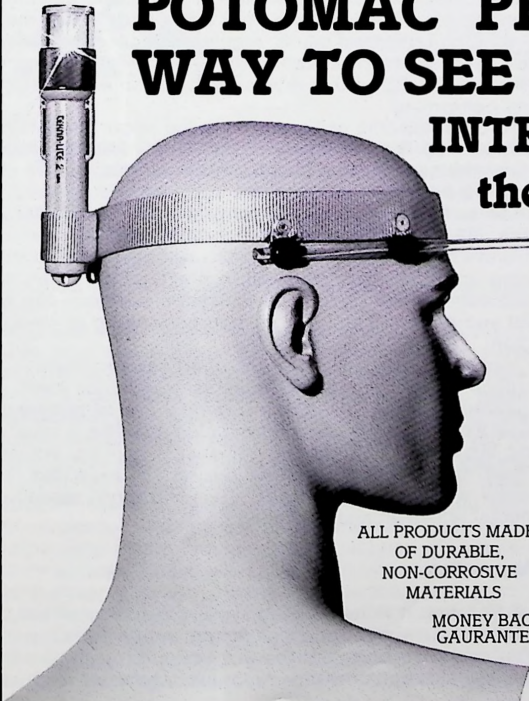
***The passing of a catheter, via the groin or arm approach, into the coronary arteries and the injecting of a dye into these arteries to define where the narrowings are.*

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Mental Mapping for Rowing Excellence

by Russell P. Beale, Ph. D.

The challenge to row well, to go faster than ever before, is a stimulating and exciting inducement to go all out. Throughout the years, I've encountered many different athletic challenges, none of which has proved greater than rowing.

Imagine for a moment that you're at the starting line in the finals of a major regatta. Picture your boat among six others. You're in lane four. As the starter begins the final alignment, "One pret, two pret," you begin to feel the challenge. Suddenly, without any warning, your mind begins to play those internal dialogue games: "That boat next to us really has big guys...What are we doing here, anyway?...Can we stay with them?...I hope I don't catch a crab," and so on, through a series of rapid statements guaranteed to distract the best physically prepared oarsman or oarswoman. Minor distractions or irritations (your seat doesn't feel right, for instance) can quickly become major under the arousal of race conditions. We can't control the unexpected, but we can control the inner dialogue.

To perform well, to be at our best, it is essential to have a way to control internal as well as external distractions. The intent of this article, then, is to describe the process of the inner game of rowing to make it accessible to everyone. From my work with successful rowers and with Olympic and other athletes, I've found that there are patterns of mental states that accompany excellent performances. The thoughts, the images, the illusions, the behavior patterns and the feelings that go along with winning provide the generalizations and assumptions that form the mental map for rowing excellence.

The Mental Map

To utilize fully the information gleaned from the past 20 years of brain research, we need to see the brain as a mapping room for all experiences. The brain doesn't make a distinction between physically performing an act such as a rowing stroke (an external experience) and the internal experience of creating a picture of that stroke in your mind. The way in which we represent an experience or event is largely an individual matter. However, the actual experience is not recorded in the brain but only a representation of that experience. And since every map is different, we also need to have some way to align our maps when we are performing as a group. Researchers have found that with every input of information (an exhortation from a coach or a picture of the proper rowing stroke or catch) there must be a match with a memory trace or else some kind of adjustment takes place in the brain.

Most of us can recall a time when we were absolutely still, yet in thinking about some act we suddenly felt our pulse rate increase or we became nervous and began to perspire. This phenomenon occurs because the brain that tightens our muscles or raises our pulse rate functions just as well when prompted by an internal stimulation or representation of an event as it does when we are pulling an oar.

Although many specific techniques used by athletes for mental preparation are relatively recent, psychologists have been interested in the relationship between mental activity and physical performance since before 1900. The Eastern Block countries have been practicing specific mental strategies as a part of their training for many years.

The challenge for every rower is to learn and to become proficient in the individual facets of the rowing stroke. For many years, I thought the most difficult task in athletics was to perform the intricate moves on the pommel horse. However, I hadn't yet encountered the demands of learning the rowing stroke.

When we watch a Karpinnen, a Charlotte Geer, Brad Lewis and Paul Enquist in the double, or any number of other elite rowers, their stroke is so smooth that it seems nearly effortless. But performing the stroke effortlessly yourself is another thing. We need all the help that we can get in our training. Mental rehearsal, visualization and focusing are well-accepted techniques for enhancing learning. It is my experience that only a few athletes have really mastered these techniques.

We were treated to some very explicit illustrations of how athletes use mental preparation during the 1984 Olympics. For example, Greg Louganis, the diver, spoke of visualizing his dives prior to performing. Mary Lou Retton said that she performed her gymnastic exercises mentally before doing them. And Lisa Rhode, silver medalist in the quadruple sculls, regularly practiced visualization. Their statements support the ever-increasing body of evidence indicating that mental preparation aids learning and performing.

Through specific skills, we have the opportunity mentally to map the necessary physical movements and to "fire" the neurons that provide muscular mapping to enhance learning. In addition, we can devise strategies to rehearse the racing situation for preparation of the actual race. The training situation is one thing and the race environment is entirely another. Every coach knows that many individuals perform well in practice, but when the race comes they "choke." Visualization exercises can assist you both in learning and then performing in competition.

Visualization is a well-controlled representation of experience. Since it is not the actual experience itself, visualization can be used in our mind's eye to picture an ideal experience. By visually watching a stroke, a race, or the kinesthetic functioning of muscle groups, we can "map" the experience that we desire. The exercises that follow will cover three types of visualization: modeling, mental rehearsal and reframing.

Preparation

I find that it is helpful to have a common method for beginning a visualization or mental rehearsal exercise. You may wish to record the instructions for preparation and visualization on a tape recorder or have a friend lead

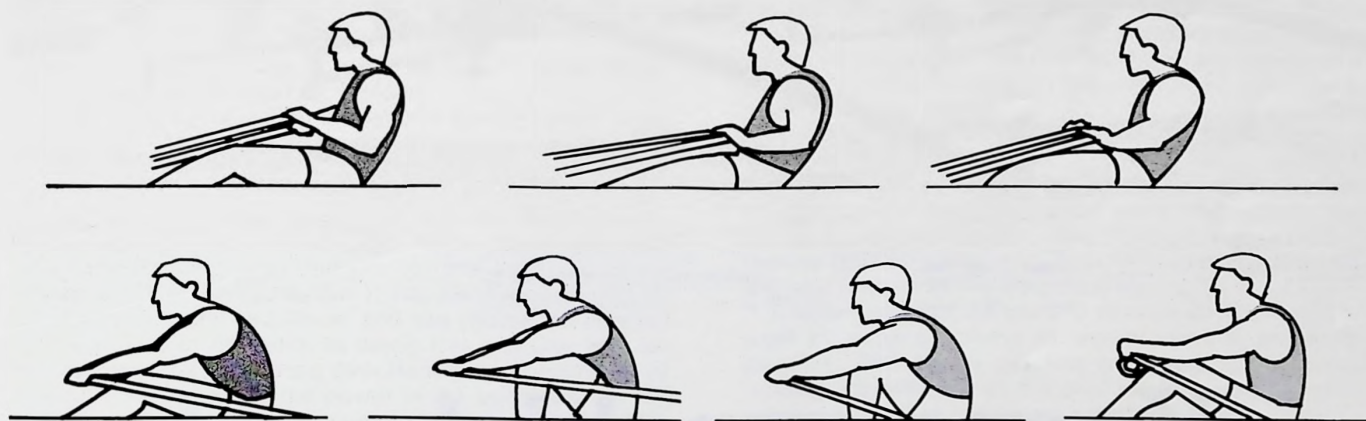
you through them. In general, allow five to ten minutes or more in the beginning for visualizing. When you become proficient, you may be able to go through visualization of your entire workout in a few short minutes. I've found, for example, that I can mentally visualize my entire workout in a minute or two just prior to the workout itself.

Sit in a comfortable chair or lie down. Close your eyes and begin simply to pay attention to your breathing. Breathe as though you were breathing all the way to your toes, emphasizing the smoothness and ease of your breath and breathing from your diaphragm.

want to copy.

The next step is to place yourself at the same time performing the stroke as you wish to perform it in a side-by-side picture with the person that you feel is the modeler of the perfect stroke. In this way, you're actually allowing yourself to see two pictures -- one of yourself and one of the other person.

The last step is to increase the impact of the modeling by feeling and sensing the physical sensations of the stroke -- the compression of your legs, the opening of your



Modeling

Modeling can be described as internal visual architecture. The person visualizing mentally creates a picture or model of a desired state. For example, from the picture sequence above form an image in your mind of those same pictures. This image then becomes the model that you will use for seeing yourself performing the stroke.

EXERCISE #1 (After each step, allow a thirty-second pause)

First, look at the pictures, or imagine watching a video, a slide or a movie of the person you feel performs the stroke the way you desire to. Close your eyes and prepare yourself as described earlier. When you're relaxed, place the picture in your mind just as you saw it. It's important to watch the picture in your mind's eye as though you're watching a TV screen of the stroke. While you're watching that so-called perfect stroke place yourself in the same picture so that you're seeing yourself performing that same stroke in the same way as the original picture.

Some people have difficulty seeing pictures. It's not necessary actually to see a picture when visualizing. If the picture doesn't appear, simply imagine the act or event and see it. You can't *make* a picture appear; rather, allow it to be there like in a dream. As you practice this exercise on a regular, daily basis, you'll become proficient at placing yourself in the picture of the modeler that you

back, and the pull through -- while watching the picture in your mind. See your thighs compress and feel that compression; feel the lower back opening up; allow your shoulders to relax; experience the sensation of all the muscle groups functioning in unison and with perfect timing.

It's well accepted that repetition is essential for learning, so the daily mental practice of the stroke is as essential as the daily practice of the stroke itself. John Powell, an Olympic medalist in the discus, has indicated that through visualization and relaxation techniques he has reduced his actual training time. And Jack Nicklaus, the golfer, states that he has never taken a stroke without first visualizing the stroke totally and completely. He goes from picturing himself approaching the tee to placing the ball on the tee, seeing himself performing the entire golf stroke, and then watching the flight of the ball.

The process that I'm describing here is one where you experience a real scene -- that of the rowing stroke -- and then you experience the sensation visually and kinesiologically of the stroke in your mind, so that it becomes two actual experiences. It's extremely helpful to picture your stroke just prior to starting your training for the day, so that when you visualize your stroke and feel it and then go out and perform it you're really accomplishing two neuro-muscular mapping experiences.

continued on page 19



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Mental Rehearsal

Mental rehearsal can mean many different things. In my training I describe mental rehearsal as the simulation and mental exercise of some task or event. The exercises that are given here are meant to be training exercises, much like undergoing flight training in a flight simulator. The experience of mental rehearsal is visual, kinesthetic and auditory in that each of these senses can be utilized. This exercise is to simulate *your* process, rather than that of someone else, as you did in the modeling exercise. This exercise is important in simulating a race and can be motivational, as you allow yourself to feel the arousal of the race emotionally and also kinesthetically to feel relaxed and focused in the boat.

EXERCISE # 2 (Prepare yourself as before; allow thirty-second pauses between each step.)

First, picture yourself in a boat and place yourself in an environment that simulates either training or racing conditions. Review in your mind your training program for a given day, including the drills, specific exercises, and just exactly what you need to work on that day. See each exercise clearly in your mind's eye. Allow yourself to slow down the stroke rate so that you can see each part of the stroke and feel the catch. See the specific muscle groups used in the stroke sequence, and see yourself in relation to the others in the boat. In doing this exercise with an entire crew they reported simultaneous experiences of feeling the stroke and the power in the boat, hearing the rushing of the water and feeling the swing of the boat.

Now imagine a race situation. Begin by going through the warm-up exercises. Allow the picture of the boat at the starting line to come before your eyes. See your boat being held by the stake boat person and hear the starter say, "Êtes-vous prêt, partez." Picture your start and the sensation of acceleration. See every portion of your race. Allow your mental picture to be as complete as possible. Especially see your body as you row, but also see the entire boat. Then allow yourself to see yourself and the others go "all out" and win. Rehearsing again and again the performance that you want to have, focusing on your responses and your reactions rather than on any results, provides an important process toward excellence by creating the map essential to peak performance.

Reframing

Reframing is a process of changing those habituated patterns that have either proved unproductive or have led to illness, injury or to a negative emotional state. The development of a mental map for maximizing performance includes a provision for handling errors. One of the fastest ways to become tense and to hold onto a bad habit and thus limit performance is to discount yourself for making a mistake. For example, your attitude after catching a "crab" may become one of incrimination and self-depreciation.

Many athletes and rowers in my workshops have discussed over and over again the problems they have with

"choking," problems with negative thinking, and problems dealing with errors in their rowing stroke and in their attitude toward their race. Reframing is a skill that specifically addresses changing those patterns that have led to the errors that interfere with having an excellent performance.

EXERCISE #3 (Again, prepare yourself as before for visualization.)

Think back to a time when you were not rowing at your best, when you were unable to extinguish those habits that were interfering with your rowing performance. Now, even while the mental picture of the undesirable stroke is there, recall the exercises that you've already done which have established a rowing stroke that is ideal for you. Reestablish that picture carefully in your mind and see yourself rowing at your best. Place both pictures simultaneously before you so that on the one hand you see the picture of yourself rowing well and on the other hand the picture of yourself rowing poorly.

The reframing takes place as you change the first picture -- the one where you're not rowing well -- to look just exactly like the second picture. Make the two pictures look identical. Hold the two images there for a while. When you've accomplished that task, it's very important to integrate the reframing into your thinking by establishing the new picture as the desired state.

This exercise can be used to change any behavior or to work on such problems as weight control, smoking or phobias. The regular practice of changing the negative (undesired) behavior to the positive (desired) behavior is a powerful skill in maximizing performance.

Summary

I have described one of the patterns that has been found to accompany peak performance. The ability to visualize -- to visually model, mentally rehearse and reframe experience -- is well accepted as a learning tool and as a means of enhancing performance. The exercises that are offered above can be done in many ways and each athlete can adapt the exercises to his or her particular needs. Peak performers are not born, they are made. And rowing excellence is not a magical or mystical experience limited to an elite few. Good rowing!

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FEATURES

Jim Dietz: A Farewell to Oars

by Ralph Schusler, Jr.

In his early youth, Jim Dietz was already strong enough to don the bass drum for the Bronx' St. Helena's Cadet Corps and carry it down half of Fifth Avenue during holiday parades in New York City. The chubby, cheerful 12-year-old, though, banged so out-of-sync that fellow musicians marching to his beat wound up in positions that only the Marx Brothers teaming with Laurel and Hardy could convincingly copy.

Dietz, at 15, grew gangly and moved onto another pursuit also, curiously enough, highly dependent on timing and strength: rowing. He soon became the fastest schoolboy rower in the city, then in the country, on the continent and, finally, in the world. The trade-off of drumsticks for oars occasioned a lot more -- and no doubt, better -- music over the next 20 years, during which the "Bronx prodigy" became celebrated with anthems and other tuneful salutes after winning more than 60 U.S. and Canadian national titles and countless international regattas.

Having heard too many national hymns, however, was not what made Dietz hang up his oars last autumn after having failed to make the U.S. Olympic Team for the first time since 1972. Rather, the more personal peal of wedding bells and Pamela Crumm, whom Dietz wed September 1 in Rye, New York, were the incentives that lured him back to land after having spent the better part of his 35 years on the water. The fact that his back has been brutalized by two decades of competition on lakes and rivers around the world was another reason for Dietz to say "No more" to rowing.

Dietz' farewell to oars is also a farewell to an era that saw rowing emerge from its status as the prestigious, competitive pastime of privileged Ivy Leaguers and Philadelphians. Dietz and his former coach and mentor, the late Jack Sulger, were two of the moving forces in this rowing revolution: Dietz because he moved a boat better than the best Cantab or Bulldog; Sulger because he was devoted to establishing a rowing program and tradition at New York and was always eager to take on any and all opponents.

The partnership prospered from the beginning, largely because both parties were upstarts and liked a good row in both senses of the term. Sulger -- a single sculls champion turned lawyer, gumshoe, New York City policeman and finally, coach -- had Dietz already pinned as a prospect in the latter's early teens. At the time, Sulger was also coaching another great, this one not potential, named Don Spero, who in 1966 became the last American rower to win a World Championship single sculling title.

Dietz, at this stage, was a lanky, smiling kind of kid off the water and, upon it, one who never lacked strength, determination or courage. Because of his speed in the pinch, the result of owning a copious dose of what biopsists would describe as "fast-twitch" muscle, he proved a potential threat at every stage of a race, provided he didn't have uncontested command to start with. It was his habit

to assure he did.

"In competition, I always pictured myself like Henry Fonda in the 'Last of the Mohicans,'" Dietz explained recently, using a metaphor from his youth. "I felt I was out there with 'em and only wanted to get back to the fort before they caught up to me." This sense of impending peril paired with the prodigious power Dietz, now 6'6" and serious, could generate to capture more North American heavyweight rowing titles than had ever been recorded.

The official tally on what Craig Swayze, editor of the St. Catharines (Ontario) Standard, refers to as the "Dietz decade" may best be disclosed by the inscriptions on Dietz' plaque in the Northeastern University Rowing Hall of Fame. Dietz was inducted into its ranks in 1978 and was lauded already as:

One of America's finest scullers...Dietz was akin to a child prodigy in the world of rowing, winning the Canadian Youth Single Sculls Championship in 1964 and thereafter until 1967. He was American National Schoolboy Champion from 1965-1967. In 1967, he won the World [FISA] Youth Championships for single sculls



photo courtesy of Frank Sulger

1966 Canadian Scholastic Single Sculls Champion.

and set a world record that still stands today. A 1972 Northeastern graduate, he captained the 1967 freshman crew and won letters in 1970 and 1971 as the stroke of the varsity eight.

As one of the world's premier scullers, he has been a member of every U.S. World [Championship] rowing team since 1970. Member of the U.S. Olympic Rowing Team in 1972 and 1976 [also 1980]. Captain of that crew in 1976.

Dietz has won silver medals in the single sculls in the 1974 World Championships and the 1975 Pan Am Games and was fifth in the 1972 Olympiad. He won a gold medal in the double sculls in the 1967 Pan Am Games [and a silver in 1983]. The holder of 52 national titles and 36 in Canada, he has won international gold medals in sculling from Porto Allegro, Brazil, to Ratzeburg, West Germany, and was a four-time finalist in the Diamond Sculls at Henley.

Such statistics only go so far in explaining Dietz' career and the esteem in which he is held by other oarsmen. "Basically, Jimmy never changed," Swayze recalled from St. Catharines, scene of the Royal Canadian Henley Regatta and Dietz' longest string of triumphs: 11 distance (standard 2000-meter) crowns between 1967-1982 and 13 quarter-mile dash titles over a similar period, with never a loss. "Some of these guys win a gold medal and all of a sudden you've almost got to apply for an audience with them," Swayze continued, "but Jimmy was always the kind who, if you caught his eye, would walk across an athletic compound to shake your hand and talk. He'd have that big, ridiculous grin on his face and a way about him like his coach, Jack Sulger, had -- a giant, easy-going guy who never got too hung up on either himself or anything else.

Dietz' affable manner and baffling strength won him the hearts of the Canadian Henley crowd, and after his final dash victory at the regatta's 100th anniversary "Come Home to Henley" jubilee in 1982, fans accorded him a five-minute standing ovation for his constant conquests on Martindale Pond. Dietz returned the favor shortly thereafter, upon hearing of a promoter's plan to move the regatta to the Olympic rowing course in Montreal. Finding the pen mightier than the oar, Dietz waxed poetic in an epistle to the Canadian Henley Committee, proclaiming, "Roses are red/Violets are black/If they move the Henley/I'll never be back." For whatever reason, the race remains in St. Kitt's to this day.

Dietz' claim to rowing fame owes less to personality than to longevity. As Dick Cashin, member of the Power Ten Committee, a New York-based fund-raising organization which presented Dietz with its highest award in 1984, explained, "The thing about Jim is that he's been at such a high level of competition for so long -- a level people find tough to maintain for one, two, perhaps, three years, and here he's been there about ten. That's a feat in itself."

That he has continued to learn over that time is apparent from his willingness to date himself by recalling the inception of his career in the mid-1960's, a period he describes as "the dark ages of rowing."



Jim Dietz with FISA President Thomas Keller after receiving the award for winning the first FISA Youth Championships, Ratzeburg, Germany, 1967.

"It's funny how things have changed," said Dietz, seated on a terrace overlooking the N.Y.A.C. dock. "Growing up in the Bronx, I had a coach who handed me a pair of track flats and sent me running all over town. I was about the only person doing it then, at least around Parkchester [Bronx] where we lived. It wasn't like today, with this fitness craze, and people looked at me like I had six heads or like I was Frankenstein running down the street.

"That was considered crazy then, but now you see how people's minds have changed toward sport and how sport is better for it. Just look at this year's Olympic Games. Times are going to keep coming down as sport becomes more accepted and as our approach becomes more sophisticated.

"Back then it was a big thing for a kid from the Bronx to go out to dinner with his coach the night before a race and have a big steak and salad and everything with it, and that was what you were supposed to have, this was training food. Completely wrong!" Dietz bellowed. "Coaches used to get us to gorge ourselves on honey before races, and that was completely wrong. Sure, you'd have a burst of energy for about 250 meters, but then you'd crash with still another 1750 to go. These were things your coaches showed you in the best of faith, but as the years progressed, you learned your body is a machine and you've got to fuel that machine properly. Europe was probably where I learned the most about these things."

Dietz proved a prodigy not only as a rower, but -- thanks to his early success and the support of Jack Sulger and the N.Y.A.C. -- also as a traveller. Low-cut airfares to Europe came into fashion after Dietz had made his third visit to the continent and already assumed the assorted roles of American athlete and good-will ambassador abroad and, upon his return, educator among his rowing peers.

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photo: Ron Williams

Jim Dietz at the 1984 Olympic Single Sculling trials.

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bitter disappointment upon being cut from the U.S. rowing camp in Hanover, N.H., in early June. Dietz suspected the mutual disenchantment he and camp coach Harry Parker share for one another -- their differences date back more than a decade-and-a-half, to when Jack Sulger argued the case of his protege before officials and even judges -- may have affected Parker's perception of Dietz' abilities.

Dietz tried to form a double with one partner, but the two never meshed. Not until two days before the trials did Dietz find a partner with whom he felt he had a shot -- Tiff Wood. Dietz and Wood worked out together a half dozen times before placing second to West Coast rowers Brad Lewis and Paul Enquist, who went on to win the U.S. men's rowing team's sole gold medal in the 1984 Olympics.

Dietz openly acknowledges how unrealistic his and Wood's 11th-hour bid had been; nonetheless in this final race, he vindicated himself vis-a-vis the camp (whose boat finished fourth) and demonstrated the same unstinting, at times even desperate, devotion to rowing he has shown

since age 17.

Even though it proves to be a negative percussion, Dietz' career ends in a style true to his own: with a bang, not a whimper. Besides which, after two decades of going backwards, his life has assumed a new direction, most noted by home-life in Brookfield, Connecticut, precariously close to Candlewood Lake, which is bound to give Dietz second thoughts about retiring.

"I think the only thing pushing me into it (retirement) is my back," said the pained owner of a deteriorated spinal disc and a bad case of arthritis. "I love to race too much, even though I'm getting old for it and getting beaten. Maybe the best thing for me is to be forced out of the sport this way, or maybe it's just my excuse for stepping out.

"Either way, I'm looking forward to the changes. Since the trials, I've gone to regattas where I didn't have to compete any longer, and I assure you, at this age, it's more enjoyable."

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continued from page 27

attended the four-day event. The Club spent \$4000 of its general funds, but the remaining \$30,000 in expenses were covered by material and financial donations.

The greatest victory was indeed the performance at the Nationals by LGRC crews. In just 45 days Dan Julien, formerly of Vesper Boat Club, brought the club program to a highly competitive level. With 23 national medals including eight gold, it was a sweet victory for LGRC.

Project Boathouse is next on the list. Currently, boats must be carried 150 yards down the face of the dam before launching. The return trip after a hard practice is an extra workout all LGRC crew members dread. In addition, the limited size of the boathouse makes growth for both Santa Clara University, owners of the boathouse, and LGRC almost impossible. Building a facility large enough to store at least 40 eights is an expensive, time-consuming endeavor. While the club has secured a suitable site for the boathouse at this time, construction must begin soon or the land will revert to the county for other use.

Fundraising is an ongoing activity. The junior rowers sell candy and take inventories for a local camera store chain. The booster club and masters rowers organize art auctions, old oar sales, wine tastings and flea market sales. In the spring of 1983, LGRC auctioned off an English taxicab that was donated by a club member. (His front yard collection of taxicabs was apparently getting on his wife's nerves.) These events help to support the day-to-day activities of the club, but would never generate enough money to build a boathouse.

LGRC is not giving up. The objective is to raise \$250,000 through corporate and private donations. Team members with marketing knowledge, a love for crew and a commitment to the club will do the fund raising. To assure continued growth and development of rowing on Lexington Reservoir, this badly-needed facility must be constructed. In fact, a dream of the Board of Directors is to build an Olympic training facility on the west coast. Like all dreams, the boathouse as well as the training facility can only become reality if the fantasy combines with hard work and a little bit of luck.

Determination and resolve are the basis for

building a strong club. The Los Gatos Rowing Club was founded by people who have experienced the mystery of rowing: to close one's eyes for a moment, to see eight oars slicing the water in perfect synchronization, to feel muscles straining and hearts pounding. As if one body, the entire crew strives for that single goal that has little to do with trophies or fanfare and much to do with personal triumph. LGRC offers people of all ages the opportunity to discover themselves and their potential.

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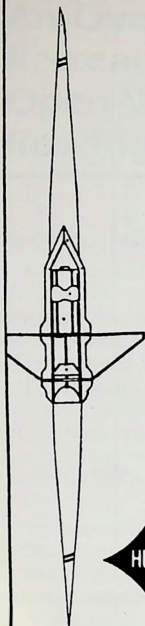
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continued from page 30

In general, a faster boat is also less stable. This is revealed by a downward slope in boat placement on the graph. Experience shows us that faster boats are longer, thinner and lighter, thus less stable and less apt to be used in rough water conditions.

Most of these boats are around the \$1500 mark, some more, some less. Many oarsmen do move to faster boats as their rowing abilities improve. Selling the first boat for a reasonable price to help pay for the new one may be a consideration.

The boat must fit a given set of use requirements set by each individual rower. Then if they are going to race, they should just remember that there are

faster boats and faster rowers. If class racing does materialize it is only an added bonus from a good boat purchasing decision.

Find a dealer that can provide many different boats to try. Row as many as possible. With all this knowledge and comparison-shopping, a good purchasing decision on a boat now will give many hours of content rowing for years to come.

Gordon Nash has raced in rowing regattas since 1978, and holds the course records for the Isles of Shoals, Catalina Island to Marina del Rey, and Monterey to Santa Cruz races. His boat shop, Rowing Crafters, in Sausalito, CA, handles a variety of makes of recreational rowing boats.



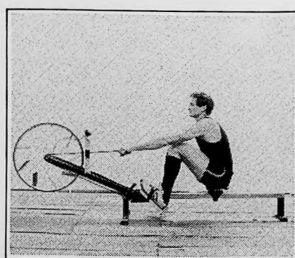
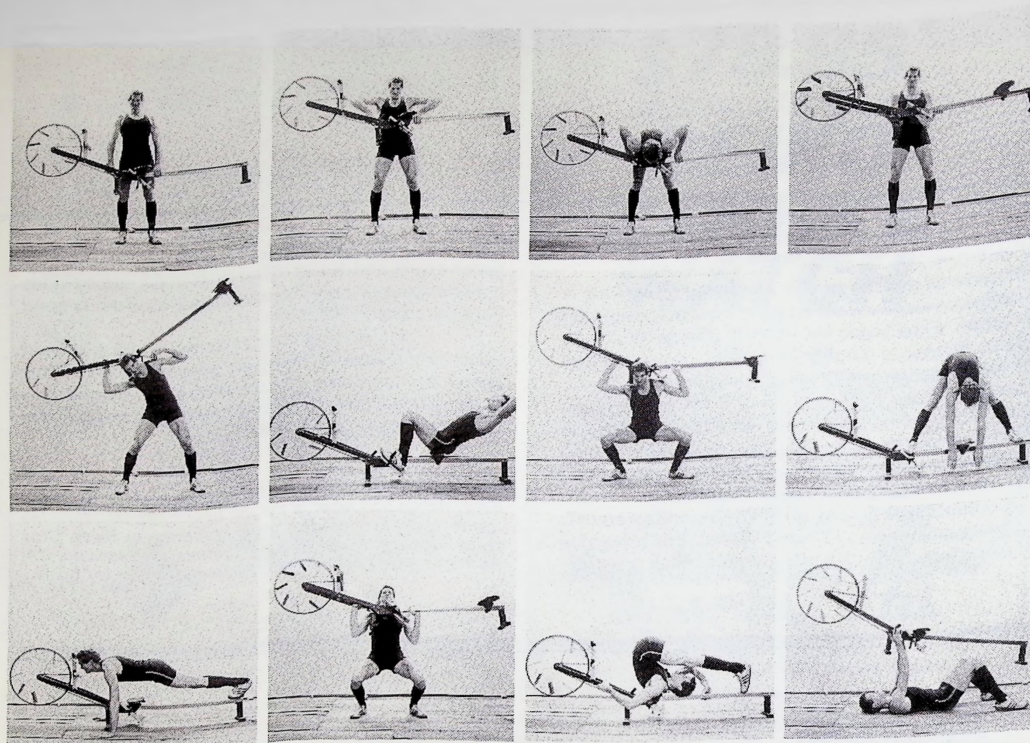
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Rowing Goes Commercial

Although rowers certainly appreciate the visual appeal of their sport, the advertising community seems to remember it only from time to time. This year is one of those times, particularly after the spectacular television coverage of the rowing events at the Olympic Games.

We have had the opportunity recently to see rowers prove that you can chew gum and row at the same time, contrary to the opinions of countless high school and college rowing coaches. We've seen an Olympic silver medalist coxswain from San Diego star as a sculler wearing a Boston t-shirt in a car commercial.

John Van Blom is the old hand among these new media stars, and his commercial was made before the Olympic hype. A veteran of five commercials over the years, John appears in a Wrigley gum commercial. Filmed in November of 1983, John had to survive an initial audition, plus a callback at which candidates were asked to bring their boats. The on-the-water tryouts definitely separated the rowers from the actors, as some had neither boats nor experience. Another gum commercial, this time sugarless bubble gum, features Bob Whitford, freshman coach at Irvine.

John Van Blom's rowing only appears in a few seconds of his commercial, while shooting took 3-4 hours. Kelly Rickon appeared as the star of a Chevrolet commercial, so her commitment took four days. The first day was spent just in getting her hair cut and makeup right. The next day was spent rowing on West Lake in Thousand Oaks. The filming took about seven hours, as Kelly had to go on and come off the water constantly. The third day of filming gave Kelly a chance to watch while a stunt driver drove the car in the hills of Petaluma, just north of San Francisco. Finally, Kelly got a chance to drive the car during the fourth day of shooting.

That commercial has gotten plenty of air time, most recently during the mini series, "Space." Coming soon should be a commercial from Gillette featuring Greg Springer, although that particular effort has run into a few problems; most notably major weather problems during the first two attempts to film it. Their first trip to Lake Powell resulted in what Greg called "the unique experience of wearing a tank top and shorts while sitting in a single and getting snowed on." The second attempt met with high winds, and was eventually blown off the water. As this issue went to press, the third attempt was about to take place. If they are finally successful, watch for the results to appear on your TV screen in November.



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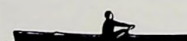
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Catching On

by John Peinert

Recreational rowing is catching on all over the country, as the growing numbers of recreational boats to be seen on our rivers, bays, and oceans will attest. This issue of **Rowing USA** marks the beginning of this regular column by, for and about recreational rowers. We hope to include information on upcoming events, technical tips, news of successful events, and news of the USRA's increased attention to the needs of recreational rowers. We hope you will get involved and send items to be included. Regular articles on recreational rowing for the magazine are also welcome.

For now, the column will be edited by John Peinert. A former college oarsman and head coach, he is currently a recreational rower, builder of racing and recreational shells and chairman of the USRA Recreational Committee.

The Recreational Committee is charged with assisting and promoting recreational rowing in all its various forms. To meet this challenge, our primary goal will be communication: we will try to compile the information you need on when, where and how to row. We are working to improve the quantity and quality of information available from USRA headquarters. We will need your help: if you know of any recreational rowing events that didn't appear in this year's calendar, let us know. If you have any information on places to learn to row, please send it along to us as well.

Committee projects include: an improved booklet on learning to row; a how to start a club booklet; an expanded schedule of events to include everything that happens in rowing; a national list of places where one can learn to row; a fair handicapping system for recreational races; and much more.

We will also promote and sponsor tours, clinics, races and services for these kinds of recreational events. We will promote the sport of rowing outside the USRA membership ranks, hoping to increase its popularity as well as the USRA membership rolls.

If you have any information, questions, or would like to help out on one of our projects, please write to me c/o Peinert Boatworks, 52 Coffin Ave., New Bedford, MA 02746.

Age Group Racing

In the interest of standardizing age groups, the Recreational Committee suggests that the FISA (international federation) age groupings be used for all recreational races. The FISA rules are as follows:

Categories of Veterans:

- | | |
|-------------------|-------------------|
| a) 27 to 31 years | b) 32 to 37 years |
| c) 38 to 44 years | d) 45 to 51 years |
| e) 52 to 60 years | f) over 60 |

In categories a), b) and f) the minimum age shall apply to all members of the crew.

In categories c), d) and e) the average age of the crew (excluding the coxswain) shall apply. Nevertheless, no oarsman shall be less than 32 years of age and the differ-

ence in age between members of the crew shall not exceed 12 years.

A veteran shall be placed in the age category corresponding to the age which he attains during the current year.

Rowing Tours

Recent issues of **Splash!** have included information on the FISA Rowing Tour (July 27-August 4, Passau to Vienna) and the Lake Champlain tour being offered by the Crafts-bury Sculling Center (July 1-14). There is now a Canadian company which is offering rowing tours in Ontario in August and September. Adventure Fitness, of Peterborough, Ontario, will offer two six-day tours on each of two canals. The first is the Trent Severn Waterway, and the tour will run from Lake Simcoe to Peterborough (dates: August 10-15 or August 17-22). The second tour is on the Rideau Canal, starting in Perth and proceeding to Ottawa (dates: August 24-29 or August 31-Sept. 5). For more information, write: Adventure Fitness - Rowing, 320 Pearl Ave., Peterborough, Ontario, Canada, K9J 5G5.

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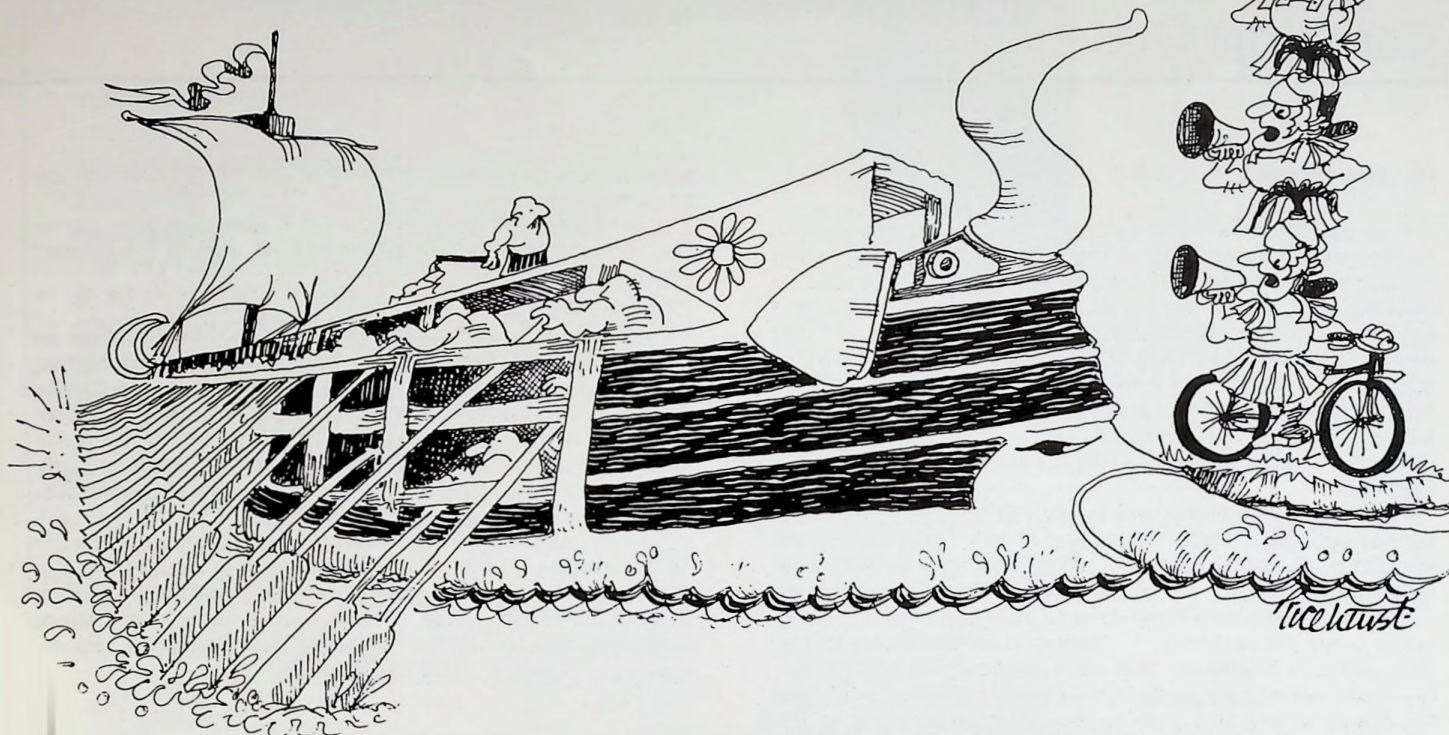
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Anglo File



Christopher Dodd

The Trireme Dashes

The Greeks are looking for a crew of 170 to man their new trireme. They signed a contract in March to build a complete warship in Greece next winter, based on research carried out by the Trireme Trust in England, and after the construction in Coventry of a trial "segment" seating 15 oarsmen. I know I am writing this on April 1, but I swear to you that it's true.

The Naval Museum of Greece is to oversee the construction. The two people who know most about it right now, though, are Richard Eberhard and Ian Oliver of Coventry Boatbuilders, a cooperative who make traditional wooden boats. Eberhard, an American from Pennsylvania who has been in Britain 17 years, and Oliver have been building the segment since last July to plans drawn by the retired naval architect John Coates, designer of some of the British navy's most advanced warships. They have used traditional Greek construction methods as far as possible -- building the side up by means of hardwood mortise and tenon joints and using Douglas fir.

Their creation, the largest bank-tub in the world, will be tethered to the bank at Henley Royal Regatta, where crews can come and see how they will fit into the world's largest and most vicious racing shell. The Greeks will be looking for a crew of 170 to give their ship sea trials and test out their ancient skills and feats.

The trireme Trust was set up by John Morrison, the former president of Wolfson College, Cambridge, and an authority on ancient ships; Frank Welsh, a banker and writer; and Coates.

Morrison says that understanding the trireme, the ship with 170 rowers seated in three banks of oars and one to an oar, is essential before making sense of the other oared ships, such as John Masefield's Quinquireme of Nineveh. "There is very little evidence," he says. "The most powerful thing we have is the Greek naval inventory. The main parameters of construction are the remains of the dockyard at Piraeus. It's just enough." The inventory tells them that there were three classes of oarsmen and that oars had different shaped blades for each level. The thing that made the trireme was the outrigger for the upper level he says, although the breakthrough to two levels of oarsmen came in Indonesia, before the Greeks.

It was John Hale of Yale who pointed out to Morrison that some of the oarsmen in the Lenormant relief (c. 44 BC in the National Museum, Athens) had their knees raised while pulling. There is evidence that the oarsmen, who were usually not slaves but pretty fair athlete types (no doubt on state funding), carried their own leather cushions with which to effect a bit of slide.

Coates says that the trireme is a high-tech craft, a ship cut to the minimum. They carried few marines, favoring ram and run rather than the Romans' preferment for a good grapple and a scrap on deck. They were very fast; Thucydides recording how a trireme crossed the Aegean, 240 nautical miles, in 24 hours to rescind an earlier order for a massacre of the population of Lesbos during the Peloponnesian War.

Captain Ioannis Kolliniatis, head of the Greek project, says, "Modern navies can learn from ancient maritime skills...If you consider that a much smaller Athenian navy resoundingly beat a Persian task force at least three times its size by outmaneuvering it in narrow channels round Salamis island, then we can learn a lot about how maximum maneuverability, speed, and perfect coordination

can win a naval battle."

When Morrison asked the British Navy for a crew, they were deeply shocked. "That's the crew of a whole frigate," said the First Sea Lord.

So start thinking about your crews for the Trireme Dashes now. You could have a ball nominating the people you would most like to send into the galleys. The Trireme Trust (who seek donations) can be contacted through Air Vice Marshall Peter Turner, Wolfson College, Cambridge, UK.

The Boat Race

Oxford's brilliant win in the 131st Boat Race was also a personal triumph for their man on the bank, Daniel Topolski, the coach who took charge of them for the final two weeks of preparation and who has overseen ten successive wins and brought the score now to Cambridge 68, Oxford 62, with one dead heat.

The race was finely poised. Oxford had had a difficult year. Their performances in training were inconsistent, their long-distance work being steady and solid, while their racing against pacing crews was far from impressive. They had four Blues (previous participants) on board -- their Princeton cox Seth Lesser (who I mistakenly sent to Penn in the last issue -- sorry), their former president Graham Jones, an Australian international, the British Olympic oarsman Bill Lang, and a postgraduate medical student called Bruce Philp who has twice represented Cambridge in the race. Philp is the first man to row for both universities, having lost with the Light Blues in 1982-1983 and been dropped to the reserves, Goldie, in 1984. His selection led to many jokes about spies and turncoats, and he listed his interests as "Spies from Mata Hari to Blunt."

Oxford were full of dissentient voices, not least that of the Pan Am champion Fran Reininger from Penn, their stroke man. There could not be a greater contrast than the nuclear engineer Reininger and Cambridge's stroke John Pritchard, a Blue student of law and a silver medal winner in the Moscow Olympic Games. Pritchard is a great showman, a beautiful oarsman to watch, and an aggressive stroke. Reininger is a quiet solitary type, seen walking alone before the race, his feet on Barnes Common and his head somewhere else. But he can stroke a boat and keep his mind right on that four-mile 374-yard course, a giant S-bend of tidal perversity.

Cambridge boated two other Blues, their President John Garrett and the number six Geoff Barnard, a Canadian in his final year of studies. They included their first woman to steer, Henrietta Shaw. She and Lesser steered closely and aggressively, each boring the other at every opportunity and each getting repeated warnings from umpire Ronnie Howard.

Cambridge were an exceptionally fine looking crew, four pounds per man lighter but rapier sharp and fluent. They also imported Neil Campbell of Canadian Olympic eight fame to fire them up in the head and contribute to the coaching under Alan Inns. They won the toss and chose

the Surrey station, giving Oxford the estimated two-thirds advantage of the first Middlesex bend and heading them by one second in the first mile.

Thereafter the crews went stroke for stroke for Hammersmith suspension bridge, where the bend turns long and sharply in Cambridge's favor. Oxford were first to the bridge, though, by half a second. Pritchard led two Cambridge burns and Reininger gritted his teeth while somehow Oxford kept their cool behind him, rating one pip above Cambridge. Oxford kept their lead and then extended it ever so slowly to two seconds at Chiswick Steps and then out to a length, Reininger clashing with the Cambridge bow's blade. Before Barnes, Pritchard pushed again but it was here that he could not get a response, and the Dark Blues began to run away.

The time of 17 minutes 11 seconds was the third fastest in the race's history, performed by two very different and very high quality crews. Ten in a row is a record for Oxford, although Cambridge hold the longest run at 13 wins. It was the best race for years, for so often the seal is put on the result before Hammersmith Bridge is passed. And it is rare to see such controlled side-by-side knitting which the helicopter coverage showed so succinctly.

Intermediate times

Mile Post: Cambridge 3:35, Oxford 3:36.

Hammersmith Bridge: Oxford 6:25, Cambridge 6:25.5.

Chiswick Steps: Oxford 10:26, Cambridge 10:28.

Barnes Bridge: Oxford 14:14, Cambridge 14:25.

Finish: Oxford 17:11, Cambridge 17:24.

Crews: (bow to stern)

Oxford: bow-G.J. Cartledge, C.L. Richmond, B.M. Philp, A.M.S. Thomas, P.M. Hare, G.R.D. Jones, W.J. Lang, F.M. Reininger, cox-S.R. Lesser.

Cambridge: bow-J.S. Witter, M.L. Pasternak, J.D. Hughes, P.H. Broughton, S. Peel, G.A. Barnard, J.L. Garrett, J.M. Pritchard, cox-Henrietta Shaw.

Little Boat Race: Isis (Oxford reserves) beat Goldie (Cambridge reserves) in 17:34 (equals best time).

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Regatta Results

Mayor's Cup Regatta

The Mayor's Cup Regatta once again happened in spite of bad winds which made rowing conditions impossible. The first race of the day started pretty much on time in spite of a difficult cross wind. The second race of the day was the High School Men's Third Eight and these crews had a very difficult time trying to line up at the start in these conditions. At any rate, the second race finally started, but by this time all the shells had taken on a lot of water and several of them sank. All the high school men's fours sank in the next race, and we knew then we had to stop the regatta and regroup.

At this point, the regatta was put on hold for an hour so we could decide what to do. We found a course on the other side of the lake which was a little shorter, but was protected from the wind, and it was decided to continue the regatta on the alternate course. By the time the dust settled, the alternate course laid out, and the confusion smoothed out, we were two hours behind schedule.

But the show went on! In all, 20 events went off. The last event started at 6:30, which was only an hour and a half later than it was originally scheduled. Time was made up because a lot of the small boat races were cancelled after all the entries scratched, and several of the events that did run were easier to manage because there were fewer crews entered.

The University of Central Florida won the all-points title for the colleges. UCF entered 13 events and had all first and second places finishes, including a victory in the Men's Varsity Eight. Jacksonville University took second in the all-points, winning the Men's Frosh/Novice and Lightweight Eights as well as the JV Four. Rollins College won the Men's and Women's Lightweight Fours, and the Women's Varsity Eight upset UCF.

In the High School all-points race, it ended up a dead heat between Edgewater and Melbourne. Edgewater won the Men's second and third eights, and took second place in the Varsity Eight. Mel-Hi won the Men's Varsity Eight

and the Women's JV Eight. This was the first time a Mel-Hi crew has won a varsity event. Jacksonville Episcopal won the Women's Varsity Eight, and had a good showing in the Men's Varsity Eight as well.

Mayor's Cup Regatta, Clermont, FL March 23, 1985

College Men's Lightweight Four: 1. Rollins 5:50.0; 2. University of Central Florida (UCF) 6:01.6; 3. Miami Rowing Club (MRC) 6:08.7.

High School Men's Third Eight: (no times available) 1. Edgewater High School; 2. MRC; 3. Melbourne H.S.

High School Men's Varsity Four: 1. Miami Rowing Club 7:52.3

Open Men's Single: 1. Kernon, Tampa Rowing Club; 2. DeZwart, Florida Athletic Club (FAC); 3. Self, FAC.

College Women's Junior Varsity Four: 1. UCF 3:29.8; 2. UCF B 3:42.8; 3. Jacksonville University 3:45.3.

High School Men's Junior Varsity Eight: 1. Edgewater HS 3:43.5; 2. MRC 3:49.5; 3. Miami HS 4:06.3.

College Men's Varsity Four: 1. UCF 3:08.5; 2. Jacksonville 3:13.0.

College Women's Lightweight Four: 1. Rollins 4:20.2; 2. UCF 4:23.3; 3. UCF B 4:56.8.

College Men's Frosh/Novice Eight: 1. Jacksonville 3:26.5; 2. UCF; 3. MRC.

High School Women's Junior Varsity Eight: 1. Melbourne HS 4:02.2; 2. Edgewater HS 4:43.2; 3. Melbourne HS B 4:48.1.

College Men's Lightweight Eight: 1. Jacksonville 3:15.2; 2. MRC 3:20.0; 3. UCF 3:25.2.

College Women's Varsity Four: 1. UCF 3:28.2; 2. Rollins 3:32.0; 3. Jacksonville 3:33.7.

Open Pair: 1. UCF 4:07.2; 2. Rollins 4:27.6; 3. Jacksonville, NT.

College Men's Junior Varsity Four: 1. Jacksonville 3:54.2; 2. UCF 3:58.7

College Women's Varsity Eight: 1. Rollins 3:52.6; 2. UCF 3:53.6; 3. UCF B 4:04.8.

College Women's Frosh/Novice Four: 1. UCF 4:40.0; 2. UCF B 4:46.1; 3. Jacksonville 4:58.2.

High School Women's Varsity Eight: 1. Jacksonville Episcopal HS 4:18.5; 2. Melbourne HS 4:19.9; 3. Edgewater HS 4:31.3.

College Men's Frosh/Novice Four: 1. UCF 3:59.1; 2. Rollins 4:05.7; 3. UCF B 4:10.4.

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High School Men's Varsity Eight: 1. Melbourne HS 3:40.4; 2. Edgewater HS 3:42.3; 3. Jacksonville Episcopal HS 3:52.0.
College Men's Varsity Eight: 1. UCF 3:16.5; 2. Jacksonville 3:24.1; 3. Florida Athletic Club 3:25.5; 4. Drexel 3:27.0.

Points Trophy

College: 1. University of Central Florida, 76 points; 2. Jacksonville University, 53; 3. Rollins College, 38.
High School: 1. (tie) Edgewater High School, 42, Melbourne High School, 42; 3. Jacksonville Episcopal H.S., 21.
Club: 1. Tampa R.C., 3; 2. Florida Athletic Club, 2; 3. Miami Rowing Club, 1.

Topeka Regatta Takes Novel Course

Lake Shawnee, in Topeka, Kansas, has plenty of room for a straight 2000-meter course. The lake also has an arm which juts out from the top to one side and can accommodate a 400-meter course. Given those two facts, Hank Miller and Don Craig came up with the obvious answer: a regatta alternating 2000-meter races and 400-meter dashes.

The result was the first annual Washburn Open President's Regatta, which attracted over 600 rowers from 12 colleges and 10 rowing clubs from all over the Midwest. The 30 events ranged from the normal open men's eight to the more novel women's open lightweight four with coxswain dash.

The dual course arrangement made it possible to have races finish every 10 minutes. With both finish lines at the same end of the lake, spectators and judges could see all the races, though the judges had to make their own quick dashes from one finish line to the other. The dash races proved a novelty for the spectators, particularly the eights dashes.

The University of Kansas was the big winner of the day, taking all of the men's and women's open and novice eights races (full 2000-meter distances), women's novice four with and open eight dashes, and the women's open four (full 2000-meter distance). Minnesota Boat Club was

a winner in several women's small boat races, including the lightweight four with (2000 meters and dash), open four with and open pair dashes.

The University of Texas proved strong in the short distance, with wins in the women's novice eight dash, men's open and novice eight dashes, and the men's open four dash. Host Washburn U. won two events, the men's novice four with dash and the men's open pair without (full distance).

Washburn Open President's Regatta, Topeka, KS April 13, 1985

(All events are 2000 meters, except dashes which are 400.)

Men's Novice Lightweight Four With: 1. University of Minnesota 8:01.15; 2. Washburn University 8:48.05; 3. Creighton University 9:31.59.

Men's Novice Four With: 1. Wichita State U. 7:55.6; 2. Kansas State U. 8:03.7; 3. Washburn U. 8:05.17.

Women's Open Pair Without Coxswain: 1. University of Minnesota 9:20.12; 2. Waterloo R.C. 10:31.07; 3. Washburn U. 11:32.75.

Men's Open Single Dash: 1. Narragansett B.C. 1:33.15; 2. Kansas State U. 1:35.13; 3. Topeka R.A. 1:35.99.

Men's Open Lightweight Four With Coxswain: 1. University of Nebraska 7:22.4; 2. University of Minnesota "B" 7:25.26; 3. Washburn U. 7:29.46.

Women's Novice Eight Dash: 1. University of Texas 1:32.6; 2. Wichita State 1:36.6; 3. Kansas State U. 1:39.6.

Women's Open Eight: 1. University of Kansas 7:39.90; 2. Kansas State U. 8:07.64; 3. Washburn U. 9:45.09.

Men's Open Four With Dash: 1. University of Texas 1:20.8; 2. Kansas State U. 1:22.17; 3. Topeka R.A. 1:22.9.

Men's Novice Eight: 1. University of Kansas 7:09.7; 2. University of Minnesota "A" 7:13.4; 3. University of Texas 7:14.65.

Women's Novice Four With Dash: 1. University of Kansas 1:37.5; 2. University of Nebraska 1:48.93; 3. University of Texas 1:50.8.

Women's Lightweight Four With: 1. Minnesota B.C. 8:49.2; 2. University of Nebraska 9:01.49; 3. Austin R.C. 9:24.36.

Men's Open Double Dash: 1. Topeka R.A. 1:33.4; 2. Kansas State U. 1:57.62.

Men's Lightweight Eight: 1. Kansas State U. 6:59.4; 2. University of Minnesota 6:59.8.

Women's Open Four With Dash: 1. Minnesota B.C. 1:36.8; 2. University of Kansas 1:36.9; 3. Austin R.C. 1:41.83.

Men's Open Eight Dash: 1. University of Texas 1:11.5; 2. University of Kansas 1:12.83; 3. Kansas State U. 1:13.07.

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Men's Novice Lightweight Four With Dash: 1. Wichita State U. 1:36.10; 2. Washburn U. 1:41.17; 3. University of Minnesota 1:42.40.

Men's Open Pair Without: 1. Washburn U. 9:49.87; 2. Waterloo R.C. 9:55.10; 3. Topeka R.A. 9:56.24.

Women's Novice Eight: 1. University of Kansas 8:13.18; 2. University of Texas 8:26.74.

Men's Novice Four With Dash: 1. Washburn U. 1:38.07; 2. Oklahoma State U. 1:40.55; 3. Kansas State U. 1:44.0.

Men's Open Single: 1. Topeka RA 10:00.09; 2. Kansas State U. 10:05.03; 3. Oklahoma City R.C. 10:13.85.

Women's Open Pair Dash: 1. Minnesota B.C. 1:56.50; 2. Washburn U. 2:10.79; 3. Waterloo R.C. 2:14.10.

Men's Open Lightweight Four With Dash: 1. Washburn U. 1:24.75; 2. U. of Nebraska 1:27.94; 3. University of Texas 1:28.28.

Men's Open Four With: 1. U. of Minnesota NT; 2. University of Kansas +0:02.20; 3. Austin R.C. +1:13.16.

Women's Open Eight Dash: 1. University of Kansas 1:29.50; 2. Kansas State U. 1:33.51; 3. Washburn U. 1:45.4.

Women's Novice Four With: 1. Wichita State U. 10:11.01; 2. University of Tulsa 11:25.1; 3. University of Iowa 11:25.2.

Men's Novice Eight Dash: 1. University of Texas 1:23.03; 2. University of Minnesota 1:23.83; 3. University of Kansas 1:25.18.

Men's Open Double: 1. University of Manitoba 9:16.15; 2. Washburn U. 9:50.67; 3. University of Kansas 10:22.14.

Women's Open Lightweight Four With Dash: 1. Minnesota B.C. 1:47.26; 2. Austin R.C. 2:03.92.

Women's Open Four: 1. University of Kansas 9:50.59; 2. Austin R.C. 10:27.71; 3. University of Kansas Novice 10:33.27.

Men's Open Eight: 1. University of Kansas 7:06.11; 2. University of Minnesota 7:10.73; 3. Kansas State U. 7:17.92.

Men's Speed Order Races — 5. Team Selection

Kris Korzeniowski
National Technical Director

These selection speed order races were established for several different reasons. Probably the most important was to provide the elite athletes out of college with some

serious competitive racing in the spring as well as to evaluate training progress and individual progress. They also provide an opportunity for "newcomers" to show up and prove their aspirations, talents and capacities. For National Team coaches, this series of races plus the National Championship races are a great help in the selection process. Rather than having to rely only on seat racing at the beginning of the camp, these races give us additional information on an athlete's performance under race conditions.

This year is very different from 1984. Last year, we had a large group of competitors who had a great deal of international racing experience. Due to retirement, we have lost almost all of those elite athletes. We have a new group of competitors, few of whom have international racing experience. Few clubs have had organized elite programs for them to train in. These selection races are part of our program to introduce the new competitors to top level racing, and to help prepare those who will go on to the World Championships for international racing.

First East Coast Speed Order Regatta Princeton, NJ, April 28, 1985

(Note: all races included both heavyweight and lightweight oarsmen. Lightweights are marked by an asterisk.)

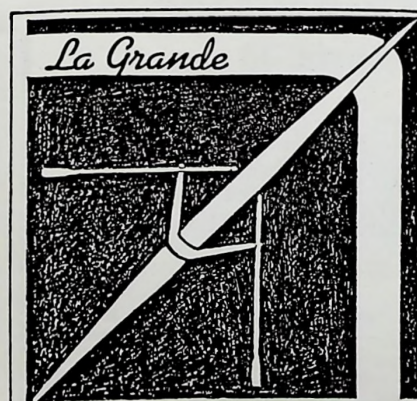
Single Sculls

Heat 1: 1. W. Belden*, Fairmount R.A. 7:24.6; 2. J. Moulton, Dartmouth 7:34.8; 3. R. Sheetz*, Cambridge Boat Club 7:40.7; 4. W. Donoho 7:42.2; 5. R. Ricci 7:46.0.

Heat 2: 1. P. Fuchs*, New York Athletic Club 7:16.1; 2. B. Agajan* 7:21.2; 3. B. Apfelbaum, Hartford Barge 7:25.2; 4. J. Crowley*, Fairmount 7:28.4; 5. S. Danberg*, CRASH-B 7:28.7.

Heat 3: 1. B. Reininger, Coast Guard 7:14.1; 2. G. Florio, NYAC (note: junior sculler) 7:18.5; 3. J. Frackleton, NYAC 7:20.2; 4. T. Horvat, Vesper 7:22.5; 5. K. Forstmeier, NYAC 7:25.2; 6. J. Brisson, NYAC 7:28.1.

Heat 4: 1. A. Sudduth, Harvard 7:09.2; 2. L. Klecatsky*, NYAC 7:10.1; 3. D. Chernoff*, Riverside B.C. 7:17.4; 4. Rendall, Cambridge B.C. 7:28.7; 5. B. Colgan, Vesper 7:34.4; 6. Lange 7:41.4.



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Heat 5: 1. D. Brisson, NYAC 7:12.6; 2. J. Marden, Riverside B.C. 7:15.6; 3. T. O'Hara*, Detroit B.C. 7:27.5; 4. Bradley*, Vesper 7:44.1; 5. R. Fisher*, Dartmouth 7:46.0.

Single Sculls Finals

Group "A": 1. A. Sudduth, Harvard 7:09.7; 2. L. Klecatsky*, NYAC 7:14.1; 3. P. Fuchs*, NYAC 7:14.3; 4. D. Brisson, NYAC 7:15.2; 5. B. Reininger, Coast Guard 7:18.6; 6. W. Belden*, Fairmount 7:21.9.

Group "B": 1. J. Marden, Riverside 7:23.2; 2. G. Florio, NYAC 7:25.0; 3. D. Chernoff*, Riverside 7:28.0; 4. B. Agajan*, 7:30.2; 5. J. Frackleton, NYAC 7:37.8; 6. J. Moulton, Dartmouth 7:51.0.

Group "C": 1. B. Apfelbaum, Hartford Barge 7:32.8; 2. T. Horvat, Vesper 7:37.2; 3. K. Forstmeier, NYAC 7:39.4; 4. R. Sheetz*, Cambridge 7:40.8; 5. J. Brisson, NYAC 7:44.0; 6. T. O'Hara*, Detroit NT.

Pair without Coxswain

Heat 1: 1. Smith/Kissick, Brown 6:49.2; 2. Krmpotich/Still, Penn AC/NYAC 6:51.5; 3. Murphy/Kermond*, CRASH-B 6:57.6; 4. Quinn/Mancini* 6:59.8; 5. Bronder, Vesper 7:05.4; 6. Irvine/Hamilton*, Vesper 7:22.9.

Heat 2: 1. Strotbeck/Teti, Vesper 6:48.8; 2. Schmidt/Butt*, Potomac 6:53.4; 3. Gribbin/Morison*, Vesper 7:06.6; 4. Connor/Sullivan, Vesper 7:09.9; 5. Penny/Baker, Princeton 7:11.8; 6. Good/Pisani*, Malta 7:30.4.

Pair Finals

Group "A": 1. Strotbeck/Teti, Vesper 6:50.3; 2. Smith/Kissick, Brown 6:52.6; 3. Schmidt/Butt*, Potomac 6:58.8; 4. Murphy/Kermond*, CRASH-B 7:11.6; 5. Krmpotich/Still, Penn AC/NYAC 7:12.4; 6. Gribbin/Morrison*, Vesper 7:14.4.

Group "B": 1. Quinn/Michini* 7:04.0; 2. Penny/Baker, Princeton 7:07.5; 3. St. Clair 7:11.6; 4. Irvine/Hamilton*, Vesper 7:20.1; 5. Good/Pisani*, Malta 7:20.7; 6. Bronder, Vesper 7:25.8.

First West Coast Speed Order Regatta Newport Beach, CA, March 10, 1985

Single Sculls

1. D. Louis, Dirty Dozen, 7:28.9; 2. B. Lewis, Newport Beach +1; 3. G. Springer, Newport Beach +6; 4. Steve Messner, Long Beach +7; 5. Mark Hanley*, Dirty Dozen +12; 6. Scott Zimmer, Newport Beach +13.5; 7. T. Switford, Berkeley +16; 8. Pawinski*, San Diego +20; 9. M. Fountain, Lake Washington +21; 10. Holmes +21.5; 11. T. Kiefer, Newport Beach +23.

Pair without Coxswain

1. Huntington/Livingston, Dirty Dozen 7:15; 2. Bausback/Clark, Newport Beach 7:16; 3. Barge/Estes*, San Diego 7:23; 4. Bater/Scales*, Long Beach 7:27.

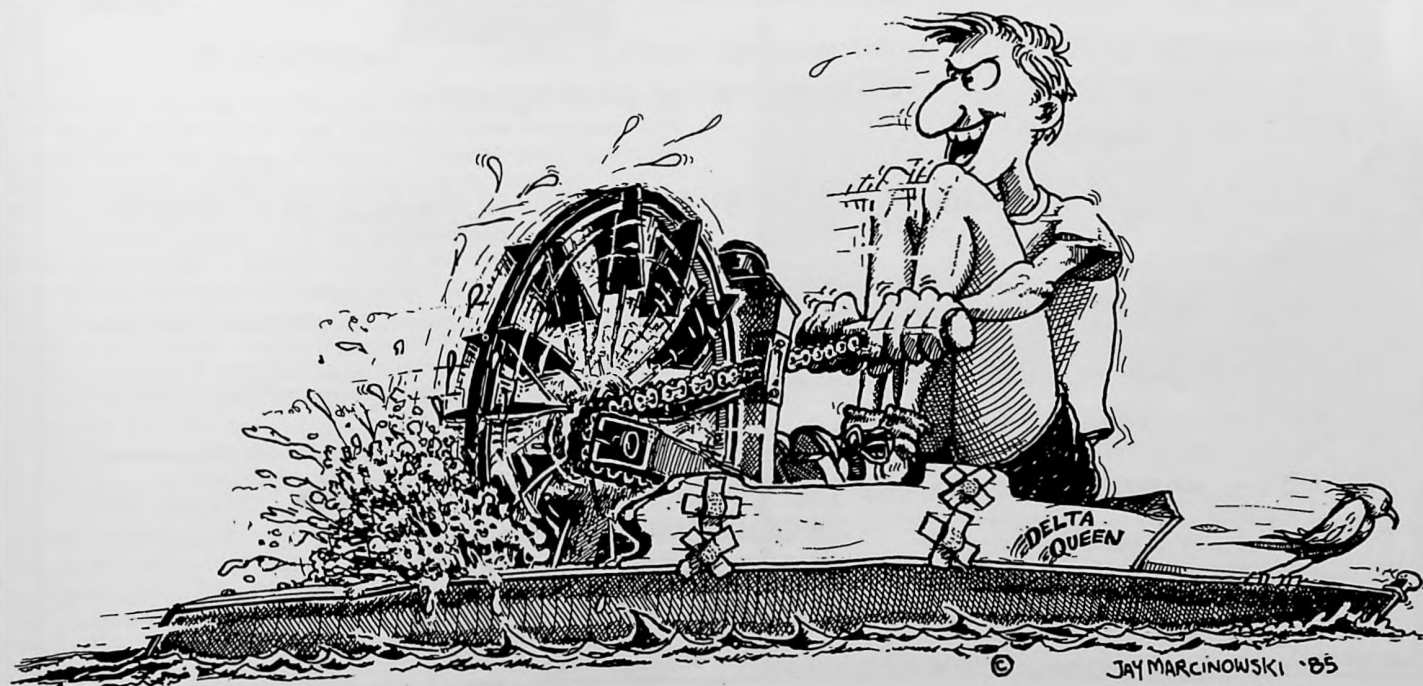
Second West Coast Speed Order Regatta San Diego, CA, April 5, 1985

Single Sculls

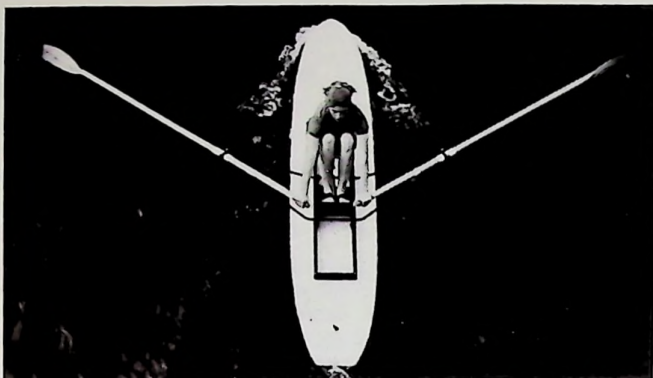
1. B. Lewis, Newport Beach; 2. D. Louis, Dirty Dozen +1.5; 3. M. Hanley*, Dirty Dozen +7; 4. G. Springer, Newport Beach +10.0; 5. B. Agajan*, Dirty Dozen +10.1; 6. Pawinski*, San Diego +13; 7. Switford, Berkeley +18.

Pair without Coxswain

1. Smith/Kissick, Brown; 2. Bausback/Clark, Newport Beach +3.8; 3. Huntington/Livingston, Dirty Dozen +14.8; 4. Scales/Bater*, Long Beach +15.1; 5. Barge/Scales*, San Diego R.C. +20.8; 6. Long* +24.6; 7. Krause* +40.5.



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struction lightened the Pod's weight to 110 pounds and a fluted bulkhead reduces assembly time. For more information write: Martin Marine Co., Inc., Box 251, Kitter Point, ME 03905; or call (207) 439-1507.

The Rower's Gallery



Scott Roop: Former lightweight international single sculls champion, Scott Roop, has transferred his energies from competitive rowing to art. Scott logged an impressive rowing history, medaling in international regattas in both sweep and sculling events. His artistic talent parallels his rowing capabilities: the '78 Buffalo State graduate is working towards a Master of Fine Arts at Syracuse University on a two-year art fellowship. Though Scott sold his shell to pursue his career, examples of his work reflect aspects of rowing. Galleries displaying his cross-media pieces include: Pinnacle Gallery, Rochester, NY; Hanover Gallery, Syracuse, NY; Marian Locks Gallery, Philadelphia, PA; Ellsworth Gallery in Simsbury, CT and the Wiley Gallery in Hartford, CT. For information, contact the artist at his studio, Toad Harbour, RD #1, Box 778, W. Monroe, NY 13167, (315) 668-3112.

Poster Available: An 18" by 23 1/2" watercolor poster of a women's eight which was created for The Regent, a hotel in Washington, D.C., is available from H.H. Leonards Inc., 2020 O Street NW, Washington, D.C. 20036 (202)-659-8787. The Susan Davis poster sells for \$10 (plus \$3 for shipping). Limited edition prints are \$300 (unframed), \$400 (framed).

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Classified

*Classified ads are billed at \$3.00 per line and can be sent to **Rowing USA** at the address listed on the Contents page.*

For Sale: 1981 Van Dusen international single incl. Piantadosi oars, car rack and cover. Excellent condition. \$3100 or best offer. Call 919-469-8692 after 6 p.m.

Wanted to Buy: Two used eights, 10 years old (approx.), Pococks preferred. Call John Armitage, Kingston R.C. 613-384-2764 (eves.) or write c/o P.O. Box 1016 Kingston K7L 4X8.

Wanted: Used durable double preferably with single option. R. English RD3 Box 101, Bristol, VT 05443; 802-388-6602.

For Sale: Ibex racing double. 62 lbs. Very good condition. 212-884-5945, eves.

For Sale: 1978 G.H. King wooden double in excellent condition. 1979 Pan Am silver medal. Used one summer since. Selling for lack of a partner. \$3500. Jack Meyer, RFD 1, Box 676, Rockland, ME 04841.

For Sale: 1982 Owens heavyweight single. Good condition. Dreissigacker sculls. \$1900. Los Angeles 805-388-3306.

For Sale: Stamfli hwt. single, excellent condition. \$1500 or best offer. 716-835-5708.

For Sale: 1981 Van Dusen Lightweight National single w/ Piantadosi sculls & car carrier. Low mileage-\$2000. Call Skip Mudge 203-255-9463.

For Sale: '79 Pocock ltwt. single, sculls. Pefect. \$1900. Dave Mason. Seattle (w)206-623-9672, (h)324-1215.

Wanted: To rent or buy cheap, two used 4x's with sculls for use in summer youth program. Jim 218-335-6706.

For Sale: Murphy lightweight single, excellent condition. Rowed very little, none last summer \$1500. Please write: Rob Worringer, VP-46, F.P.O. San Francisco, CA 96601-5919.

For Sale: Donoratico double, recently refinished \$2000. Call Eric Stenning, (h)512-321-4800, (w)512-451-0251; or Carrick Davidson, (h)512-454-4977, (w)512-471-4386.

Part-time crew coach: Needed for 1985-86 school term, prefer grad. student enrolled Emory Univ. Apply: Emory Rowing Club, Box 24064, Emory Univ. Sta., Atlanta, GA 30322.

For Sale: 1948 Pocock 8 rebuilt interior-\$300 fully rigged. 1963 Pocock 8 fully rigged-\$1000. 1968 Pocock 8-\$2300 fully rigged. Call Tom Stephanik 614-373-6112 after 8 pm.

Coaching Opportunity: Marin Rowing Assn. sponsor of Redwood Crew - a strong high school rowing program in San Francisco area. Modest stipend. Contact Dick Draeger 415-897-7658 or 511 McClay Rd., Novato, CA 94947.

For sale: Donoratico four, Pocock quad, vintage single (perfect for a heavyweight). No reasonable offer refused. Contact Sophie Kozak, (w)215-978-5667 or (h)215-236-0662.

Vacancy Notice: The following coaching positions are available for the fall 1985 and spring 1986 season: Varsity Crew, \$2381 per season (2 seasons per year) and Junior Varsity Crew, \$1761 per season (2 seasons per year). Written application should be sent to Herbert L. Crocker, Director of Personnel, Simsbury Public Schools, 933 Hopmeadow St., Simsbury, CT 06070, no later than Monday July 1, 1985. Equal Opportunity Employer.

For Sale: Stampfli light weight double, rowed by the French at the 1984 FISA Championships, not rowed since. In excellent condition. \$3300 (U.S.). Call Tom or Mike (Montreal) 514-872-6097 (d) or 514-694-5073 (e).

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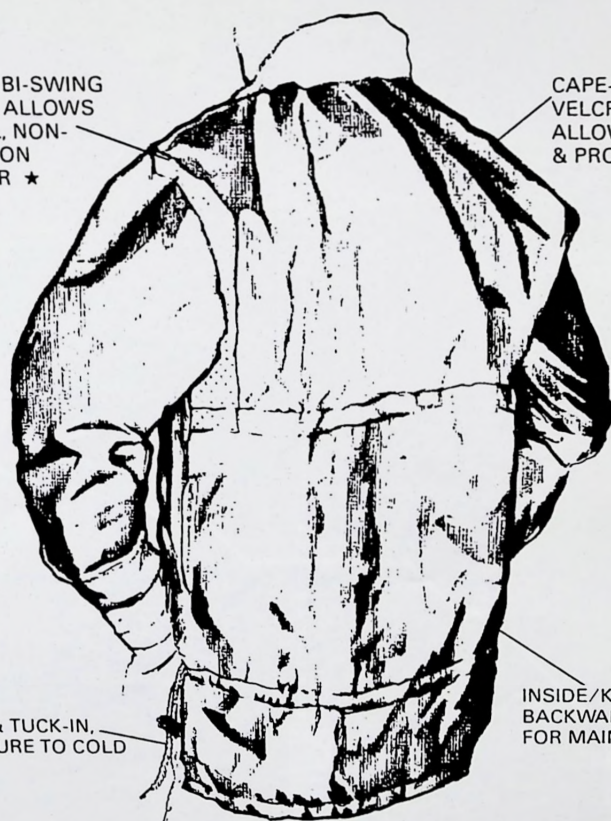


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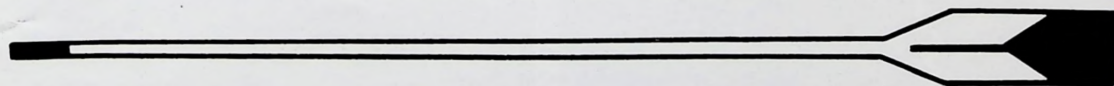
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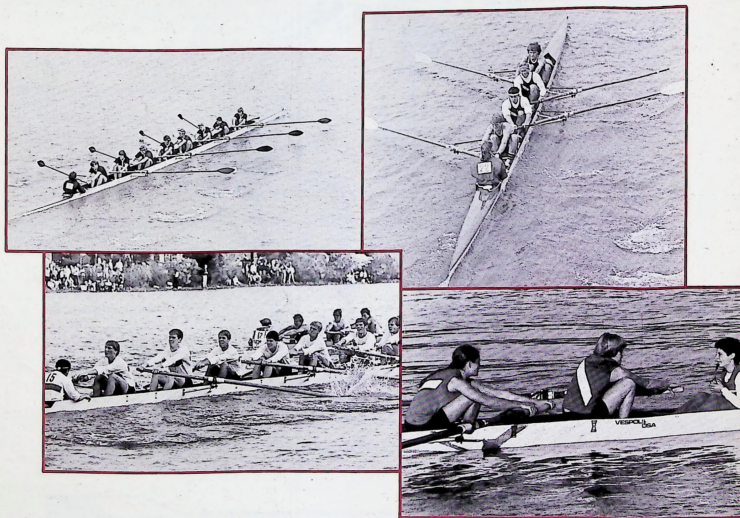
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