

LETTERS TO THE EDITOR

All correspondence should be directed to F. Andy Geiger, Manley Field House, Syracuse University, Syracuse, N. Y. 13210.

SAY "NO" TO NATIONAL TEAM CONCEPT

Dear Sir:

I am writing in reply to "The Great Debate" which I read with much interest. Perhaps my thoughts—as a former competitive high school and club oarsman who never quite reached the top, but who still loves the sport enough to scull four miles every evening on a beautiful residential lake in suburban Kansas City—may offer a different viewpoint.

As much as I appreciate international winners, and would be tempted for short-run results to experiment with the "National Team Concept," I believe that better long-term results will only be obtained by encouraging a broad, flexible base in which more young men are encouraged into the competitive system. We need more high school rowing, more college rowing, and more club rowing. A few more devoted rowing disciples, with "seed money" available for initial boats and oars, is the major

requirement for any such broad-based growth, especially into the fertile Mid-west area where man-made lakes are multiplying each year. Our current rowing growth rate, considering the burgeoning youth population, is not good enough.

More young men will row only when the opportunity is available and the location relatively convenient. Let's not junk the system but expand it at the base so that more dedicated natural athletes are working their way to the international top.

Fred P. Braun, Jr.

Dear Sir:

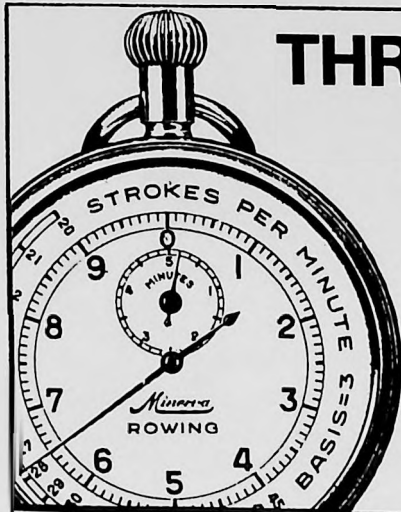
At the outset, let me say that I feel "The Oarsman" has provided a valuable service to the sport of rowing by providing a public forum for the discussion of an issue of fundamental importance. I hope that many competing oarsmen will make their views known and that those in a decision making position will weigh the various arguments carefully, keeping in mind

that it is the protection of the interests of all competing oarsmen and not the catering to the special interests of clubs, colleges and coaches which will bring World and Olympic gold medals to the United States.

I must, therefore, give my utmost support to the negative position which Mr. Allen Rosenberg has most ably argued. The formation of a national team, not open to challenge, as proposed by Mr. Jack Frailey would destroy the sport of rowing in this country.

Mr. Rosenberg has, of course, recognized the basic weaknesses of the national team concept. Some of these are so important that I feel they should be briefly repeated.

1. A national team is not an amateur team.
2. The first selection of potential team members would be at a spring regatta, a time when many oarsmen are just starting to train hard. Students, for example, having just completed the spring competition season would have an advantage over club oarsmen.
3. There are many fine competitors who may not be willing or able to relocate to a central training



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camp. Those who are married or who have started a career for instance.

4. The national team concept would stifle interest in young oarsmen who saw little possibility in making the team.
5. The national team would deteriorate due to disillusionment of those initial selectees who failed to make the final team.
6. The number of active oarsmen and clubs would decline.
7. The geographical distribution of the sport, already poor, would be reduced.

In addition to these arguments, I think that one should consider what the lot of those hundreds of oarsmen who were not selected at the spring regatta would be. Would they be expected to train diligently for the National Championship Regatta? A championship reduced to a second rate regatta since we cannot seriously expect a national team crew to compete and risk defeat. The controversy which would arise if a beaten crew were sent to the Olympics would shake the rowing community to its core. The answer is, of course, No. The level of competition would progressively decline. Each succeeding national team, drawing manpower from this reservoir would be progressively weaker and finally cease to be.

There are usually some good ideas to be found in the worst of plans, and I feel that whatever advantages there are to the national team concept can be realized by the setup and funding of Olympic Development Centers. These centers, if judiciously selected, would serve to stimulate rowing over a wider geographical area. The West Coast and Florida for example, which have several rowing colleges, do not have viable club programs during the summer months. If centers were to be located in these areas, modeled after the Laconia, New Hampshire experiment of a few years ago, it would afford men from these areas a chance at international competition in events other than the single scull. Also, it is possible for these centers to evolve into clubs. As clubs, these centers could become nuclei for regional rowing interest and the foundation of new clubs.

I feel that it would be advisable to avoid setting these centers up in colleges and existing clubs to avoid any possible conflicts of interest.

In conclusion, I would like to express my opinion that the only improvement of the existing national team selection system necessary is the addition of a repechage system.

Patrick H. Fuery

THE PRESIDENT'S MESSAGE

1970 A Year Of Promise

by William J. Knecht



As we reflect on the hope of this year's rowing season, there is little doubt that it holds forth great promise for all rowing enthusiasts! With the many coaching changes that have taken place, the collegiate season is bound to be great, spurred on by the IRA '69 freshman "dead heat" race. High school oarsmen, coaches and enthusiasts will certainly want to bring the Championships that went to Canada, back to the United States in 1970. Dad Vail racing will be looking for a winner from among many challenging crews! In addition to early season international racing, Club rowing will have the goal of "World Championship" titles in St. Catharine's, Ontario.

The National Championships and trials for the Worlds will be held at the Cooper River in Camden, N.J. The development of this new facility will undoubtedly have a great impact on the future of rowing on bodies of water that have the mechanical installations to fulfill the requirements of FISA standards.

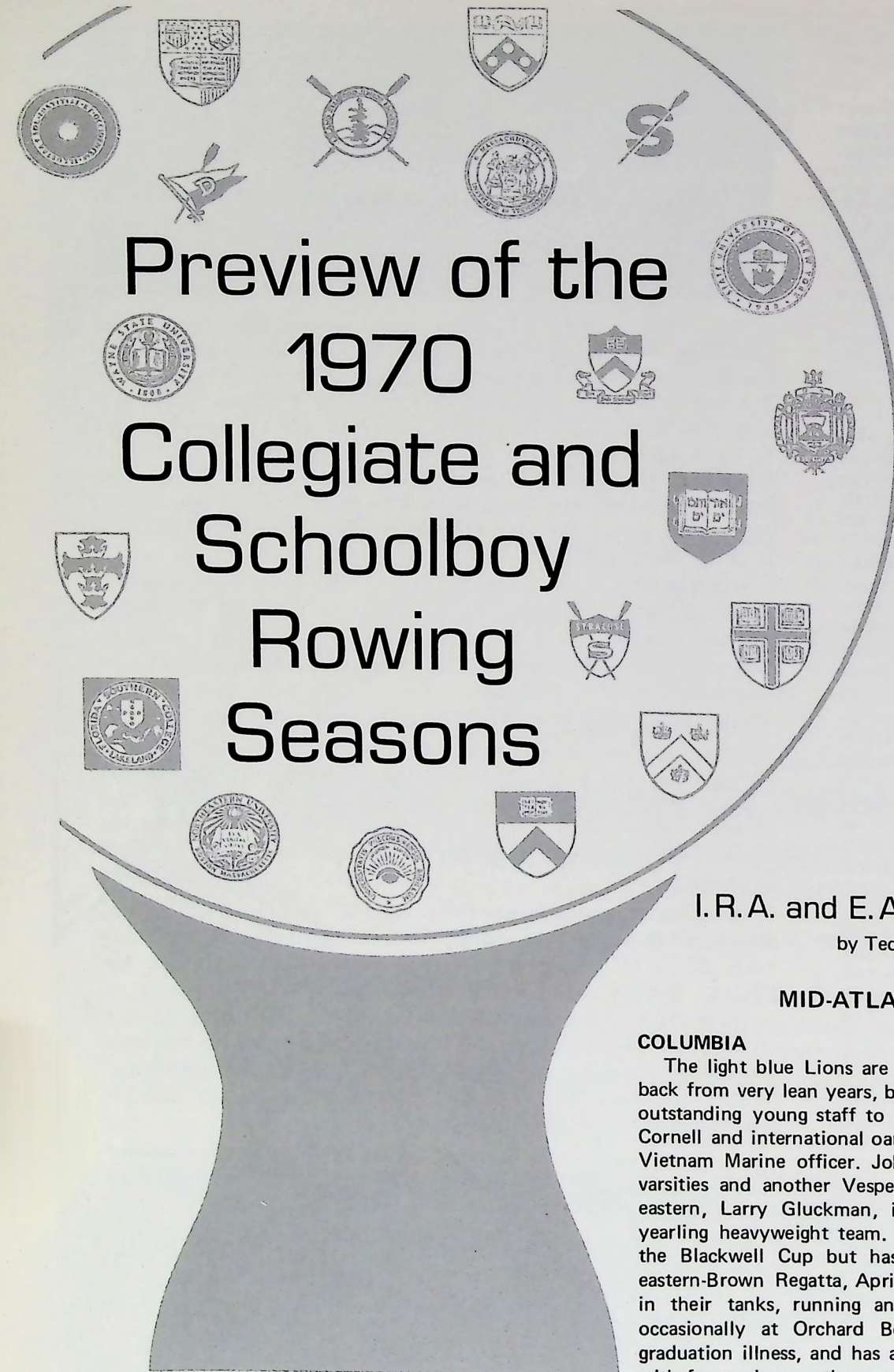
Upon the decision of the NAAO Board of Directors, there will be an invitation extended to all foreign crews coming to St. Catharine's to participate in the U.S.A. Championships. Certainly this international competition will greatly add to the importance of these races and provide invaluable experience to the organizers of this regatta and the future of American rowing serving as host to a 1975 World Championship.

The youth oarsmen and followers will certainly find exciting competitive rowing at Lake Warmog, Connecticut, the site of the Youth Trials. The NAAO Youth Committee, having received funds from the U.S.O.C. Development Committee and the NRF, will be able to transport a full racing team with coaches to Ionnina, Greece, the site of the 4th FISA Junior Championships. The Greek federation has made outstanding plans for hosting these championships and all Youth oarsmen competing there will gain fond memories of this beautiful country and the hospitality of its people.

Our West Coast Rowing Program will be bolstered by the potential of a newly created "Regional Regatta" with assistance from the U.S.O.C. Development Committee.

Women's rowing will find the Women's European Championships being held in Tata, Hungary. This small lake town is approximately sixty kilometers from Budapest. Those girls who competed in Klagenfurt will certainly want to make these Championships again!

But the pinnacle of rowing enjoyment for the year of 1970 will be the World Championships. The finest rowing in the world will be seen here on the North American continent for the first time at a cost of over \$450,000 to the Organizing Committee. Our Canadian neighbors and friends certainly merit the highest compliments and praise for this great undertaking, not only from the NAAO federation, but from all of the FISA federations. Anyone who has ever been privileged to pull an oar or be associated with a rowing program should plan to be on hand to witness these Championships on September 2 through September 6, 1970.



Preview of the 1970 Collegiate and Schoolboy Rowing Seasons

Dusting off a
pollution-covered
crystal ball,
rowing sages
attempt to
predict results
of the 1970 season.

I.R.A. and E.A.R.C. PREVIEW

by Ted A. Nash

MID-ATLANTIC AREA

COLUMBIA

The light blue Lions are still working on the long road back from very lean years, but Bill Stowe has assembled an outstanding young staff to assist him, led by John Abele, Cornell and international oarsman for Vesper and returning Vietnam Marine officer. John will handle the lightweight varsities and another Vesper graduate formerly of Northeastern, Larry Gluckman, is presently working with the yearling heavyweight team. Columbia has withdrawn from the Blackwell Cup but has been installed in the Northeastern-Brown Regatta, April 25. Columbia is working hard in their tanks, running and lifting weights, and rowing occasionally at Orchard Beach. Bill suffered very little graduation illness, and has a rare situation of another year with few seniors on the squad. Returning sophomores John Nelson and Tom Henwood could be the outstanding sophomore candidates in the early fall. The freshman squad is led by Al Medioli of Syosset High School and Oyster Bay Rowing Club. Al won the World Youth Championship in a double in the 1968 Amsterdam Regatta, and also raced in Italy to 5th place in the single in 1969. Columbia will probably be the only crew in the country with freshmen, JV

and varsity all in Donoratico shells. With consistent strong alumni support Columbia appears to have turned the corner and is on the way back.

CORNELL

Heavyweight Crew Captain Jim Chapman (no relation to Clayton, who has now been elevated to the post of Assistant Athletic Director) has every reason to be eager for opening day of shirt season. Last year's freshmen were aggressive and constantly progressing. The graduation was relatively small, and the I.R.A., winning JV is back nearly intact. This year's freshmen, led by Ed Cerullo and David Lambertsen, both of Philadelphia, plus Mike DuBlois of J.E.B. Stuart, indicates a more experienced and sizable squad than in the past five years. It has been a cold winter in Ithaca, however, and the early thaw found at Harvard and Northeastern may not be seen at Cornell and it is conceivable the crews could not hit the water until nearly mid-March. Cornell Olympian Dick Edmonds will handle the lightweight this year, while Todd Jesdale has moved over to handle the heavyweight yearlings. Six of last year's freshman first boat have returned, and it appears as if the Best Men Afloat may be short in upper class numbers, but long on desire and promise.

GEORGETOWN UNIVERSITY AND ST. JOSEPH'S OF PHILADELPHIA

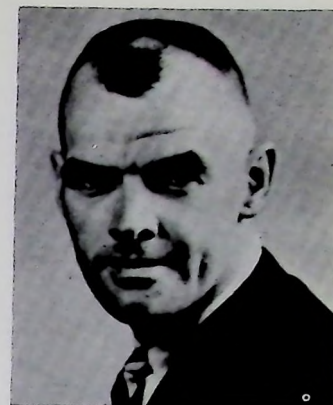
Georgetown has lost but one man from their varsity, and are still riding high on their second consecutive Dad Vail (Small College) Championship. The new coaches are Frank Benson and Walt Barbour. They have started a new regime by assembling an outstanding freshman team. The greatest change, of course, is the loss of Tony Johnson, who has taken over at Yale. However, Frank and Walt are well-schooled in the Potomac international style, and Georgetown must be rated as the favorite to repeat in the big Philadelphia contest in May. Greatest stumbling block, of course, will be Joe Toland's St. Joseph's varsity Hawks, who are working harder than ever to try to avenge their only loss. Joe's highly experienced small boat group are training every morning, and appear to have more bursting speed than in '69. Both crews are interested in the prize of attending the I.R.A. as an 8, and the battle between these two outstanding varsities will certainly be worth watching.

NAVY

An entire new coaching staff, well-prepared and experienced, will handle leadership duties at the U.S. Naval Academy. Ens. Pete Raymond is the new frosh coach under Carl Ulrich. Pete, of course, was an Olympian in '68, for Princeton. Lt. Cdr. Tom Althouse, Navy '62, and Marine Major Skip Sweetser of the Rome Olympic 8, complete the staff. Carl has recently purchased two Leichardt rowing ergometers from Sydney, Australia which are apparently even more modern than Harvard's equipment in their engineering and braking devices. Crew Captain Jim Schwenk will be joined by a large sophomore and upper class returning group. A fine fall mileage program plus excellent freshman summer rowing indicate Navy's fortunes are on the rebound. The freshman squad is not large, but has good individual size.

PENNSYLVANIA

The entire rowing community suffered its most severe loss with the retirement of Joe Burk, after 19 years as head coach of Pennsylvania men and crews. Joe was honored at the National Rowing Foundation dinner, and a new regatta will be named in his honor, but this in no way compensates



Ted Nash, a 1960 Olympic Gold Medalist, takes over as Head Coach of the Penn crews in 1970. His predecessor, Joe Burk, leaves the former Freshman coach with a fine reputation to uphold. We hope the crystal ball holds much success in store for Ted and his Penn crews.

for the loss of his mature and able leadership which had become an institution in Philadelphia. He will be succeeded by his former freshman coach, Ted A. Nash. The new freshman heavyweight coach Jack Barclay, Pennsylvania '65, has a hard-working group of candidates, with several experienced high school and prep school oarsmen. However, Penn's late race season prohibits any early appraisal of their potential at this point. The Quaker varsity will be eagerly awaiting the "rubber match" of their 1969 one-and-one record with Harvard, which will take place in Cambridge on May 2. It should be a sell-out. Several Olympians have returned, as well as half of the Henley finals boat. Penn has had one additional complication, a change in graduation requirements which allowed several of the present seniors to graduate in December, thus effectively turning their normal



Nothing is more rare than seeing two crews docking simultaneously to accept the silver and the shirts for the same race.

graduation of 1969 into a heavier departure. On the positive side, the fall weather was kind to the Red and Blue, and although winter rowing was delayed by ice for the first time in five years, their fleet of small boats is now working around the floe ice nearly every day. Basic equipment and training appears the same although the Red and Blue have made several style changes. Pennsylvania will be hard pressed to repeat its three consecutive varsity I.R.A. wins by Washington and Dartmouth, and of course still must be considered an "Avis" trying harder and harder to catch Harvard on the Charles.

PRINCETON

Although they were still skating on Lake Carnegie, there is

(Continued on page 6)

New York Rowing Association

Founded 1866

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Vice-Pres.—J. Donald Clune Secretary—Ed Good

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1970 Schedule

March 28 College-Club regatta 12-3 p.m.
April 4 College-Club regatta 8-11 a.m.
11 Grimaldi Cup regatta 12-3 p.m.
18 Hughes Cup regatta 8:30-11 a.m.
25 College-Club-H.S. regatta 10:30 a.m.-1 p.m.
May 1&2 Metropolitan Intercollegiate Championships
8-10:30 a.m.
10 Father Knickerbocker regatta 12-3 p.m.
17 Metropolitan Scholastic Championships 8-10 a.m.
30 104th Annual Memorial Day regatta 8:30-11 a.m.
June 20 102nd Annual NYAC Open regatta 10:30-1 P.M.
July 11 International Development regatta 2-4 p.m.
18 Pelham Bay Park regatta, 9-11:30 a.m.
Aug. 8 Mid-Summer regatta 9-11 a.m.
Sept. 12 Metropolitan Championships 9-10:45 a.m.
13 Metropolitan Championships 9-11:30 a.m.
19 Fall Regatta 12-3 p.m.
26 Indian Summer regatta 9-11 a.m.
Oct. 11 Columbus Day regatta 9-11 a.m.
Nov. 7 Election Week regatta, 10-12 noon
28 College-Club regatta 9-11 a.m.
Dec. 31 New Year's Eve regatta 12-1 p.m.

These regattas are open to all amateur oarsmen of the world. Closing date for entries is 8 days prior to regatta date.

Fees: Singles—\$5; Doubles—\$10; Fours—\$20; Eights—\$25. Drawing for lanes Sunday prior to regatta at noon at boathouse.

Regatta Chairman: Jack Sulger, 89 Metropolitan Oval, Bronx, N.Y. 10462 (212) 972-9707-8; Boathouse (914) 738-9735-9803

Publicity: John Weltzel, 117 East 60 St. N.Y. 10022 (212) 421-5486

1970 PREVIEW

(Continued from page 5)

an indication that there will be an early spring at Princeton also. And although Doug Foy, Gary Wright and Dave Wallender have left, leaving a gap in their recently found international experience, their other delegation of Klagenfurt veterans reported for the Florida training camp on the Indian River at Florida Institute of Technology in Melbourne. Joe Dayton, Andy Roberts and McNeill Watkins comprise a strong base to better Princeton's rowing fortunes. Last year's crew suffered several setbacks prior to the I.R.A. and showed far under their potential. Barring these unfortunate circumstances, Princeton will again be a threat in its normal early-season openers against Rutgers and Navy. The Tiger lightweights went to Rollins, and new freshman coach Jim Rathschmidt had nearly two freshman boats in the South and appeared pleased with his squad. Princeton has ordered two Stampfli 8's, one of which may be named for recently departing lightweight coach Fin Meislahn. Bowers Construction Inc., of Princeton, New Jersey has offered low bid for the new Princeton rowing tanks, which may cost as much as \$312,000. When the tanks are complete, so will be Princeton's needs, and the Tiger will be tougher than ever. The experience gained by Princeton rowing at Union and in Europe must make them a strong possibility for the Eastern Sprint and I.R.A. finals.

RUTGERS

Rutgers and the Scarlet Knights' coach, Bill Leavitt, received the Callow Award for their outstanding four-oared crew effort at the I.R.A. The return of these men and normal Rutgers enthusiasts should see the Knights back at the I.R.A. with a varsity eight. Both lightweight and heavyweight freshmen went to Florida this year, with Buzz Congram's heavies spending a week at Florida Southern. The freshmen have excellent quality but, as is the case with many universities these days, are few in number. At the moment the frosh are led by John Bannon of St. Joseph's Prep of Philadelphia and Bill Wilbur of Washington-Lee High School, who was No. 7 man of the Princess Elizabeth Cup crew at Henley, and also weight lifter Chris Devlin who, at 6', 210 lbs., is perhaps one of the strongest freshmen ever to row at Rutgers. Early ice off the Raritan, and a new race April 11 against Yale and Northeastern, will definitely give Leavitt an assist. Rutgers' lightweight program should continue to be strong and will be one of the stumbling blocks in the way of Harvard's steam-roller.

SYRACUSE

The return of 13 sophomores, and a small 1969 graduation, gives Coach Bill Sanford a larger than average youthful group with which to work. Syracuse has ordered two new Schoenbrod shells and has added several new ideas in training, including soccer and intersession "away training." Three big varsities trained on the Schuylkill in Philadelphia during January, rowing from the Drexel and Temple boat houses and living at the University of Pennsylvania. The men were impressive and spirit was high. Syracuse may enter the Cherry Blossom Regatta in Washington, D.C. on April 18, and Bill's vigorous approach seems to be catching fire. Fortunately for the rowing world, both Bill and Andy Geiger are keeping a close watch on the progress for the I.R.A., and will see to it that the best interests of the oarsmen are foremost in every decision. We look forward to a smoother and even more internationally oriented National Collegiate Championships.

NEW ENGLAND — NORTHEAST AREA

BOSTON UNIVERSITY

The Terriers' new head coach, Steven Orova, has done a great public relations and recruiting job and had the largest freshman turnout in B.U.'s recent past. Two hundred boys turned out and were quickly pared down to 36 men. Freshman coach Paul Horst will have a new race against Yale for his plebes on April 4. B.U.'s fortunes have turned brighter in the last several seasons, and they have Pocock, Schoenbrod and Donoratico shells to select from in their boat house. Early open water and very little floe-ice will allow the Scarlet to gain extra miles. The B.U. rowing tank is due to open next August and will have spaces for 10 men. It will be located next to the weight room and the new pool planned for their gigantic tri-dormitory complex. Boston has four new pair-oared crews, and together with the fact that there



Close races and hard work await the college crews as they prepare for action like this in 1970.

are no seniors on the present squad, Steve definitely has been dealt a better hand than his predecessor. The freshman squad apparently has many men over 200 lbs., and there has been no loss in the boat house due to grades this year, so we wish only the best of luck to Steve.

BROWN

Vic Michalson's giant was asleep only temporarily, and is alive and rowing well in Providence. Although their graduation was very heavy, they were blessed by one of the largest returning sophomore groups in many years and so find themselves with only one senior on their present squad of hard-working racers. The return of Pete Amram, from Mt. Hermon Academy, will certainly continue their recent trend in fine freshmen. Their new large rowing tank, and early opening of the ice, indicate a strong bid for Brown to regain national prominence. Brown has a fairly good freshman turnout of just under three boats. Vic's well-earned position as U.S. Olympic rowing coach will certainly help the prestige of Brown's image. Only new race on their schedule will be April 24, which adds Columbia with Northeastern. All other races remain the same, with Brown holding to last year's style and Pocock equipment. Captain Dick Dreissigacker and other international oarsmen will be sorely missed, but the new flavor is in the boat house and I expect we will see many Brown oarsmen rowing with both Vesper and Union this summer.

DARTMOUTH

Peter VanWyck Gardner's Indians have also arisen rather brusquely from the ice-bound Hanover reaches to shock the

collegiate rowing community. Their magnificent second place in the I.R.A. has given warning to Harvard that she is not alone in New England. Losing only two men from that excellent varsity, (Jim Willis and former Captain Tom Gilmore), Dartmouth should again be one of the top three or four in the country. Oddly enough, the bulk of their graduation came out of their junior varsity, but they will be ably replaced by a large number of eager sophomores. Although these sophomores failed to win a single race it is a great credit to departing frosh coach Pete Holland that such a number returned to race again. The new freshman coach is John Danford, himself a graduate and former two-year stroke of Dartmouth varsities. Dartmouth has also sampled international rowing at Klagenfurt, and Bill Pickard will carry back valuable experience from his many races combined with Vesper and Pennsylvania oarsmen and his trip to Europe. Although Willis at No. 7, will be very difficult to replace, Dartmouth's outlook must be rated as "optimistic." If the ice will break out and the floes will clear the river by April 1, Dartmouth will not fall off a bit. Probably Gardner's crews will remain in Schoenbrod shells, and their smooth style will be retained. Varsity Captain Steve Tourek raced this summer with Al Rosenberg at Rochester, as did several other members of the crew. Only limiting possibility on Dartmouth's immediate future will be the rate of development of their small freshman squad this year. Head Coach Gardner openly voices his strong support, as do the majority of head coaches in the country, for the I.R.A. to continue its present trend to becoming a true national collegiate championship, equipped with starting platform, medals for first, second and third places, alignment

(Continued on page 9)

GO PENNSYLVANIA IN '70!

1966—1969 winners of the I.R.A. Ten Eyck
Team and Freshman Eight Trophies.

1967—1969 holders of the
Varsity Challenge Cup.

Thank you, Joe Burk

for 19 years as coach of men and our crews



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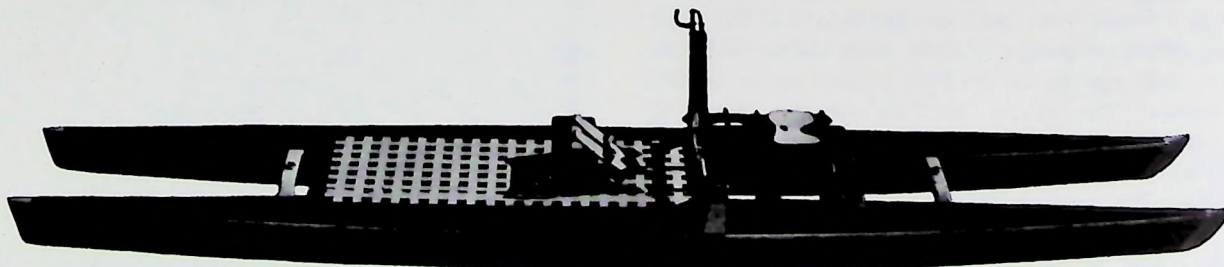
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1970 PREVIEW

(Continued from page 7)

of all crews fairly by-the-bows, and crews housed in livable conditions at the Syracuse dormitories. May we please second the motion.

HARVARD

Normally, the loss of such stand-by names as Higgins, Hobbs, Livingston and Evans would be considered a disaster for anyone but Harry Parker. However, there are even bigger Livingstons and Hobbsses, and rumor of yet another Steketee waiting in the wings. An excellent return of upperclassmen has all but nullified the effect of fewer than normal returning freshmen of last year's fine boat, which lost only to Pennsylvania. Although the additional new rowing tank is not quite complete, it will probably be in service in time for this year's drive. Couple that with heavy training on the ergometer, circuit running and stair work which are devasta-



Almost nothing in rowing can match the excitement of the racing start in a championship regatta.

ting, to say the least, and you have a very strong squad. The weatherman has been the kindest ever known in that as of this writing early in February, the river is essentially open for the first time in many years. Harvard crews are once again racing back and forth in front of WBZ, and are still the Hertz of collegiate rowing. But the Avises, represented by Pennsylvania, Washington and Dartmouth, are closing in. However, Harvard pride and outstanding personnel and coaching will not give in to any merely human challenge. Perhaps the best freshman material in five years has been assembled for Ted Washburn to mold. Although not great in numbers, they are tremendous in size and experience. With potential strokes such as George Linzee of Tabor Academy and Rocky Delano of St. Mark's and many, many others, the Crimson freshmen, on paper, certainly appear to be great support for Parker's program, and once again must be listed as the top potential freshman crew in the country. The lightweights under Steve Gladstone need no other comment than to say "Watch Out!" They will do it again. Harvard's grand slam in the Head of the Charles last October indicates the depth of their program, as an all-junior boat won the senior race, while the seniors essentially won the four-with and participated in small boats, and the freshmen made a remarkable showing with three more-or-less even entries in the junior race. Harvard had an excellent fall rowing session, and may continue their use of Staphli equipment. The addition of Fraser Walsh as freshman lightweight coach rounds out their solid entourage.

MASSACHUSETTS INSTITUTE OF TECHNOLOGY

The addition of Pete Holland to the M.I.T. coaching staff

will surely be an asset to the rebuilding job facing them. Fortunately for Tech, Jack Frailey was able to continue in the capacity of head lightweight coach, and that team, plus Paul Wilson, will certainly help to lead the Engineers back into competition. M.I.T. has particularly tough conditions to work with, as oarsmen must be made from academic specialists. However, they have perhaps the finest boat house in the world, and Paul's freshman turnout is the best in both size and numbers in five years. Varsity ranks will be thin this year, however, as there were few sophomore returnees. But we hope that the early spring thaw and new enthusiasm will allow M.I.T. once again to present a varsity at the I.R.A. They have borrowed a Schoenbrod shell from Wesleyan University, and may well purchase it, as it seems to suit the M.I.T. style perfectly. Jack Frailey's outstanding work in both the NAAO and Olympic development programs has added tremendous prestige to the M.I.T. program, and we congratulate both Jack and Athletic Director Ross Smith on their efforts and interest in behalf of U.S. rowing.

NORTHEASTERN

The Engineers have a new eight-man rowing tank and have been working very hard with justified optimism. Return of international sculler Jim Deitz to the eligibility roster, and the progress of many of the outstanding sophomores, indicate that Coach Ernie Arlett's crews are continuing their upward trend. Frank Barrett, heavyweight freshman coach, indicates he has a keen and eager group stroked by two very talented and large oarsmen, Tim Cordez of O'Hara High School in Philadelphia and Bill Maslowski of Shrewsbury, Mass. Last year's sprint broken oar incident suffered by the

(Continued on page 10)

1970 AT VESPER

Vesper Boat Club has been selected as the Philadelphia area Olympic Development Center. All college and club oarsmen interested in pooling their talents with some of the country's best, contact:

Dietrich Rose
c/o Vesper Boat Club
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1970 PREVIEW

(Continued from page 9)

Northeastern freshmen fortunately cannot be repeated, as a result of the reestablishment of the 30-second breakage rule. Northeastern will probably race in Stamphli equipment, and have added Pennsylvania to their schedule (May 16), racing the Quakers in the first annual Joseph W. Burk Challenge Regatta, along with other invited guests. Departing Captain Bill Miller, a veteran international oarsman, will certainly be a great loss, but the international trend in the Northeastern crew indicates a great deal of help on the way.

YALE

Yale has suffered two great losses, and has gained several strong assets, and the progress of the Bulldog will be interesting to follow. The first great loss was Jim Rathschmidt, U.S. gold medal Olympic eight-oared coach, transferring to Princeton. Although this was Princeton's gain, Jim's beautifully knit crews and perfect rowing style will be difficult to replace. The second loss was nearly the entire varsity. On the positive side, of course, they have obtained the services of Tony Johnson, Olympic silver medal winner and several times European champion from the Georgetown University coaching staff. Although rumors indicate that the construction progress rate may be difficult, there is promise of a new Olympic FISA course on the Lagoon, possibly by 1972. Johnson's personal magnetism and vast international experience, plus the potential for local community rowing on the new course are certain to be great assets for the Eli. The only staff change other than Tony has been the addition of (W.S.R.C.) Dennis Schaab, who will take care of the light-

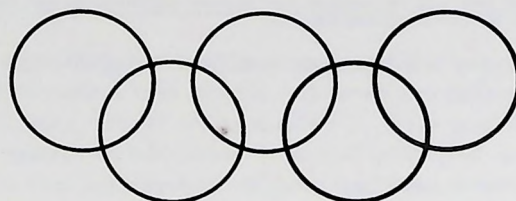
weight freshman program. B.U. will race Yale on April 24, and another change in the schedule will have Northeastern facing Rutgers on April 11, along with the Blue. Sophomore returns have been fewer than expected, although the freshmen have some size, led by Andy Capitman of Groton and John Messinger of Culver Military Academy. One of Tony's most recent additions has been the temporary services of Swiss Champion Melch Burgin, perhaps the world's foremost authority on double-sculling. Melch has been working with the Yale oarsmen in the tanks and giving clinics throughout the country. Forecasts for Yale: this must be considered a building year, and although perhaps not winning everything in '70 they should show marked progress for '71.

MID-WEST AND WEST

CALIFORNIA

Marty McNair's Golden Bears have not attended the I.R.A. Regatta in recent years. As in the case of Rutgers and M.I.T., we hope this will change this year. Frosh coach Ed Graham indicates that several outstanding sophomores have moved up and that he has, for the first time, a boat load of experienced oarsmen recruited from J.E.B. Stuart in the East and Oakland Bay Area schools. If all goes well, senior Captain Mike Fletcher, one of only two seniors on the squad, will lead at least a varsity and JV to Syracuse. California's traditional style and Pocock equipment will probably be retained again this year, and the only addition to the race schedule was the Ed Harbach Regatta in the fall. Oakland High School System's essentially California grad leadership is beginning to pay off, and California should again be able to challenge U.C.L.A. and Washington in the near future.

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ORANGE COAST COLLEGE

Last year we mentioned that Dave Grant was a magician, and this year he will pull out of the Costa Mesa hat his greatest trick of all. Hopefully we will see an all-sophomore boat in the junior varsity (this allowable, of course, as Orange Coast is a J.C.), a freshman boat for the first time and, believe it or not, a second freshman four entered on Lake Onondaga. Dave is assisted by Bob Newman, who rowed at both Orange Coast and UCLA, and Orange Coast continues to pour well-disciplined veterans into California, UCLA, and Long Beach. Orange Coast charges no tuition and therefore has tremendous appeal for oarsmen from the immediate area. Year-round rowing at Newport has been substantially bolstered by a \$100,000 waterfront development project which will shift the present boat house, adding bulkheads, docks and facilities. The Orange will have two very large freshman teams, and the only thing limiting Orange Coast at the moment is the number of actual shells they can utilize. Dave is the last of the big-time amateur coaches and is a credit to rowing and his school.

STANFORD

Coaches Will Condon and Kent Mitchell have lost nearly their entire varsity, and 1970 must be classified as the major re-building year of all time. Possible loss of the wonderful boat house built in the mid-50's by Dan Ayrault and other loyal grads, due to marine reconstruction claiming the land on which it stands, is an additional threat for the future. Perhaps no school has done so much with so little, and we certainly hope that the administration will be able to support Stanford's crew which has always brought credit to the University. Stanford housed several Harvard and Princeton oarsmen last summer, and were represented on the U.S. team to Klagenfurt. The graduate program has been very strong since 1956, with half a dozen Olympians and medal winners on the record board.

UCLA

Although head coach Jerry Johnson has lost five seniors, only two big oars have been lost from his I.R.A. varsity of 1969. The freshmen have been classified as the best ever and "true athletes." Led by Bob Tuft of Skyline High School, UCLA represents the most solid challenge to the Huskie Pups of Washington. Jerry lost the services of ex-Huskie Lou Dodd as freshman mentor, but Guy Lockhead, '69, and Jim Sims, '67, will round out the coaching staff this year. UCLA will have the first lightweight crew in their history either this year or next, and hope to have races throughout the Coast. Still-to-be-announced style changes have taken place, and several new regattas are planned. Superb January and February weather has made up for poor fall winds and water, and Jerry looks forward to the season "with vigor."

UNIVERSITY OF WASHINGTON

The Huskie Den appears to be bubbling over with anticipation prior to a "great 1970 season." Frosh coach Lou Gellermann, whose giant Pups tied the Pennsylvania Quakers in the first dead heat in I.R.A. history last year, has an incredible assemblage of big, experienced oarsmen that must be classified as the most formidable in recent years. Coming from Florida, Massachusetts, and Connecticut as well as California and local Seattle high schools, it will also be the Huskies' most experienced team. It should take a major miracle to slow them down. Excellent fall mileage and a mild

(Continued on page 12)



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1970 PREVIEW

(Continued from page 11)

winter, with a moderate 1969 graduation and an enormous soph return, make the Huskie varsity not only youthful but extremely potent. Crew Captain Brad Thomas, who rowed No. 6 in last year's varsity, conceivably could bring a favored crew into each of the categories at the I.R.A. A sweep is not out of the question this year. New races include UCLA May 2nd on Lake Washington and a new race following the I.R.A. June 16th in Manhattan at Kansas State. The Huskies will



Washington Coach Dick Erickson shouts instructions to his Husky crews. They are rated the "Best in the West" by our fearless prognosticator.

continue to utilize their Western style and Pocock equipment, and although their varsity slipped down the ladder one notch last year due to the surprising performance of Dartmouth, this year's fearless forecaster picks them as a leading contender. Look for a style longer in the water, and possibly

German rigged. Erickson's utilization of the Engineering and Medical Schools to examine and assist in his training program will be interesting to read about when Dick publishes his findings. The most interesting change has been the early cut system used by the Huskies, so that instead of the normal five-six varsities they have bolstered their lightweight ranks, and reduced their heavyweights to a more trainable three crews per coach.

WISCONSIN

1969 was an interesting year for the Badgers. Although they were not particularly pleased with their showing in the I.R.A. and had a very large graduation of their bigger men, it was still a tremendous year for head coach Randy Jablonic, in which he saw Tim Mickelson and Joe Mimier, along with several other members of the team, training for and making the U.S.A. team to Klagensfurt. These men will all return and be a great boost to the new Olympic Development Center to be stationed on Lake Mendota. On the negative side, however, Wisconsin has had 20° below zero weather, with northwest gales, plus 32" of ice on both Lakes Mendota and Monona and unfortunately insufficient water in the river to utilize. Nearly half of each of the Wisconsin boats have graduated, with only a moderate sophomore return. Although the freshmen appear to have little depth they seem to be "eager," and the coaching staff is optimistic. Tragically, Byron Wade, a 6'5" 210-pounder, broke his leg in the nemesis of collegiate rowing, skiing, and is out with permanent injuries. Wisconsin's winter practice in the past has been rigorous running and tank work, coupled with November races at St. Paul, Minnesota. Randy will be assisted by last year's varsity captain, Doug Sahs and Wisconsin is reorganizing their racing schedule to have a much more appealing program this year.

Major Regatta Forecast From The Crystal Ball For 1970

	Varsity	J.V.	Freshman
DAD VAIL (Philadelphia)	Georgetown or St. Joseph's, even odds, followed by Marietta or Trinity.	Marietta.	Marist, Marietta or Georgetown—too early to pick one.
EASTERN SPRINTS (Worcester)	Penn or Harvard. Penn in exams, nod goes to Crimson, followed by Cornell, Dartmouth or Princeton.	Harvard or Cornell. Penn and Brown also very strong.	Harvard, Penn or Cornell, possibly in order. Harvard the biggest crew in years. With frosh anyone is possible.
LIGHTWEIGHT SPRINTS (Worcester)	Harvard should be all alone. However, Penn, Princeton and Yale not sleeping. Rutgers and M.I.T. a chance.	Harvard. Who else?	Penn or Harvard. This should be a great battle. Edge to Penn.
WESTERN SPRINTS (California)	Washington all alone.	Washington all alone.	Washington in a breeze. Enormous Huskies to be followed by UCLA.
HARVARD-YALE (New London)	Harvard in depth.	Harvard, but Yale closer.	Harvard going away.
I.R.A. (Syracuse)	Possibly the closest race of the year. Penn sentimental favorite, with Washington or Dartmouth and Cornell all overlapping.	Wide open. Washington or Penn, Cornell and Orange Coast.	Washington strong favorite. Top contenders, Cornell or Penn.

Mid-Western Collegiate Preview

by Don Vickers

Of the thirteen or so rowing in the Mid-West, only two, Wisconsin and Marietta can be considered successful in competition outside the Mid-West. For the remainder of the Mid-Western rowing schools, it is amazing that they row at all when the difficulties they encounter are considered.

Rowing, to be sure, is not traditionally a Mid-Western sport. Colleges in the Mid-West are more interested in football and basketball and have very little time and more often little money for rowing. The students at Mid-Western colleges know little of rowing—most think of it as either a "sissy Eastern sport" or "too much like work." Even with the problems involved, more schools than ever will be boating crews this spring.

Most of them will be in the Mid-America Collegiate Rowing Association Regatta at Marietta, Ohio on May 2nd. The MACRA has been in existence for six years and has been dominated by Marietta (Wisconsin does not participate) closely followed by Purdue. The competition in the MACRA is improving, but slowly. This year there are two new rowing programs in the Mid-West. A club is being formed at the University of Michigan and Morris Harvey College in West Virginia will be rowing this spring.

Wisconsin has long been the only major rowing college in the Mid-West. Now it has been designated as the Mid-West International Rowing Center by the Olympic Rowing Development Committee. Coach Randy Jablonic is confident that Wisconsin is on the right track. With half of last year's varsity back and three of them having competed for



Wisconsin works its way to the starting line of a big race. Randy Jablonic's squad is expected to be as big and tough as usual.

the U.S. at Klagenfurt, there is no personnel problem. This year the Badgers have taken it easy for the first half of the year with intensive workouts starting the first week in February. This year's crew is better on rowing technique than last year's, and should be faster. The Badgers are aiming high at the Eastern Sprints and the IRA. They will be one of the top crews in the country this season.

At Marietta this fall only half the number of oarsmen from the previous year turned out for the practice, but Coach Ralph Lindamood seemed quite pleased, noting that both the varsity and JV looked better than in the '69 season. Last year's undefeated frosh crew was the best ever for Marietta and all but two turned out in the fall. Also back are six varsity members. Marietta's biggest problem seems to be that several of the oarsmen are on probation in the fall and may be in trouble in the spring if they don't get their grades up. With full school support and Ralph Lindamood as coach there is little doubt that they will be fast. Marietta's season starts March 17 in Florida.

(Continued on page 14)

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1970 PREVIEW

(Continued from page 13)

The winner of the MACRA regatta will certainly be either Marietta or Purdue. Purdue has a new coach this year, Doug Neil from the University of Washington. He has brought a new program and new thinking to Purdue, the most successful of the Mid-American Collegiate clubs. Purdue has worked longer and harder than ever before and should be hungry by the racing season. The traditional Florida trip has been abandoned because of the cost and the desire to squeeze in those extra key miles in the early spring. Instead, during their semester break the club traveled to the University of Wisconsin to use their tank, a good example of how Wisconsin is helping rowing in the Mid-West. The Purdue club is almost completely supported by members themselves (about \$150 a season) with \$800 from the University. This year a new alumni club was begun so that some of the burden can be removed from the crew members. If Purdue can get by Marietta it should go all the way through the Dad Vail.

Last year was the most successful season in Kansas State's seven year rowing history. From last year's squad Coach Don Rose has five of the varsity, five JV, and seven of the first frosh eight. Except for conflicts from late labs K-State had a good fall turnout with the Sophomores winning the class race. Kansas State is fully supported by the university, but is hindered by its isolated location and the high winds often encountered in early spring. The Wildcats will be better than ever this season, but they still have a way to go to catch the older rowing schools in the Mid-West.

Rowing is also fully supported at Wayne State University.

The crew will begin practice February 1st rowing on polies beside a swimming pool. Coach Jud Ross expects to rely primarily on last year's junior varsity which gained valuable experience rowing together out of Detroit Boat Club during the summer. The crew is expected to average 6'4" and 195 pounds, but will be handicapped as their practice time is severely limited by school and working time.

Notre Dame should be in good shape as far as manpower is concerned as none of last year's varsity has graduated and the club has a record number of new members. However, the rest of the rowing situation at Notre Dame is less than good. Paul Weathersby, the club president, has resigned his rowing position to take over the coaching duties. The club purchased a 1955 Chevrolet school bus to take them the twenty miles to practice. With the University giving them only \$500 a year, the club is limited badly. Notre Dame will open its season during Easter break traveling on the East Coast.

Washburn University has had a rowing club for a year and this year will receive its first new shell. During the past year the enthusiastic club has been rowing in the "Genesis" donated by neighboring Kansas State. The shell was given to Kansas State seven years ago by Purdue. The shell has been the life of the club so far in helping the novices learn the basics. It will take a few more years before Washburn can be fully competitive, but they surely will with their enthusiastic coach Don Craig.

This spring is the first rowing season for Morris Harvey College. The program is well supported by the college with all new equipment. Coach John Bodine is optimistic and happy with his personnel which include two former high school oarsmen—a rarity to most Mid-Western schools.

THE UNION BOAT CLUB BOSTON

Coach
Harry Parker



1970

SUMMER ROWING PROGRAM

INTERESTED SENIOR OARSMEN PLEASE WRITE TO:

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Coach Bodine expects to have a small but strong varsity this year—they'll be green but they won't be easy to beat in a few years.

Change is slow to come to the Mid-America rowing scene, but this year there are visible changes. In addition to the new rowing schools, Purdue has changed from the easy one semester effort to a year long program necessary to compete outside the Mid-West. By becoming the Mid-West International Rowing Center, Wisconsin will evolve as the hub of Mid-Western rowing. Hopefully, the best oarsmen in the Mid-West and the whole country can be brought together in Madison for the efforts in international rowing. Someday the Mid-West will come on a par with the rest of the country. For the most part it is a matter of how hard the coaches and oarsmen are willing to work as to whether it will take years or decades.

West Coast Rowing Preview

by Richard D. Erickson
University of Washington

West Coast rowing is no longer a two-way contest between Washington and California. This year, 23 colleges and universities will be contesting for the honor that represents the West Coast Championships, the Ky Ebright Challenge Trophy. It is a sad fact that the Western Champions may have to sit on their laurels this year, because of the IRA dates on the 11th, and 12th and 13th of June. Being well aware of the problems of scheduling such an event, the fact remains that the IRA is the only major National Collegiate Spring Sport Championship held at this early date. Virtually all West Coast schools will be conducting their final exams during this week, and at this printing none of the usual participants from the West Coast have received permission from their respective athletic departments to attend. The West Coast coaches find this situation quite alarming, considering that a record seven Western Colleges were entered in last year's IRA; and the fact that this is the year they chose to change the name of the regatta to the "National Intercollegiate Rowing Championships." That's a National Championship? Despite the cloud overhanging the ultimate carrot in intercollegiate rowing, (a true national championship) West Coast rowing will have its largest and longest racing schedule ever.

March 1 through May 27 will see weekly races up and down the coast. Forty-three scheduled regattas with two to twenty-three schools will be represented. Most schools and regattas are in three geographic areas: Northwest, Bay Area and Southern California. Lightweight crew is gaining new impetus. Many lightweight frosh races will be rowed this year.

On May 15 and 16, they all come together for the Western Sprint Championships which will be held on the Long Beach Olympic Course. Who are the threats? Listed below are last years' winners.

Varsity	Junior Varsity	Frosh	Lightweights
Washington	UCLA	Washington	Long Beach State
UCLA	Washington	Stanford	Oregon State
Stanford	California at Irvine	California	UC San Diego
UC Irvine	Stanford	Oregon State	San Diego State
Long Beach State	Long Beach State	UCLA	UC Santa Barbara
California	British Columbia	Loyola	St. Mary's
			Santa Clara

Based on the capsule summaries of each participating school and all the inside information you have, you pick them for 1970.

Washington

Just got to the top over UCLA, and won't be satisfied until they reach same on national level. Prospects of young crew . . . still hungry.

UCLA

Came close. Graduated two varsity and two JV oarsmen. Could be favored by the sprints. Team to beat. Banking on good JV of last year.

Stanford

Giant killers. Will beat you when you're not ready. Have faltered in the consistency department. Athletes work under handicaps.

California (Irvine)

Came on strong last year as their great Coach Dewey Hecht announced his retirement. They proved they can do it . . . can they again?

Long Beach State

Had a great year. A 1968 Olympic oarsman surely helped. They are constantly raising their level of performance, and varsity lightweights are champions.

California

They've been dormant for the past couple of years, but look out . . . they came alive and lead the Sprints most of the way. Don't count them out of any races this year.

Loyola

Small school, but big threat. Have excellent overall program and look to be constant threat to the leaders of West Coast rowing. Always look good on and off the water.

(Continued on page 29)

National Women's Rowing Association

announces the

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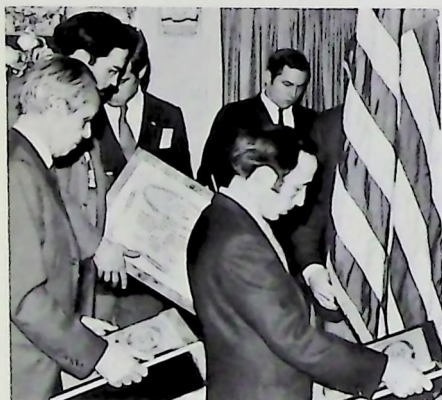
ROWING WORLD IN NEW YORK OF MEETINGS AWARDS



I.R.A. Four Oared Varsity Champions from Rutgers University stand with their coach, Bill Leavitt, and their newly won Rusty Callow Trophy.



Horace Davenport, Chairman of the Board, National Rowing Foundation, presents the Helms Hall of Fame Inductees.



Accepting Helms Hall of Fame plaques on behalf of the 1900 Vesper Olympic Champions are members of the 1964 Olympic Eight-oared Champions from the Vesper Boat Club.



Vesper Cup recipient and beloved former Head Coach of Rowing at the University of Pennsylvania, Joe Burk expresses his feelings after receiving a tremendous ovation from the 500 rowing enthusiasts at the Annual Awards Dinner.

N.R.F. Annual Awards Dinner

Seventy-nine-year-old boat builder George Pocock kept 500 rowing enthusiasts engrossed with his comments and stories at the second annual Rowing Awards Dinner at the Biltmore Hotel on January 23rd. Mr. Pocock bridged the generation gap with the common bond of rowing, and even eleven-year-old Al Lawn III, the youngest guest, was involved with the words of this wise oarsman, whose motto in later life has been: "Building boats to help build mankind."

Presenting the commemorative plaques to Helms Hall of Fame inductees were Clifford "Tip" Goes and Horace Davenport. Recipients were the Vesper Olympic Champions of 1900, whose plaques were accepted by the 1964 Olympic Gold Medalists who were also Vesper representatives. Also honored was Allen Rosenberg, coach of the 1964 Olympic eight, for his outstanding achievement in coaching the last Gold Medal eight from the U.S. Edwin Harbach, patron of rowing on the West Coast, was inducted in honor of the great financial and organizational contributions that he has made to our sport. European champion sculler Tom McKibbin and University of Southern California Coach Bob Hillen accepted for Mr. Harbach. A posthumous award was presented to the famous father and son coaching team from Columbia University and the U.S. Naval Academy, Richard A. "Old Dick" Glendon and Richard J. "Young Dick" Glendon.

The John Carlin Service Award, sponsored by the NAAO, was presented by President Bill Knecht. The award is named for the late John

Carlin, and is presented for dedication and service to the NAAO. The first Carlin Award was presented to Past-President Jack Sulger for his work in the New York area with the New York Rowing Association.

Rutgers Coach Bill Leavitt accepted the Rusty Callow Award on behalf of the Rutgers Varsity Four with Coxswain that won the 1969 Four Oared Championship at the I.R.A. Regatta. The Callow Award was presented by Cornell Coach R. Harrison "Stork" Sanford.

A standing ovation greeted NAAO Public Relations Director Bill Stowe's presentation of the Vesper Cup to retired University of Pennsylvania coach Joe Burk. Everyone acclaimed the award to one of the most respected gentlemen in the history of our sport.

The highly successful dinner was organized by Bill Stowe, who deserves the accolades of the rowing community for the delightful evening. A two hour reception was held before the dinner to provide for many happy reunions, and the last oarsman rowed the final race at about one in the morning.

Movies of the St. Catharines course were shown during the reception for the youngsters, and the N.R.F. gave out lapel pins to all guests. U.S.O.R.C. member and long time oarsman Pat Costello was the Master of Ceremonies, and Father Jack Slee gave the invocation. Special thanks should be given to John Abele, Larry Gluckman, Marjory Pollack, Jinx Becker, and Ernie Bayer for handling the reception desk.

LD GATHERS OR WEEKEND CLINICS AND DINNER



NAAO President Bill Knecht gives his report to the Annual Meeting of the association. One of the largest turnouts ever was a testimonial to Bill's leadership, and to the fine work accomplished in planning the biggest and best off-season rowing weekend in history.

N.A.A.O. Annual Meetings Report

The annual meeting of the National Association of Amateur Oarsmen was held at the New York Athletic Club on Saturday, January 24, 1970. Over eighty of our member organizations were represented. The membership received reports from the United States Olympic Rowing Committee through Chairman Victor H. Michalson; Dr. Oliver Brundage for the Development Committee; Andy Geiger and Boyce Budd for the Publications Committee; Hart Perry for the Youth Committee; the World Championships Chairman Craig Swayze; and President Knecht's report on the FISA Congress at Klagenfurt. Craig Swayze's report on the progress of the World Championships was outstanding, and received a standing vote of confidence from our membership.

Ernie Bayer gave his report as Treasurer of the Association, which is

not complete as yet, due to uncollected bills. A final report will be given in a later issue of this magazine.

The election of members of the Board of Directors had the following results: For four year terms — Joseph Toland, Donald Spero, William Stowe, Jack H. Frailey, Dr. Oliver Brundage; for three year terms — H. Boyce Budd, Allen Rosenberg, F.A. Geiger, Ernest Bayer, Victor H. Michalson.

Several changes were made to the Constitution, generally to improve and clarify existing language. One change that created a great deal of discussion was the addition of an anti-discrimination clause that bars any member organization from excluding from its own membership any individual on the basis of race,

(Continued on page 18)

RCOA Meeting And Clinic Most Successful Ever

The Rowing Coaches of America held the most successful meeting and clinics in the history of that organization. President Carl Ulrich of the U.S. Naval Academy, was re-elected in a brief but effective business meeting. Secretary-Treasurer Hart Perry of Kent School was commended for the excellent job he did in getting out the coaches directory.

For the first time the coaches held an equipment show which was most informative for anyone with a budget for rowing gear. Over twenty suppliers exhibited their wares, and York Barbells, an OARSMAN advertiser, sent former Olympian Bill Starr to demonstrate their product. Hopefully, this aspect of the R.C.O.A. sessions will be expanded in the future, as space is available.

Wendall Badger, Dartmouth rigger, and Jim O'Hara, Columbia rigger, gave an informal clinic on boat repairs and maintenance. Allen Rosenberg and Harry Parker gave a clinic on in-boat training. Dean of coaches R. Harrison "Stork" Sanford and coaching newcomer Tony Johnson gave a presentation on technique. University of Washington mentor Dick Erickson and Ted Nash of Pennsylvania discussed out of boat training. As a result, the coaches from all levels of rowing were able to gain knowledge about teaching oarsmen the latest methods of rowing and training.

Recommendations for next year included a larger exhibit area where boats could be exhibited and a question and answer period.



Hart Perry reports for the Youth Committee, as President Knecht, Legislative Chairman Jack Frailey, Treasurer Ernie Bayer, and Executive Secretary Ernestine Bayer listen intently.

N.A.A.O. MEETING

(Continued from page 17)

creed, color, or national origin. It is thought that the NAAO is one of the first of the national sports governing bodies to have this kind of affirmative language in its constitutions.

At the Board of Directors meeting, a day long session on Sunday, January 25, several changes were accomplished:

- The National Championship Regatta was awarded to the Cooper River course in Camden, N.J., pending adequate preparation of the course, and the experience factor of a regatta to be held there prior to the Nationals. The dates for the Nationals are August 19-23, 1970.

- The Board voted to have the National Regatta be the trial regatta for the team selection for the World Championships to be held at St. Catharines, Ont. on September 2-6. The trials for the eights and single scullers will be on Thursday, August 19, with the trials for the other five

FISA events to be held on Sunday, August 23. In the event that several Foreign crews enter these events, the trials will be held on Monday, August 24 for team selection.

- The Board voted to invite foreign entries to participate in our National Championships.
- Voted to incorporate the NAAO and to seek tax deductible status.
- An ex-officio position on the Board of Directors for a representative of the National Women's Rowing Association was approved. The representative is Ingrid Johnsen.
- Elected five one year Directors: Martin McNair, Richard Erickson, John Hutton, Robert Uhl, Lloyd Damon.
- Re-elected President Bill Knecht, Vice-President Thomas Kerr, Secretary Cornelius Peterson, Treasurer Ernie Bayer, and appointed Executive Secretary Ernestine Bayer. Voted a

life membership in the NAAO for retired Executive Secretary Bill Cochrane.

- Adopted FISA rules of racing for all NAAO sanctioned regattas.
- Voted to announce the dates and site of the National Championships one year in advance.
- Changed the dues for a competing oarsman from \$2.00 to \$3.00, and the dues of a sustaining member from \$5.00 to \$10.00.

Among other developments was the announcement by President Bill Knecht of a sculling clinic by Melchior Burgin of Switzerland, champion double sculler in 1965, 66, 67, at the NAAO headquarters on February 7. Bill reports to THE OARSMAN that the clinic was a great success, and that a transcript of the clinic will be forwarded to all organization members of the association.

Much business still must be accomplished by the Board of Directors, and they will have a heavy agenda facing them at their semi-annual meeting in August.

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North Americans Appointed F.I.S.A. Members

The International Rowing Federation (FISA), since its formation in 1892 a somewhat European-oriented governing body of world rowing, has turned to North America in a recent expansion of its executive committees.

No less than six rowing people from this side of the Atlantic have either been elected or appointed to FISA positions as a result of the FISA Congress held during the 1969 European Rowing Championships at Klagenfurt, Austria.

Jack S. Guest of Toronto, one of Canada's rowing immortals, is North America's new continental representative to FISA while William J. Knecht of Camden, N.J., current president of the National Association of Amateur Oarsmen, is a member of the five-man FISA umpires' committee.

In addition, Dr. Richard A. Schwartz of Washington, the former Cornell oarsman who has accomplished so much in the way of medical research into rowing, is an appointee to FISA's new medical commission and Craig Swayze of St. Catharines, long-time newspaperman and director of public relations for the Canadian Association of Amateur Oarsmen, is a member of FISA's new press committee.

While each of these four positions covers a varying number of years, two other appointments to FISA are for 1970 since the III World Rowing Championships, the year's major international regatta, will be held at St. Catharines.

William T. Rodda of Toronto, director of public relations for the Worlds, will serve as a member of the FISA press committee through 1970 while Dr. O.Z. Younghusband of St. Catharines, senior physician with the St. Catharines Rowing Club, is to be a member of the FISA medical commission.

Jack Guest, one of Canada's three Diamond Sculls champions and a silver medalist in doubles at the 1928 Olympics, steps into the post held by the late John Carlin of Philadelphia. One of the most respected men in North American rowing and a past-president of the CAAO as well as an executive

member of the Canadian Olympic Association, his nomination was supported unanimously by the CAAO, the NAAO and the Mexican Rowing Federation.

Bill Knecht, who began his rowing while a student at LaSalle High School in Philadelphia, wore Vesper Boat Club colors from 1946 through 1964.

During that time, he won numerous U.S. and Canadian championships while adding Olympic and Pan-American medals. He stroked the U.S. gold medal eight at the 1955 Pan-Ams, then added golds in doubles in 1959 at Chicago and 1963 at Sao Paulo. He was No. 7 in the 1964 U.S. gold medal eight at the Tokyo Olympics and sat the same seat in the Vesper eight which brought a silver home from the 1958 Europeans in Poznan, Poland.

Dr. Schwartz is currently a resident physician in internal medicine at the District of Columbia General Hospital and the Georgetown University Medical Service. But the former sculler is also a consultant in sports medicine to the NAAO and the National Rowing Foundation, while having served as team doctor for recent U.S. overseas rowing contingents as well as the Potomac Boat Club, Georgetown crews, J.E.B. Stuart

High School rowing and Cornell's lightweights.

Craig Swayze, a former oarsman and coach, is City Editor of The St. Catharines Standard after having put in 18 years as a sports writer. He still covers rowing for The Standard and writes about the sweep oar sport for various North American and European publications.

Having served as PR man for the CAAO since 1956, he is that organization's representative on the NAAO executive committee. And he is Regatta Chairman for this year's III World Rowing Championships which will be staged September 2-6 at St. Catharines.

Bill Rodda runs his own Toronto public relations firm and has been active in the sports field for a number of years, even though his connection with rowing is only recent. He was in charge of the press at the 1967 North American Rowing Championships in St. Catharines.

Dr. Younghusband is prominent in Canadian medical circles and is chairman of the ethics committee of the Ontario Medical Association.

A longtime rowing supporter, he is chief of the St. Catharines Rowing Club medical staff and training consultant to the Henley champions. He is the standby medical supervisor at all Royal Canadian Henley Regattas.

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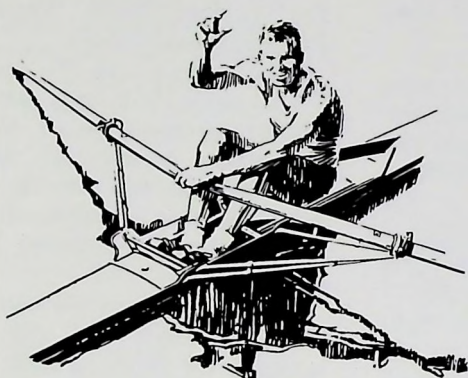
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Coach Tony Johnson and his Georgetown oarsmen take a close look at the Dad Vail Trophy after winning the varsity race in the 1969 Dad Vail Regatta.



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U.S. Olympic Rowing Committee Development Program

by Don Spero for the U.S.O.R.C.

The United States Olympic Rowing Committee announces the selection of the following Olympic Development Centers for the 1970 season. These centers will conduct rowing programs aimed at the 1970 World Championship trials and will be partially supported by \$10,000 of Olympic Development funds. Centers will allow *any* oarsman to try out for their squad. For further information write to the coach or indicated contact as listed:

Bay Area Rowing Team, Berkeley and Palo Alto, California

Coach: Martin McNair, Dept. of Athletics
University of California
Berkeley, California 94720

Lake Washington Rowing Club, Seattle, Washington

Coaches: Richard D. Erickson,
Louis Gellerman
Rick Clothier,
Jim Gardiner
Harry Swetnam
Shellhouse, Univ. of Washington
Seattle, Washington 98105

Long Beach Rowing Association, Long Beach, California

Coach: Dave Grant
Contact: Robert L. Switzer, L.B.R.A.
P.O. Box 3879
Long Beach, California 90803

Midwest International Rowing Center, Madison, Wisconsin

Coach: Randall Jablonic
1440 Monroe Street
Madison, Wisconsin 53706

Oyster Bay Rowing Association, Bayville, New York

Coach: Al Lawn
62 Elm Tree Lane
Jericho, New York 11753

Potomac Boat Club, Washington, D.C.

Coach: Frank Benson
6415 Gilder Street
Alexandria, Virginia 22310

Rochester Rowing Club, Rochester, New York

Coach: Allen Rosenberg
Contact: Dr. Ronald Kwasman
776 Landing Road North
Rochester, New York 14625

Union Boat Club, Boston, Massachusetts

Coach: Harry Parker
Contact: Lloyd C. Dahmen
70 State Street
Boston, Massachusetts 02109

Vesper Boat Club, Philadelphia, Pennsylvania

Coach: Detrich Rose
756 Hill Road
Philadelphia, Pa.

In addition to the designation and support of these Centers, the Rowing Committee will conduct additional development programs during 1970, which include the following:

Post Trials Support

An additional \$10,000 will be distributed among clubs participating in the 1970 World Championship Trials to help offset the costs of running their senior rowing programs. The maximum reimbursement for each club will be computed from a geographically weighted count of the number of its oarsmen who are finalists in the Trials. Post trials support will be available to ALL clubs, regardless of whether or not they are Development Centers.

Shell Purchase Program

A complement of new racing shells will be purchased by the Rowing Committee and made available to out-of-town crews for use at the World Championship Trials. After the trials this equipment will be sold on a competitive bid basis.

Per-Diem Support For World Championship Team

Per-diem support will be made available to members of the World Championship Team who are living and training away from home between the time of their selection for the Team and their departure for the Championships in Canada.

Youth Rowing

Support in the amount of \$200 per man for 26 oarsmen and two coaches will be used to help defray travel expenses of the U.S. Youth Team which will compete in the FISA Youth Championships this summer in Greece.

Research Programs

Research programs are being conducted in the following areas: rowing motivation study, rowing ergometer design and development, publication of a FISA rowing course specification, design, and construction guide.

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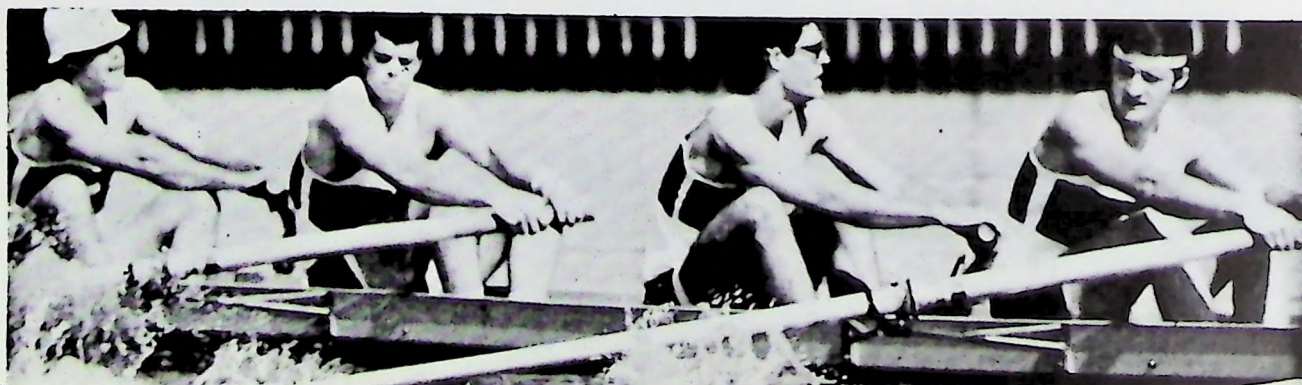
In the summer of 1970, the Bay Area schools of St. Mary's, Santa Clara, Stanford and California will unite with local rowing clubs to organize the Bay Area's Olympic Development Center. Our goal is success at the West Coast Regional Regatta, the U. S. National

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III WORLD ROWING CHAMPIONSHIPS

by John Hutton, Jr.

The III World Rowing Championships at St. Catharines, Ontario, are still some seven months away. Already a record 36 nations have indicated a tentative entry of 153 crews and scullers, or nearly 500 oarsmen to the September 2-6 competition.

When members of the St. Catharines Organizing Committee went to last fall's European Rowing Championships at Klagenfurt, Austria, they were prepared to present a "hard sell" in an effort to get as many countries as possible to make the expensive Atlantic trip to Canada. But instead, they were virtually overwhelmed, to their delight, with enthusiastic questions and interest.

The response by rowing federations suggests the largest entry at St. Catharines in the history of international rowing. And it is obvious the draw will surpass the two previous Worlds, in 1962 at Lucerne and in 1966 at Bled.

This unofficial early entry list includes full seven-boat contingents from no less than nine countries, which if it holds up would be unprecedented.

Planning to enter all seven events at this time, as might be expected, are both East and West Germany, Russia, the U.S.A. and the Host Nation, Canada and also Great Britain, the Netherlands and two nearly Latin American Countries, Cuba and Mexico. Tentatively entered in six events are Italy, France and Denmark.

All but seven of the 36 countries indicate they will row in the popular coxed four race. The second largest entry is in the single sculls with 23. The smallest of these tentative entries is 19 in, as might be anticipated, the coxed pairs.

The featured 8-oared event has drawn an uncommonly large entry with 20 crews; from the U.S.S.R., both Germanys, Netherlands, Czechoslovakia, Australia, Yugoslavia, Hungary, Poland, Japan, Finland, Denmark, Britain, New Zealand, Mexico, Argentina, Cuba, Egypt (United Arab Republic), U.S.A. and Canada.

All told, 21 of the visiting contingents will come from Europe, including eight from the Soviet block countries.

Among the nations which we North Americans may not generally associate with big league international rowing, will be Algeria with two pairs; The United Arab Republic with a pair and an eight; Chile with a four, pair and double; South Africa with a four; Ireland with a four and single and South Korea with a single.

Realistically, it must be expected that some of these 153 entries may never actually show up at St. Catharines next September. But conversely, it is also possible that some nations might increase their entries, as the results of the summer show unexpected potential, and a few additional countries might yet join the entry lists. For example, several Latin American nations, most notably Peru, are yet to be heard from.

The 1970 Worlds will be rowed on the Henley Course, generally recognized as North America's premier racing site and the home of the annual Royal Canadian Henley Regatta since 1903.

While the first crews are expected to begin arriving in St. Catharines around the middle of August, the opening ceremonies for the Worlds will be held the evening of Tuesday, September 1, in downtown Montebello Park. The next day at 9 a.m. the first heats will leave the starting platform.

Repechages will follow on Thursday with Friday, September 4, a free day for all competitors. Semi-finals will go Saturday, September 5, with the four days of competition climaxing the afternoon of Sunday, September 6, with both petit and grand finals for a whopping 14-race program.

Saturday's semi-finals program will be rounded out by several exhibition events.

FISA has given the St. Catharines organizers permission to run a lightweight eight and a quadruple sculls race if enough interest is shown. And of course, as in most international regattas of this kind, there will be the usual events for team spares, FISA old boys and the press.

Of course, the lightweight eight should produce much interest among North American clubs and colleges.

A similar 150-pound race resulted in one of the most exciting finishes of the 1967 North Americans and next September could be the same. But just as at the '67 event, the lightweights and quads will have to get to St. Catharines on their own, arrange for their own lodging and pay an entry fee. There will even be restrictions placed on their training sessions since security around the

(Continued on page 24)



The St. Catharines organizers of the III World Rowing Championships are using a number of promotional productions in beating the drum for their September regatta. Here, Bill Rodda, the director of public relations and press chief for the Worlds, displays one of the colorful regatta posters to Bill Burgoyne, the general chairman, and A.J. (Bud) Fraser, rowing's liaison officer in the Canadian government's Fitness and Amateur Sports Directorate. Posters may be obtained by any rowing club or school by writing to the Organizing Committee of the III World Rowing Championships at P.O. Box 1970, St. Catharines, Ontario, Canada.

St. Catharines Standard Photo

III WORLD ROWING

(Continued from page 23)

rowing course will be the tightest in North American rowing history.

Lightweight rowing is Canadian in origin and is most popular there and in the U.S.A. It is now beginning to spread considerably in Europe, especially in Germany and also down in Australia.

The Aussies have unofficially indicated that they may consider sending a lightweight eight to Canada along with their regular FISA team. It would seem some other nations, especially Mexico, Japan and Germany might be encouraged to do the same. If they did, this special light eight race would have a genuine international flavor. (Mexican crews, incidentally, in recent years have twice captured the Senior 155 lb. Fours at the Canadian Henley.)

There is also a strong possibility that, should the response from Canadian and U.S. clubs warrant, there may also be a special quadruple sculls race.

The Henley Course at St. Catharines is the only Class A FISA course in North America. Federal, provincial and local government funds and private contributions paid for massive course improvements prior to the North American Championships in 1967, nearly \$2,000,000 in all. Most of the cost went into a huge federal dredging project. But considerable monies were expended on other facilities including a vast new boat house at Henry Island; improvements to the large 40-year-old covered, concrete grandstand; construction of steel timing towers

every 500 meters and the development of what is perhaps the world's most elaborate starting platform. Therefore, relatively little addition is needed to the permanent facilities.

There will be a large new finish tower and an electronic timing scoreboard, plus extensive added spectator seating, the latter on pontoons as used at Klagenfurt, just one of the several good ideas the Canadian delegation collected in Austria.

A St. Catharines committee has assumed nearly all of the very heavy responsibility for planning and financing the regatta, a really impressive feat for a community of just 105,000 people. The Canadian Association of Amateur Oarsmen will function largely in a sanctioning and advisory capacity.

General chairman of the Organizing Committee of the 1970 Worlds is W.B.C. Burgoyne, publisher of The St. Catharines Standard, well known for its fine coverage of North American rowing.

Chairman of the regatta itself is Craig Swayze, city editor of The Standard and public relations director of the CAAO. He is also the CAAO delegate to the NAAO executive.

Course chairman is F.F. (Ted) Nelson, who was the man responsible for the initial work on the course and the creation of the FISA facilities for the 1967 North Americans. John Newman is the building chairman and W.T. (Bill) Rodda will handle all PR for the regatta.

In 1967, all the competing crews were housed at Ridley College, a large private boys' preparatory school in St. Catharines. But with the anticipated entry, regatta organizers have already made arrangements to put up the overflow of oarsmen and scullers at Brock University which has just completed a new student residence complex.

FISA regulations require that the host nation pay 20% of the travel expenses of each visiting oarsman. This would be an especially large expenditure because of the unusually long traveling distances to Canada for most competitors. But to insure a large entry the Canadians volunteered to undertake an even larger share, a full third of travel expenses.

North American rowing buffs, familiar with the generally casual and often slovenly management of most of our regattas, are in for a real treat at St. Catharines when they encounter the precision spit and polish and the pomp and ceremony common to FISA regattas, not to mention the superior excellence of world class rowing. It will be a big league operation all the way, all conducted under the eagle eye of FISA President Thomas Keller of Switzerland.

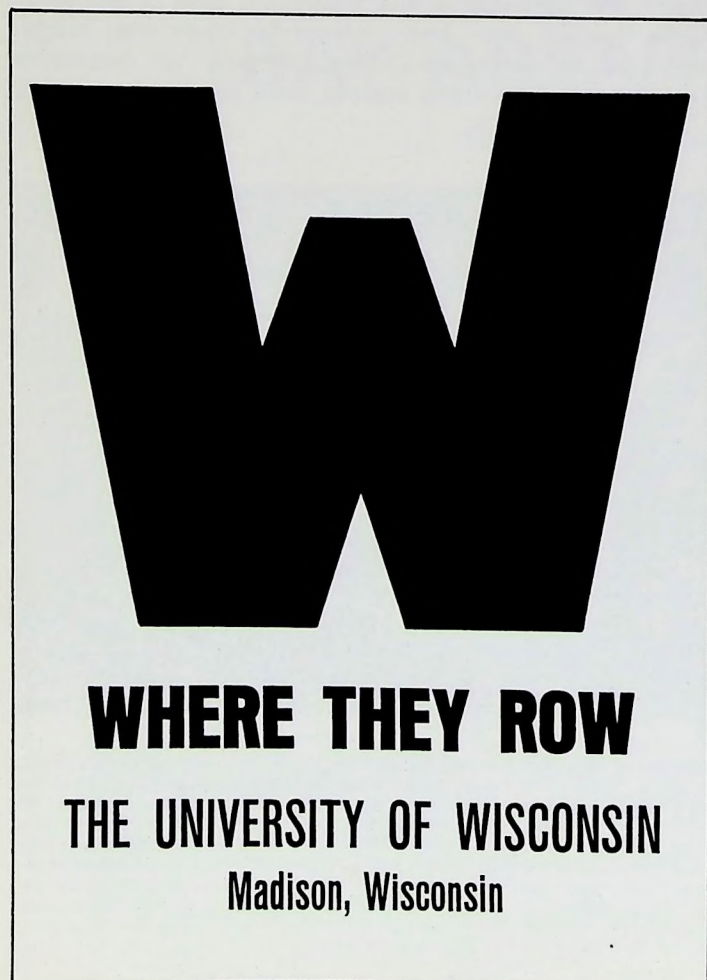
St. Catharines, Ontario, is within easy access of U.S. rowing fans, especially those throughout the northeastern states. St. Kitts is only 35 miles from Buffalo and just 13 miles from Niagara Falls. From the U.S. Midwest, it is only 250 miles away via Detroit.

Major airlines, of course, serve both Buffalo and Toronto, Ontario, the latter only 60 miles away.

St. Catharines and the Niagara Peninsula abound with hotels and motels, but it would be advisable to plan well ahead and inquire about accommodations and tickets at the earliest possible date.

Address inquiries to: III World Rowing Championships, Box 1970, St. Catharines, Ontario, Canada.

All rowing roads lead to Canada in September!



Organization of a Rowing Program

(Third in a series of articles offered by the NAAO Development Committee)

BOATHOUSE DOCKING FACILITIES

Two prime factors in arriving at exactly what type of docks you will construct are: geographical location and cost of materials.

Geographical Location

Construction: semi-tropical or temperate areas differ with reference to the permanence of structure installed, if any is needed at all. As an example, San Diego State University launches into salt water without dock from a beautiful, gently sloping packed sand beach, as contrasted with the author's club which launches from a ramp-dock into a slow flow river with soft mud bottom, which freezes and/or floods each year necessitating removal of docks seasonally. It becomes obvious then, that in those areas with extreme flooding or ice run off, one must resort to unit construction to facilitate removal. In some areas such as the Northwest, because of frequent extreme fluctuations of water level, they have ingeniously built the docking facilities as an extension of the boathouse which itself has been constructed upon a flotation unit. In lake areas, despite freezing, permanent structures can be installed just as in rivers with little ice formation and infrequent flooding (as in Philadelphia).

Permanently fixed structures are a delight to have but are seldom found in this country because of the exacting waterfront criteria demanded (by fixed I mean piles driven into bottom to support dock platform or metal horses placed upon a firm bottom). Fixed flotation can and is being used in lake areas with little change in water level, such as our Southern and Mid-west states. Before considering installation of fixed support, be absolutely sure of water level stability now and in future projections. The "riggers must clear the dock" for all classes of boats, singles through eights, so plan for single scull clearance.

By far, the majority of docks constructed and used in this country today are flotation docks. Some are permanent units of single-unit construction and remain in the water all year round, others are of multi-unit construction and are removed seasonally.

by Oliver H. Brundage, M.D.

Forenote: At the NAAO National Meeting in NYC in January your Development Committee displayed some of the results of the past year's endeavors that are available to you through the office of Mrs. Ernestine Bayer, NAAO Executive Secretary, No. 4 Boathouse Row, Philadelphia, Pa. These include a full set of blueprints with material and cost estimates for construction of a shell-transporting trailer; a model charter for club incorporation allowing tax relief benefits; a blueprint of boat bay storage racks allowing storage of shells in any combination to facilitate saving space; and a copy of a lease agreement for rental of shells and oars which allows current organizations and new organizations to operate with a smaller investment. The latter is available from Mr. Conn Findlay, 1920 Oak Knoll Drive, Belmont, California 94002. Also displayed were the blueprints of an "Ergometer" in development by Mr. Lawrence H. Hawkins, B.I.E. Co., P.O. Box 771, Parkersburg, W. Va. 26101, for those who are interested in training monitoring devices. The device is unique in that the stress receptor is applied to rigger rather than the rowlock and also that the predicted retail value is very reasonable.

Wood is the basic material. The type of wood ranges from light weight pine to heavy oak for fabrication of frames and decking of platforms; from 55 gallon sealed head metal drums to styrofoam blocks for flotation. Once again, the crux of flotation is no different from fixed structures in that the riggers must clear the dock. Unfortunately, there has never been an ideal ratio of platform to flotation worked out. Everyone seems to do it by trial and error, which can be tremendously expensive if the end result is considerable error.

If you are considering single unit construction I would advise oak as the material of choice because unfinished timbers are reasonably inexpensive and have a long life. The flotation of choice to support the oak platform should be styrofoam. Though the weight of the platform will be considerably more than with other materials and will require a greater initial investment for flotation, this is compensated for by the long life. Do not attempt to utilize metal drum flo-

tation under a single unit oak platform. Even in fresh water, and no matter what exterior coating you might apply to the drums, the life of the sealed head commercial 55 gallon drum available today is no more than three years. And once a drum floods from a leak created by internal rust, the problems of replacement are almost insurmountable. Furthermore, the author has never seen docking with drum flotation that could be considered stable. Styrofoam blocks, regardless of fresh or salt water, has the longest life expectancy, but the blocks must be protected from marine growth and/or mud infiltration by

(Continued on page 26)

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ROWING PROGRAM

(Continued from page 25)

boxing or encasing in plastic sheet. They must also be protected from frequent bottom contact, such as encountered in heavy dock wash, or they will fragment. One group on the West Coast is constructing flotation units from ordinary plywood which are made into boxes, then made water and air tight by covering with fiberglass cloth. In years past, logs, usually untreated telephone poles, have been utilized but these are seldom available today—all poles now being impregnated with preservative and thus losing buoyancy.

Multi unit docks can be constructed of oak but be sure you have plenty of strong bodies available for removal from water, or a ramp that will support a crane truck. They are very heavy. Frames made of pine with pine decking or decking of marine plywood are light enough to be lifted out and carried easily by six high school crewmen. Marine ply is somewhat expensive and regular ply separates and splinters. The life expectancy for budget purposes of a pine unit is five years, plus. This is in fresh water with the wood having been pre-treated with preservative, and having a priming coat of paint followed by a coat of marine paint.

The length of dock is simply one of accomodation and in unit construc-

tion units can be removed or added to meet current needs, but must be 60 feet basically. The size per unit is usually eight feet wide because stock timbers uncut are available in this length; 14 feet is another stock length. Each frame is constructed from two-by-six inch timbers, the eight-foot end pieces exactly eight feet so that the unit ends match. Placed lengthwise within the frame are three pieces of two-by-four to strengthen frame and support decking. The decking is made of 1 x 12 inch sheeting boards. All material can be pre-cut and assembled at the boat-house. Fixation is with common nails except in salt water where aluminum would be best; all nailholes are drilled to circumvent splitting. The frame is then treated with wood preservative, given a priming coat of paint followed by a final coat of marine paint. Next, the corners are re-inforced outside with galvanized sheet metal angles two inches wide and 10 inches long bent to 90 degrees (done at any sheet metal shop). The unit coupling plates are now ready to be attached to the four outside corners. Our couplings are made of quarter-inch steel strap, two inches wide and cut into 10 inch lengths with one end rounded of corners. Each plate is drilled to receive half-inch bolts in two spots for attachment to frame and again near the rounded end. We have found it wise to also make up two plates of the same material four inches long and

center drilled to be placed on the inside to tighten nuts and lock washers down on, otherwise the nuts will gradually burrow into the frame and couplings loosen. For each unit there is required four outside plates and eight inside plates. Couplings can be made at any machine shop or industrial sheet metal shop. It is most wise to match the couplings of one unit with those of the attaching unit on land rather than getting the docks into the water and then finding out that the match is off and they cannot be coupled together. The last step is nailing down the decking planks leaving quarter-inch separation between boards to allow for water run off and possible swelling and buckling. Treat and paint decking same as frame. If you desire a non-skid surface simply scatter "white sand" on the surface before the paint dries. Once the units are coupled together in the water, take a sharp chisel and groove the bolt threads to prevent nuts from working loose. Another method used to add stability to the units in water is to stabilize all the units into one by placing a temporary pipe the entire length of the dock on both sides. To keep shells

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from dockside damage use discarded fire hose attached in small loops to the side of the frames.

Material Costs:

These naturally will vary with area. The material list for lumber for one of the above described units would be as follows:

two pieces stud	2 x 6	8 feet
two pieces stud	2 x 6	14 feet
three pieces stud	2 x 4	14 feet
15 pieces sheeting	1 x 12	8 feet

The average cost of above materials is \$30.00 with a total of \$150.00 for five units or 70 foot of docking.

This is very cheap in comparison to the cost of flotation if styrofoam blocks are used. Five or six years ago, Marietta College used styrofoam blocks to float a 60 foot oak platform unit dock at a cost of \$400.00. The blocks are placed about the perimeter of each unit with one row of blocks down the center. Whatever the price, styrofoam made by Dow Chemical Co. is the ideal flotation. Most of the large chemical companies are quite generous to educational institutions and it might be wise to submit a written request at the latter part of the year when surplus inventory may be on hand and company tax write offs are being considered.

By contrast, the 55-gallon drums have a short life and do not allow a dock to float low enough in the water, in addition to being unstable. Drums can be purchased from \$2.00 to \$3.00 each, or usually free as a gift from industrial concerns or nearby highway construction projects. The single unit requires four drums. At our club, we still use drums under a single unit which supports the river end of the ramp simply because it is close in to shore and frequent bottom contact would fragment styrofoam.

Securing Docking: Lines are usually used and the best are aluminum cable secured with two bolt clamps or aluminum spirals obtainable free from any power company. In one area the author observed, they had cut a hole in the decking at each end of the dock, re-inforced the circumference of the holes, then driven a narrow piling through each hole to hold the dock in position. This also allows the dock to ride up and down with the tide.

Dock Placement: The best placement provides a straight-away carry from boathouse to ramp to dock, with launching from either side. If the boathouse is constructed parallel to

the water, and this is a consideration in initial purchase of property, the ramp and docks enter the water at a very slight angle and present no problem. If the boathouse faces the water, a turn down the ramp or on the dock is necessary and the degree of turn is governed by the angle the dock is secured and the width of the ramp. Before extending a dock far out

into a navigable waterway to lessen acuteness of turn, check with the Coast Guard.

Your Development Committee hopes to have blueprints and more complete information on availability and cost of materials before this year is out and will notify you when they are ready.



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New Classified Ad Section To Appear In May Issue

As a service to our readers, a Classified Ad Section will premiere in the May issue of The Oarsman. Ads can be placed under For Sale, For Rent, Help Wanted, Situations Wanted, and additional miscellaneous categories. Copy will be set in a one-column (two-inch) format as follows:

FOR SALE—Valuable space in The Oarsman Magazine. You can sell, rent, hire, acquire through messages in our new Classified Ad Section.

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Readers are invited to take advantage of this new feature. Send copy to: H. Boyce Budd, Jr., Business Manager, 52 Booth Lane, Haverford, Pa. 19041.

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1970 PREVIEW

(Continued from page 15)

Oregon State University

Sleeping giants. Great athletic school. Been rowing a long time and have always been close, yet not close enough. Overall program is outstanding. Lightweights are consistent winners. Sponsor outstanding regattas.

British Columbia

Rebuilding after 1968 Olympics. Finals during April make it practically impossible for the Sprints. Will be making big push to ultimately represent Canada at World Championship in September. Won't finish this low next spring.

San Diego State

Hosted Sprints last spring, and did great job. Not a lot of big oarsmen and thus, lack power. They are always admired for their determination and enthusiasm.

Oregon

New program. Built by hands of oarsmen themselves. Long travel to water. Potential is there, but still a year or two away. They will be trying to refute this prediction.

Southern California

Another sleeping giant. Small turnouts, good men. They were a much better crew than they showed at Sprints. Have potential to reach top eight crews this spring.

California (Santa Barbara)

They have another program being etched out of sweat, politics and great leadership and determination. Will have a new coach and everyone's hoping they will improve. They will, too!

Victoria

Did not row last year. They're hoping they can get enough men to race many new rowing schools in the Northwest.

Western Washington (Bellingham)

Last year was their first. Good financial commitment and ex-Olympic oar as coach. Their first crew beat six JV's in Stewards Cup Regatta. Have resources and look good.

Seattle University

Small school with no support. Oarsmen and coach do it all, out of their own pockets. Need home for two good shells badly. They have had some good races. Prospects uncertain this year.

Orange Coast

Row only JV races as they are two-year college. Have upset the giants. Great community support. Great program. Will be in top four of the JV division.

Santa Clara

Foreign accent to their program. Won varsity four with event in last Sprints. Still young program. Expect the successful four will encourage program.

California (San Diego)

Lightweights are contenders. JV beats many crews, but still a young program. They are being encouraged by great enthusiasm, but few dollars.

St. Mary's

Small school, but great program. A few more athletes would go a long way. They have rowing at all levels including women. Deserve more support.

Puget South

Students do it all. Developed great attitude, but need help of all kinds. They give very respectable performances on local level.

Pacific Lutheran

Students do it again. They have developed faster and further

(Continued on page 31)

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-1970 West Coast Intercollegiate Regatta Schedule-

DATE	HOST	OPPONENTS	LOCATION
March 1	U.B.C. U.S.C.	U.P.S. Class Day	Vancouver Harbor L.A. Harbor
March 14	U.P.S.	P.L.U., Seattle U., Western, U.B.C.	American Lake
March 21	U.S.C. S.D.S.	St. Mary's U.C.S.D.	L.A. Harbor San Diego
March 22	U.C.B.	Alumni Day	Estuary
March 27	Santa Clara	U.C.S.B.	Lexington Dam
March 28	U.C.B. Washington U. Oregon C.S.C.L.B.	U.S.C., Santa Clara U. Washington, Western U.B.C. O.S.U., S.D.S.C.	Estuary Bellingham Eugene Long Beach
April 4	U.S.C. Santa Clara U.C.B. S.C.U. O.C.C. Stanford	U.C.S.D. U. of Oregon C.S.C.L.B., U.C.I. U. of O. Loyola, S.D.S. St. Mary's	L.A. Harbor Lexington Dam Estuary Lexington Dam Newport Redwood City
April 11	P.L.U. St. Mary's C.S.C.L.B. Stanford U.C.L.A. U.C.I.	U.O.T.O., W.W.S.C., U.P.S., S.U. U.C.S.B. O.C.C., U.C.S.D. U.S.C., O.S.U., Santa Clara U.C.B. Loyola	American Lake St. Mary's Long Beach Redwood City Ballona Creek Newport
April 18	U.C.S.B. U.C.B. U. Oregon O.C.C. U.C.I.	S.D.S.C., C.S.C.L.B., St. Mary's, Santa Clara Loyola U.W., Stanford, O.S.U. U.C.L.A. C.S.C.L.B.	Lake Cachuma Estuary Eugene Newport Newport
April 24	U.S.C.	Stanford, U.C.L.A., U.S.C.	L.A. Harbor
April 25	S.D.S.C. U.C.B. O.C.U.	U.C.I., O.C.C., C.S.C.L.B., U.C.S.D., Stanford Washington St. Mary's, Santa Clara, P.L.U., U.C.S.B., U.P.S., U.O.	Mission Bay Estuary Corvallis
May 2	U.C.L.A. U.C.B. O.S.U. O.C.C. Washington	Loyola S.D.S.C., St. Mary's U.O. U.C.I., Loyola, U.C.S.B. U.W., U.C.L.A., P.L.U.	Ballona Creek Estuary Corvallis Newport Seattle
May 9	Santa Clara Stanford Washington C.S.C.L.B.	St. Mary's U.C.B. O.S.U., U.O., P.L.U., U.P.S., S.U., U.B.C., U.V., Western U.S.C., U.C.L.A., Loyola	Lexington Dam Stanford Seattle Long Beach
May 10	U.P.S.	P.L.U.	Tacoma
May 15-16		Western Sprints	Long Beach

1970 PREVIEW

(Continued from page 29)

than their UPS neighbors. Now have expanded program to lights and women. Have put together fair boats.

What's it all about? With the advent of many new schools, there is increasing pressure on the crews that are on the top. We are hoping the results will bring the IRA Championship back to the West Coast. If the IRA Committee had cooperated we feel it would have happened a lot sooner.

New England Collegiate Preview

by Norman T. Graff

This may be the year in which New England comes alive in the small college rowing circle. Strong crews are expected from U. Mass., Marist, W.P.I. and Trinity.

Rhode Island appears to have a very fine rowing program under way. With the enthusiasm that comes from the early stages of growth, they could become a very real threat especially with the experience they gained at the Head-of-the-Charles Regatta this fall.

Holy Cross, Amherst and Wesleyan continue to build their squads. Any or all of them could give the New England group fits.

Williams has a very strong program under way. We can expect to hear from them in no uncertain terms in the near future.

A very strong freshman squad is reported from Marist. This squad will be very difficult to beat. U. Mass.'s experience at the Head-of-the-Charles and their place in that regatta clearly make them the crew to beat in the Varsity competition in the New England area. They will be pursued vigorously, I am sure, by W.P.I. who produces a very finely coached crew each year, one which is usually supported by fine size.

Trinity, with some international rowing experience behind it, can be expected to make it difficult for the front runners in the Varsity competition.

The JV competition is up for grabs among U. Mass., Marist, Wesleyan, Amherst and Trinity.

In spite of the long cold winter, it looks to me to be a red hot spring, crew-wise, in New England.

Washington and Philadelphia Schoolboy Preview

The 1970 schoolboy picture in Washington and Philadelphia has a familiar ring, with Washington-Lee a clear pre-season favorite. After a long and uneven 1969 schedule in which it finished astern of three other crews (Kent, Ridley, and twice to defending champion Stuart), W-L's big, strong varsity finally jelled, settled their issue with Ridley in Canada, and brought home the Princess Elizabeth Cup from Henley. Their fine coxswain, Jim Storie, who spent three years with the Johnson-Hough Pair With, and three others from that boat have graduated, but Charlie Butt can look forward to the return of his stroke, Kevin Smith, No. 5 Martin Buettner, No. 4 Bill Volkhart, No. 3 Chris Gordon, and No. 2 Dirk Ringers. These boys average an imposing 6'4" and 190 lbs.; Gordon, at 6'6", 215, is only a junior. Even so, they will face a stiff challenge for their seats from the members of the U.S. Youth Champion (Potomac) Four, finalists at Naples, Italy, and from a Junior Eight which finished only inches

behind Davis Washburn's Schoolboy Champion Junior Eight from St. Andrews. The feeling here is that in his 22nd year Charlie will boat one of his fastest crews yet.

Fort Hunt H.S., Alexandria, Va. has rowed hard all fall, and with varsity stroke Jeff Woodward, No. 6 Keith Siverston, No. 5 Todd Tisdale, bow Dave DeLong, and JV No. 7 Dutch Small returning (and with a summer's experience in Potomac's Youth Program behind them), Coach Bob Wiley's prospects are bright.

Both J.E.B. Stuart (Falls Church, Va.) and T.C. Williams (Alexandria) have new coaches. At Stuart, Jon Butler, the coach, captain, and stroke of the NAAO Champion 150 lb. Eight and Four, will row his varsity in a new Donoratico and introduce the style which made Potomac's 150's the best in the U.S. and Canada last summer. Jon is fortunate to have back the varsity stroke, Captain Stan Boyd, and is justified in expecting great things from last year's young and talented JV and the 1969 Schoolboy Champion Lightweight Eight. At Williams, John Ferriss brings a schoolboy version of the Penn system to the Potomac and says he is encouraged by the size and enthusiasm of his varsity candidates.

Rounding out the Washington field are Hammond and George Washington (Alexandria), and Yorktown (Arlington). At Hammond, Coach Dee Campbell has returned the stroke of the U.S. Youth Champion (Potomac) Pair, Bob Stumpf, and the 1969 Schoolboy Champion Junior Four.

In Philadelphia, which produced last year's Schoolboy Champion Varsity Four (Lower Merion), Haverford Coach Jim Barker reports encouraging signs from his big, young squad, led by a 6'3" 193 lb. junior, Terry Ferguson. A

(Continued on page 32)

The Cornell Crew Club



CORNELL UNIVERSITY

TEAGLE HALL

ITHACA, NEW YORK

1970 PREVIEW

(Continued from page 31)

straight-A student who rowed No. 7 on Jim's fine 1969 Undine Youth Crew, which finished less than a length down to Bill Stowe's FISA Eight from Litchfield, Terry is an All-State soccer fullback returning from Haverford's varsity four. Again, Lower Merion promises to produce a good one, with another Undine Youth Eight holdover, John Foster, as captain.

Bonner, Cardinal O'Hara, and Holy Spirit can be expected to boat fast eights; at Bonner, George Mattson welcomes back four more of Barker's Undine Eight. Philadelphia's schedule includes Atlantic City, Chestnut Hill, Devon Prep, Father Judge, LaSalle, St. Augustine's, St. Joseph's, Upper Merion, and West Catholic. Recent developments include Father Judge's formal recognition as a sport and the installation of Mike Vespoli of Georgetown (and most recently of the Vesper-Potomac U.S.A. Straight Four at Klagenfurt) as the new Head Coach at St. Joseph's Prep.

Although the scope of this preview is Washington and Philadelphia, the high school picture is by no means confined to those two traditional centers: none of us have forgotten the great challenge of Scott Sanford's big and eager 1969 F.D. Roosevelt varsity (Hyde Park, N.Y.) at the Stotesbury. There are more than 100 member schools in Chairman Thomas Pierie's Schoolboy Rowing Association; its best will solve the 1970 puzzle at the Annual Schoolboy Regatta, Princeton, N.J., May 23.

New England Schoolboy Preview

by Norman T. Graff

The New England school picture has several innovations, some strong crews, and a group of new and energetic coaches.

Nobles would have to rate as the favorite in the Fours. John Higginson's first two seasons in Dedham produced the school's first two NEIRA champions. He could make it three in a row with three men back from last year. Strong con-

tenders should be South Kent, Saint Mark's, Groton, and a fast rising squad from Belmont Hill. South Kent boasts a boatload that represented the U.S.A. in the straight four at the FISA Regatta in Italy plus holdovers from their 1969 first boat. Such will be the material that Chick Willing will have in his first year as Head Coach. St. Mark's, a Henley veteran, was impressive in the regular 1969 season and should be counted among the leaders. Groton was a solid finisher in all three finals at last year's New England and is rumored looking towards Henley. Kim Bassett's building program at Belmont Hill, Brooks and Browne and Nichols are always formidable while Salisbury and Pomfret show signs as do programs at Choate and Gunnery. New-comer, Worcester Academy and Shrewsbury High round out what has got to be the strongest four-oared league in the United States.

Change is the word for the eights. At St. Paul's, Rich Davis inherits a veteran squad from Austin Higgins and enthusiasm runs high for their first NEIRA win since 1966. This writer rates St. John's and Mount Hermon the two crews to beat. St. John's was impressive in the Head of the Charles and their second place of last year gives them an edge over the field. Chuck Hamilton's first year at Mt. Hermon should be a happy one as his first crew will have four members of last summer's champion youth eight. Exeter has made the move from fours to eights and are a welcome addition to this event. Andover is on the way up, having come on beautifully to take the Walker Cup for second eights. Tabor is in a building year but as always will be a factor. Kent, NEIRA champions for the past three years, faces a real struggle to stay on top. Once again they and St. John's and perhaps Tabor will enter the Stotesbury Cup Regatta.

This year's NEIRA regatta will see a fixed starting float, a 1500 meter course for fours, and an experimental finish for the eights. New England's part in the rapidly growing youth program will be enhanced with this year's regatta being held on Lake Waramaug in Kent, Conn. Rowing is a growing sport here as well as elsewhere. It should be quite a year!

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