



COVER

The cover is adapted from a superb photograph taken in 1971 by John Basinski of the Penn 150 Freshmen going under the bridge at Annapolis.

Season's Greetings

The photo to the left is not an entry in *The Oarsman's* photo contest. It is one acquired a few years ago taken by Margo Foote on the Charles River. We've held it for an appropriate time and present it now, suitable for framing, with a sincere wish for a pleasant holiday season.

THE OARSMAN magazine is the official publication of the National Association of Amateur Oarsmen, an incorporated association founded in 1872. THE OARSMAN is published five times yearly (March/April, May/June, July/August, September/October, November/December) at Philadelphia, Pa. 19130 and is mailed to all NAAO members as part of their membership benefits.

NAAO Membership Categories

Competing	\$4/yr.
Sustaining (non-competing members)	\$10/yr.
Life	\$200
Life (4 consecutive annual payments of \$50 each)	
Organizational	\$50/yr.
Non-NAAO Subscription	\$10/yr.

Back Issues or Individual Copies \$1.00/copy

NAAO membership and subscription inquiries or address-changes should be directed to:

Executive Secretary, NAAO*
No. 4 Boat House Row
Philadelphia, Pa. 19130
Area Code (215) - PO 9-2068

All editorial materials must be submitted to the Editor by the 1st of the month immediately preceding publication. All advertising materials (including Classified Ads) must be submitted to the Advertising Manager by the 10th of the month immediately preceding publication.

Second Class postage paid at Philadelphia, Pa., 19130 and additional mailing offices.

Editor: Peter H. Raymond, Department of Athletics, Harvard University, 60 Boylston St. Cambridge, Ma. 02138 (617) 495-2226, Home 661-3815

Advertising Manager: Lloyd C. Dahmen, 55 Commercial Wharf, Boston, Mass. 02110 (617) 723-1670

West Coast: Bob Hillen, 4351 Le Bourget, Culver City, Calif. 90320 (213) 839-6320

Circulation Manager: Lawrence (Monk) Terry, Jr., 593 Middle Rd., Buxboro, Mass., 01719 (617) 263-9697

Feature Editors:

At-Large — Emory Clark, Wilder Rd., Metamora, Mich., 48455 (313) 678-2619

Club — William Miller, 144 Chestnut St., Boston, Mass. (617) 523-8967

Photography — Bennett Jones, 224 Banks St., Cambridge, Mass. 02138 (617) 864-9443

College — Hugh M. Foley, 32 Galfrey St., Boston, Mass., 02214 (617) 492-6335

International — Jack Frailey, 66 Martha's Point Road, Concord, Ma. 01742 (617) 253-4973

Lightweight Rowing — H. Scott Baker, 504 3d St., N.W. Apt. #2, Washington, D.C. 20001 (202) 638-1247

Peter Lippett, 407 Sansome St., San Francisco, Ca., 94111 (415) 433-4060

Sports Medicine — F.C. Hagerman, 31 Briarwood Dr., Athens, Ohio, 45701 (614) 593-6367

Technical — Allen P. Rosenberg, 415 Cobbs Hill Dr., Rochester, N.Y., 14610, (716) 244-5955

Veterans' Rowing — Jerome Olrich, 158 Harvard St., Newtonville, Mass., 02160 (617) 332-7395

Women's Rowing — Lois Trench, 3351 Arnold St., Philadelphia, Pa., 19129 (215) 436-3706

Youth Rowing — Richard F. Davis, St. Paul's School, Concord, N.H., 03301 (603) 224-7664

Regional Editors:

Canadian — Craig Swayze, c/o St. Catharines Standard, St. Catharines, Ontario, Canada

Mid-West — Peter W. Zandbergen, 1821 A St., Lincoln, Nebraska, 68501 (402) 477-8911

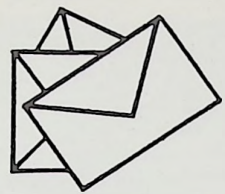
Northeast — Gall Pierson, 24 Tanager St., Arlington, Mass., 02174, (627) 646-3159

Northwest — Robert Ernst, Conibear Shell House, Univ. of Washington, Seattle, Wash., 98105 (206) 543-2229

Southern — William Jurgens, F.I.T., Marine Facilities Development, Melbourne, Fla., 32901 (305) 724-1884

West Coast — Peter Lippett, 407 Sansome St., San Francisco, CA 94111 (415) 433-4060.

Design and Production Co-ordination: Daniel T. Langdale, 40 Brookside Ave., Newtonville, Mass. 02160 (617) 253-4971



Letters To The Editor

Your comments on any issue related to rowing are welcome. Address all correspondence to Pete Raymond, Editor, *The Oarsman*, 85 Mt. Vernon St., Boston, Mass. 02108.

2307 Valley Dr.
Alexandria, Va. 22302
October 19, 1975

Dear Editor,

This past spring the rowing program in Alexandria was able to take advantage of the National Technical Advisor by having him visit us for a day. I feel that the coaches and athletes profited from his visit, so I would like to describe it and offer some recommendations for other rowing programs that Mr. Rosenberg may visit in the coming year.

Mr. Rosenberg flew into Washington on a Sunday and met with all of the coaches in the area on that day. This provided everyone with common information on his rowing philosophy that he expanded in visits to local boat-houses and schools. On the following days, the coaches provided transportation to their locations so Mr. Rosenberg didn't have to worry about getting around in strange territory. When he visited us we started by discussing the administration of the sports program in the public schools and how the rowing program fits into the total sports program; then we met with the Athletic Director. Next he looked at two 30-minute films of Alexandria crews and recorded his comments on a tape recorder that was provided. This gave him time to look at our crews and analyze their rowing in reasonably comfortable surroundings without interruptions or pressure. We then went to the boat-house where the students were waiting. Mr. Rosenberg gave a 20 minute talk covering a number of topics that he and I thought would be of interest to the students; he showed and commented on the film of the Grand Final of the Eight race at Lucerne, answered questions, and worked with five of the boys and girls on a rowing machine. We were able to videotape the lecture, questions, and rowing machine work, and it has been replayed to the students and parents. The close interaction between Mr. Rosenberg and the students was the most valuable aspect of his visit. It

also gave the coaches an opportunity to observe his coaching techniques and style with the athletes. After the session at the boathouse we (coaches, Mr. Rosenberg, my wife and I) met at my house for dinner and a discussion of the things that we had seen.

Among the benefits that we felt we received from his visits were: 1) hearing his opinions on various topics in rowing, 2) being able to see his coaching techniques applied to our athletes, 3) exposing our youngsters to international rowing through films and discussion, and 4) hearing his analysis of our rowing style.

In addition there are some benefits that we will receive in the future: 1) as a result of Mr. Rosenberg's visits to other organizations, he will be able to see things that will help us improve the organization of our rowing program, and 2) eventually I hope Mr. Rosenberg will taperecord an analysis of his crews from a Super 8mm film so that copies of the film and tape can be distributed to coaches around the country.

In conclusion I would like to applaud the NAAO and the NRF for making Mr. Rosenberg available. We should all be grateful for anything that helps our athletes and ourselves, and his visit has succeeded in doing this.

Sincerely,
John A. Ferriss

November 15, 1975

Dear Editor:

After seeing the cover of your September/October issue and the pictures of the women's crews on pages 10 and 11, I can only conclude that I was born 25 years too soon. As a former oarsman and the father of daughters, I am delighted by the progress of women's rowing.

With that combination of beauty, power and speed, how can we lose. On to Montreal!

Sincerely,
Howard Smith
Cornell, '51

November 10, 1975

Dear Editor:

President Hart Perry in The President's Message and Pete Raymond in the Editorial presented misleading statements regarding the quad sculling trials. The blame of an incident was charged as follows: Hart Perry — "I contend when we leave some of our best scullers sitting on the bench during a world championship, there is something very, very wrong." Pete Raymond — "This summer two events were threatened by coaches and administrators of rowing programs who very frankly placed their personal interests above that of the competitors." — "an experienced elite oarsman was prevented from competing in the quad trials by the threat of litigation for having changed programs in search of a better crew."

As the sculling coach of the World and Pan American Teams, I would like to set the record straight. After the doubles trials, an unsuccessful sculler asked me if his partner and he could join the group training at the NYAC for the quad trials. Previously I had asked this double to do just that but received no immediate reply. This sculler added the condition that I must guarantee that both men and a sculler training at the NYAC would be selected with the provision that I select the fourth member. A preference for a particular sculler was voiced. I refused this request and told him that all seats were open with 10 to 12 scullers trying out in double daily trials. This sculler then called individual scullers to form his crew. A member of the Undine B.C. quit his crew on the Wednesday night before Saturday's trials. This crew had been training for over a month, turning in fast times in practice and in the Middle States Regatta. Inasmuch as this broke up the crew and prevented them from competing in the trials, their club was understandably perturbed. They allegedly expelled him. The Undine oarsman entered in a combination Oyster Bay, Wisconsin, Long Beach, Undine crew. Undine protested and the NAAO trials committee headed by the President was faced with making a decision. All contestants were informed at race time that the trial was put over to the late afternoon to await possible legal action. Both Vesper and NYAC inquired about whether any legal action had been taken and were informed by the NAAO that none had been taken. Vesper and NYAC informed the NAAO that they would row any crew regardless of personnel and demanded the

(Cont'd on p. 47)

The President's Message



As we close another calendar year we look ahead to another Annual Meeting and a rowing season highlighted by many regattas across the country giving attention to the Bi-Centennial and Olympic year. Major construction is already under way in Philadelphia as they prepare to host the National Championships in August.

The Annual Meeting will convene in Alexandria, Virginia, marking the first time the N.A.A.O. has been to the Washington, D.C. area. Our speaker is Michael Harrington, who is Executive Director of the President's Commission on Olympic Sports. We are also extremely gratified at the extensive interest shown in hosting this year's National Meeting. We had formal bids from Wichita, Kansas; Syracuse, New York; Atlantic City, New Jersey; and Cherry Hill, New Jersey. In addition, Madison, Wisconsin and San Diego, California indicated strong interest in hosting next year's meeting. Hopefully, we can make a decision for 1977 at this year's Board of Directors Meeting.

The National Technical Adviser is on the move with commitments in Seattle, Washington, Chicago and Tampa. Each of these meetings will be a regional series of clinics and Allen Rosenberg will use material collected over the last year as his discussion base. In addition, he and our Medical Trainer, Fritz Hagerman, will visit the Nautilus Exercise Equipment Company at the invitation of the company to investigate further use of their equipment in training and measuring the capacity of oarsmen. Coupled with Allen's clinics and travel will be selection of sites to train candidates for the Olympic Team. It is hoped that this moving "labora-

tory" will act as a teaching workshop in the various areas of the country.

Obviously, excitement abounds from the meetings of the various Olympic Committees. The Youth Committee also is involved in a thorough study of the various aspects of that phase of the sport. Several people have developed prototypes of low cost sculling boats, something we've been after for several years.

In closing this message, the last for 1975, I ask that each organization of the N.A.A.O. think carefully when electing candidates to the Board of Directors. It is important that we have a broad spectrum of representation and that all elements of the sport be heard on the Board. I can assure you the present Board is very much in sympathy with this idea. One overriding factor, however, should be the individual's willingness and ability to work for the whole of rowing. Assignments will be made in specific areas, but whatever success we've had with the Board and the Executive Committee has come through a willingness to discuss and compromise and work toward what is best for each and every oarsman, club, college, school, and team in this country. I don't profess that we have batted a thousand in this, but what successes we have had are due to collective efforts. Please don't take your vote lightly.

Seasons Greetings to all of U.S. rowing.

W.H. Pooley

ANNUAL NAAO WEEKEND — JANUARY 23, 24, 25, 1976
Location: Ramada Inn, Alexandria, Virginia

Details regarding the meeting agenda and accommodations have been mailed to all NAAO membership organizations. Jack Franklin reports that a large local contingent is expected at the banquet on Saturday night, so to avoid disappointment members should make reservations as early as possible. To

do so, or to gain answers to other questions, members may write to:

Mr. Jack T. Franklin
4820 South 30th Street
Arlington, Virginia 22206

Croker Oars
Australia
FOR QUALITY OARS & SCULLS



Croker Oars/108 Bowden Street/Meadowbank 2114 Sydney, Australia/Telephone 80 5145

Some Pan Am Commentary

By Julian Wolf

By Bob Jaugstetter

*All went well until you had
to start breathing!*

To borrow a "Hartiganism", we'll never forget what's-its-name. What's-its-name was originally Chile, but due to political unrest the Games were allotted to Brazil. When Brazil experienced an outbreak of meningitis, Mexico stepped in and it was a whole new ball game. Now altitude was a major consideration and the time element became a major factor.

Conferences with Dr. Dan Hanley and others with altitude experience finally indicated twenty-five days to be the optimum time prior to competition for best performance and health considerations. It also meant a "do it yourself" process since the balance of the U.S. Team would not leave the U.S. until about October 1st and our staging therefore would be in Philadelphia instead of Dallas.

Al Rosenberg, our National Technical Advisor, was named coach of the Eight and Coxed Four and Head Coach. The small boats were to be coached by Rick Clothier of Navy and Dietrich Rose of Vesper. Jack Sulger of N.Y.A.C. handled the Scullers. Conn Findlay was our Man of Ingenuity and most valuable boatman and Senor Julio Wolf was Manager and guacamole mixer.

Leaving so early and with major medical and training problems to solve, we were most fortunate to have Dr. Irving Dardik, celebrated vascular surgeon, with us. He and trainer Bill Fientje of the University of Missouri proved invaluable in coping with intestinal disorders, oxygen debt and other medical problems.

Transport of boats was solved when Bob Brody, former BU Cox, volunteered to trailer our equipment the 4,000 miles from the East Coast. Had it not been for the generosity of Fred Emerson, who loaned his trailer, and the assistance of Bill Stowe in helping to put things together, the trip would not have come off so smoothly. Brody failed to take Mexican Independence Day into consideration and the two-day delay for celebration at Laredo was the only hitch. His truck became an additional asset to and from the course since bus transport left something to be desired.

On arrival, we were housed at the Mexican Olympic Training Center for 3 days until the Pan Am Village opened. The Village is about six miles from the Olympic Course at Cuernavaca, near Xochimilco and reduced driving time from about 40 minutes to 10.

About 4 days after settling in, Motezuma experienced a rebirth and in spite of bottled water and strict hygienic measures by the squad, the toll was considerable. The altitude also caused expected problems and the meat wagon was kept humming from the course back to the medics. In spite of good acclimatization and hygiene habits, the combination of weakness from prior intestinal problems and oxygen starvation took its toll when Hovey Kemp "blew out" at about 1400 meters in the coxed four final, but due to an

extremely gutty performance, the boat managed to finish third for a bronze.

The rigorous training and remote location of the Village caused an outbreak of "funnelatoritis," which is manifested in a hallucinatory impression that water balloons seem to saturate the atmosphere; or so the Cubans and Village Officials seemed to think. This diversion was supplemented with a trip to Taxco made possible by Dr. Dardik's generosity, a look at the Pyramids and a tour through the Anthropological Museum.

From the beginning it was obvious that there were differing ideas relative to high-altitude training. The Cubans arrived five days prior to our team. At the other end, Canada and Brazil used only two weeks prior to race time. With this as the only criterion, the Cubans took one Gold, the Canadians one, the Brazilians two and the U.S. three.

It was apparent from the start that the Brazilians would be strong in the pairs and that Canada would be tough in the four with. The results speak for themselves. Entries were such that there would be only two preliminaries which the U.S. pairs won and therefore put us in all of the finals.

After experiencing varying weather conditions, the day of the finals came up sunny and warm. By mid-regatta, a stiff headwind came up and increased times in addition to the 10-second deficit to be experienced at altitude. Further, silting of the course added at least five seconds. The final accounting gave the following results, showing a marked improvement over 1971 in Cali, Colombia.

	1975			1971		
	Gold	Silver	Bronze	Gold	Silver	Bronze
U.S.A.	3	3	1	0	2	1
Cuba	1	2	1	0	3	1
Canada	1	1	1	0	0	1
Argentina	1	2	1	3	0	1
Brazil	2	0	1	2	0	0

RESULTS

EIGHTS (1) USA 6:24.2 (2) Cuba 6:25.3 (3) Arg. 6:33.5 **Four Without** (1) USA 6:55.6 (2) Arg. 6:59.5 (3) Can. 7:03 **Pair With** (1) USA 7:53.8 (2) Can 7:59.8 (3) Bra. 8:03 **Double Sculls** (1) Bra. 7:09.6 (2) USA 7:10.6 (3) Cuba 7:22.4 **Single Sculls** (1) Arg. 7:46.2 (2) USA 7:50.4 (3) Mex. 7:54.4 **Quad** (1) Cuba 6:41.9 (2) USA 6:44.2 (3) Mex. 7:12.5 **Four With** (1) Can. 6:53.1 (2) Cuba 6:56.0 (3) USA 6:57.0 **Pair Without** (1) Bra. 7:28.7 (2) Arg. 7:31.5 (3) Uru. 7:43.5

FINAL BOATINGS

Four With: Tony Brooks, Hovey Kemp, Dave Fellows, Tiff Wood, Bob Jaugstetter, Cox. **Four Without:** Jim Brinsfield, Pat Hayes, J. J. Forster, Bill Bird **Double Sculls:** Larry Klecatsky, Mike Verlin **Pair Without:** Peter Simone, Gary Piantadosi **Single:** Jim Dietz **Pair With:** Darrel Vreugdenhil, John Mathews, Ken Dreyfuss, Cox **Spare:** Jim Castellan, John Maslowski, Frank Pisani, Keven Sauer, Ted Van Bronkhorst, Bob Zagunis **Quad:** John Sonberg, Jim Ricksecker, John St. Clair, Sandy Killen **Eight:** Al Shealy, Tim Mickelson, Mike Hess, Mark Umlauf, John Everett, Mike Vespoli, Hugh Stevenson, Jim Moroney, John Hartigan, Cox.

So many memories and experiences, good and bad, came back from Mexico City with the Pan Am team that the racing itself seems to comprise only a minor part of the overall picture. So many things, publicized or not, related to rowing or not, occurred over that four week span that finally going 2000 meters against the best the Western Hemisphere had to offer seemed almost too simple a reason to be subjected to it all.

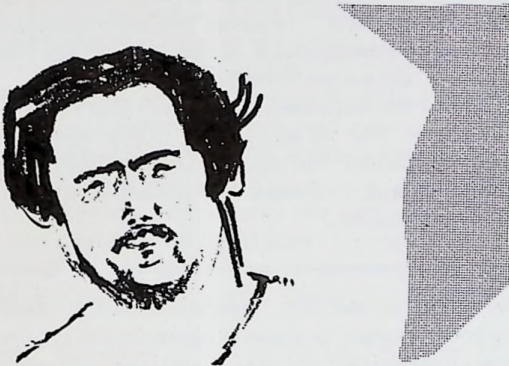
Don't believe all you hear about it. Don't believe everything you hear about the heat, the boredom, the run-ins with the Cuban team, the altitude problems worse than most had imagined. Don't believe all the stories about the inhospitality and anti-Americanism of many of the Mexican spectators, the sickness that would strike suddenly and often and could just as suddenly disappear, the remarkable accuracy and refinements of technique attained by the team's Special Weapons and Tactics Force in its experiments with long-range waterballoon ballistics.

You can't believe what you hear, because several of the reports are greatly exaggerated; the rest don't begin to tell the whole story. Suffice it to say that the most vivid and lasting impression of the four weeks is that it was just that: four weeks. Four long, often tedious, sometimes unending weeks, during which the anticipation and eagerness to race and be done with it built to a peak few believed possible after a long summer and so soon after the World Championships.

USA REGAINS DOMINANCE

On the surface the results appear to be quite successful. After a generally embarrassing showing in the 1971 Games in Cali, the United States emerged as the leading rowing nation in Mexico with three gold, three silver, and a bronze in the eight events. Several finishes could well have been higher under more amenable circumstances: for instance, racing at sea-level.

Yet to the team itself, the regatta was something of an overall disappointment, for in the days preceding the racing speculation in the American camp dwelt on the very real possibility that we could sweep all eight events. Most of the squad, having just returned from a Nottingham experience that had ranged from disappointment to humiliation, would be satisfied with nothing less.



VII JUEGOS DEPORTIVOS PANAMERICANOS

VII PAN AMERICAN SPORTS GAMES



PAIRS SHOW EARLY STRENGTH

The preliminary heats on Wednesday, Oct. 15, necessary only in the two pair-oared events, added kindling to those hopes. The straight pair, Gary Piantadosi (MIT) and Peter Simone (Rutgers), were one of the two completely new boats joining the team after Nottingham. Beset with problems during the early part of the stay in Mexico, this combination appeared to be rounding into form at just the right moment.

Following a scratch by Guatemala, our crew faced Mexico and Cuba in their heat, with one to advance to the final. Cuba, as they proved to be in nearly every event, was the unknown quantity: their entire team had prepared heavily for this all-out attempt to knock off the US and had remained secretive during workouts, avoiding observers at all costs. Thus, it was a pleasant surprise when our pair jumped easily into the lead and cruised down the course unchallenged. As Mexico just held off a tired Cuba in a furious sprint, the USA boat eased across the line with plenty to spare, having rowed at 29 to 30 strokes per minute for the second thousand. Although Brazil had won the first heat in a faster time, coming from behind and rowing away from Argentina, it had taken a full 2000 meter effort, and the chances for a gold medal looked excellent.

COXED PAIR IMPRESSES

The pair with cox of Vreugdenhil and Mathews/Dreyfus had been one of the few high points of the Nottingham trip with their fifth place finish. Here, they were expected to dominate the field, and lost little time in the heat showing they intended to do just that. Using a simple but effective race plan, succinctly stated by John Mathews as "Let's not mess around. Let's just go kill 'em," they spurred into the lead over Cuba, Uruguay, and Mexico and put themselves out of reach in the first 500. Rowing a solid 30-31 through the middle 1000 and increasing the rating slightly in the last quarter, the US crew pulled ever further in front. Cuba finished 21 seconds back, and the fact that Mexico passed Uruguay seemed of little consequence, finishing as they did nearly half a minute behind.

(Continued on next page)



VII JUEGOS DEPORTIVOS PANAMERICANOS

At 1400 Montezuma struck, and suddenly the boat was fighting to avoid the starboard buoys. Two hundred meters later Canada drew even and Hovey was all but unconscious: unable to function properly, he could do nothing but sit upright and barely move his blade. As Cuba struggled by, the crew shut down, drifting the last two lengths of the course still well ahead of Brazil and Mexico.

While the coxed three stood on the float at the award ceremonies, Kemp was receiving 45 minutes' worth of oxygen to revive him. He would spend several hours in the course hospital recovering, and see a number of later casualties brought in suffering similar disabilities.

"I still don't believe it," he said hours later. "When you have the lead at the thousand you look around at the other crews and know you're just going to get stronger, and you'll just keep pulling away.

"I felt great at the thousand. I felt terrific — and then all of a sudden I couldn't feel anything." He shook his head. "Unbelievable. In the hospital later I had to ask my mother where we finished."

THE LIGHTNING STRIKES AGAIN

Klecatsky and Verlin's double sat poised at the start, unaware of the bizarre finish in the fours. They had made good progress since Nottingham and showed it by also taking control early in their race. Through the middle 1000 they maintained a solid lead and again the event was shaping up as a US victory.

Then, shortly after 1250, the Brazilians began to charge. At first slowly, then more and more quickly they began eating into the NYAC double's lead. Gamely trying but physically unable to mount a sprint, the Americans' problem became a matter of getting to the finish line before they were caught. As both crews mounted a superb effort they nearly succeeded in holding on: but when the two shells flashed across the finish line almost together, the race was Brazil's. Our crew had been overtaken in the last few strokes.

As Mike Verlin watched his partner being helped into the boat bay he, too, was shaking his head. "Nothing we could do about it," he muttered. "Look at him," he said, nodding in Klecatsky's direction. "He pulled but there was nothing left, and now he can barely stand up half an hour later. And I'll tell you, I don't feel so hot myself.

"It wasn't the Brazilians — it wasn't them that beat us at all." And with that he sadly went to join Klectasky in the coolness of the bay. The obvious unnamed culprit in Verlin's interpretation was once more the mile and a half high Virgilio Uribe rowing course.

Canada held on to win the second heat, although Brazil, three lengths back halfway through, nearly tracked them down at the finish to lose by a quarter length. Neither crew appeared to have much hope of an upset, since their all-out effort produced a nearly identical time to our pair's.

Both pairs advancing without incident, the squad transferred its attention to Saturday's finals. Watching the heats and repechages had convinced every boat of what we had really known all along: the key to victory lay in setting a good pace in the early stages and coming on with whatever was left late in the race. Few gold medals would be won in the first 500 meters in Mexico City's rarified air; but they could be lost there at 7400 feet above sea level.

THE SWEEP VANISHES

And so Sunday finally came, one month to the date of landing in the Mexico City airport. It dawned clear and hot, as so many of those mornings had done, and the ring of mountains encircling the hemisphere's largest city were visible in every direction: an unusual happening in the smog-bound capital. By the time the coxed fours lined up for the opening event the day was already a scorcher, with the winds shifting constantly from head, to tail, and back again.

It took about six minutes of the first race before the sweep disappeared: and it disappeared suddenly, cruelly, brutally. Then, before the skid was halted, half the regatta was over and we were headed toward another embarrassing international rowing disaster — by that point Brazil had two gold medals and Canada and Argentine one apiece. We had scratched out a bronze and two silvers.

The coxed four, with Hovey Kemp (Harvard) replacing Larry Gluckman from the Nottingham boat of Brooks, Fellows, Wood, and Jaugstetter, had started well. The race was following the race plan so closely that the American crew was well in control. Taking a brief start, the crew conceded the early lead to the Canadians and Cubans, and settled immediately into its base stroke of 33-34. By 500 meters the US crew slid past Cuba; at 750, understroking the field, it nudged past the Canadians and into the lead. At 1250 it was over: nearly two lengths clear of the field and moving away steadily, the coxed four seemed poised to begin the medal parade we had all been expecting.

On behalf of the U.S. National Rowing Team, *The Oarsman* wishes to express appreciation for the generous contribution of medical and training supplies by the following:

Chattanooga Pharmaceutical Co.
Chattanooga, Tenn. 37405

Cramer Products, Inc.
Gardner, Kansas 66030

The Kendall Co.
Wellesley, Mass. 02181

Johnson and Johnson
New Brunswick, N.J.

AND AGAIN . . . AND AGAIN . . .

Surely the straight pair would put a stop to these disappointments: at least that was what everyone was hoping. They had done impressively in their heat, and had at least rowed the course under racing conditions and experienced what was necessary to turn in their best effort.

The start was a close one for awhile, but after about 100 meters Piantadosi and Simone began to shake clear of one opponent after another, and steadily moved into the lead. Throughout the second 500 they continued to draw away, with Argentina and Brazil lying almost two lengths astern.

"Then we hit a brick wall," insisted Piantadosi. "I swear, that's exactly what it felt like. I thought someone had built a wall in our lane at the 1250 mark."

While the US crew struggled, the opportunistic Brazilians surged from third place into the lead. The Argentines suddenly found themselves chasing Brazil and slipping by the North Americans. Cuba was having difficulties similar to our boat's: one moment in the thick of the race and the next moment cutting back and forth across the lanes and unable to do anything about it. Uruguay, as surprised as anyone, managed to slide into third during the last 500 meters, as the rest of the decimated field literally limped across the line.



A severely disappointed Pete Simone couldn't find the words to describe the race. "We weren't rowing that badly," he said. "We're not out of shape; we thought we were pacing ourselves well. I can't figure it out." He joined the growing line of head shakers in front of the American bay.

AND, YES, AGAIN . . .

Argentina's Ibarra, with two straight fifth place finishes in the World Championships, was the only non-US boat aside from the Canadian coxed four with established international credentials. Jim Dietz, although a disappointing ninth behind Ibarra in Nottingham, had handled him easily earlier in the year and was confident he could beat him again.

Ibarra went quickly to the front, with Dietz close behind him at the 500 mark. As the field spread out in the middle



thousand, the Argentine extended his lead to over two lengths, obviously willing to gamble on putting the race away early and then surviving the altitude. He almost didn't.

Meanwhile, Mexico's little Freddy Scheffler was putting together a great and gutsy race. With an incredible effort he actually managed to pass Dietz in the third 500, as the Mexican crowd went wild at the prospect of a silver medal. Then Dietz began his surge.

Throughout the last 500 the US sculler was making up lost ground. Passing Scheffler again, he came to within a length of the leader. Ibarra, calling on all his reserves, spurred again to win by a quarter length of open. The race had been a crowd pleaser, but the casualties were heavy. Half of the six scullers ended up in the water at the finish line. The ceremony was postponed for over half an hour, until Ibarra was able to receive his medal.

"I don't think I pushed it hard enough in the middle," explained Dietz. "I was afraid I might not have anything left if I went out too hard, especially after the earlier races. But I guess he got a little too much on me — I came back at the finish all right, but he had too much of a lead."

LIGHT AT THE END OF THE TUNNEL

Zero for four. That was something no one on the team had considered within the realm of possibility at the mid-point of the regatta. The roof had not yet fallen in, but if the coxed pair lost it might well.

Subtle they weren't. Careful they weren't. But ahead they were, right from the start, and they stayed there to the finish. The coxed pair broke the string and won the first US gold medal of the day with a solid, steady, convincing row. The Canadian pair made a run at them from 1500 to 1750, but by then their position was hopeless: with about a three length lead, only Montezuma in lane 0 could have affected the outcome of this one. Brazil once again couldn't quite catch Canada, and settled for the bronze.

"I'm relieved as much as anything," Kenny Dreyfus claimed after the awards. "I'm relieved we rowed our race plan well and without something unforeseen happening, as in the other races. We knew we could win — we knew we should. And we had great confidence in each other to perform well. Still, in the back of our minds, I think we knew

(Continued on next page)



VII JUEGOS DEPORTIVOS PANAMERICANOS

VII PAN AMERICAN SPORTS GAMES





what happened earlier just might happen again. We beat the other crews," he continued, "but we beat the altitude, too. I think that might have even been the tougher job."

THE GOLD RUSH BEGINS

Having broken the ice the US boats started winning gold medals in a flurry. The straight four was the other "new" crew on the squad, with a Naval Academy port side of Jim Brinsfield and Bill Byrd, both originally from the Univ. of Washington, and a Vesper starboard of Pat Hayes and J.J. Forster. This unusual combination turned in the finest American effort of the day: rowing with poise and intelligence they came through the field to win going away.

The Canadians, going for broke, rushed into the lead at the 500 meter mark with the US boat fourth, a length and a half back. By midway, the North Americans improved their position to third; at 1500 they were second and moving into the lead. As the rest of the field scrambled for the silver, the American combination maintained their controlled, methodical pace and continued to pull away. Argentina caught the faltering Canadians for second, but were in no position to challenge for the gold. It was a satisfying win; and it was stylish.

Brinsfield was thoughtful after the race. "It's too bad," he said, "but in a way the first few boats were like guinea pigs for us. What we saw happen to them showed us exactly what we had to do to win. Sure, everybody knew before we started that we had to pace ourselves, row within ourselves, but we had no idea how tough — or how important — that would be until we saw the trouble the earlier crews had."

A WIN FOR CUBA

The coxless four had learned their lessons well; they had also executed well a difficult race strategy of deliberately rowing from behind. For awhile it appeared the quad would duplicate that performance: unfortunately this event proved to be the high-powered Cuban program's lone breakthrough.

The Killen, Ricksecker, St. Clair, Sonberg quad expected a two boat race to develop between themselves and the Cubans, and early in the race it became obvious that the Mexicans would indeed be no factor. The Cubans pulled gradually away for the first 1000 meters as our quad waited to mount its challenge. Then, in the third 500, a US move brought them from about a length down into the lead. But the Cuban crew was not finished. Several strokes under the Americans, they began to up their cadence at about 1300 meters, and inched their way back into the lead. The US crew attempted to respond, but couldn't slow the Cuban move, as the Islanders went on to win by open water.

"We had no idea how fast they were before the race," Jim Ricksecker said, "but we thought we could beat them. Maybe if we could have kept our move going just a little bit longer we could have broken them, but they had a surprising amount left in that last 500 meters."

THE EIGHT WRAPS IT UP

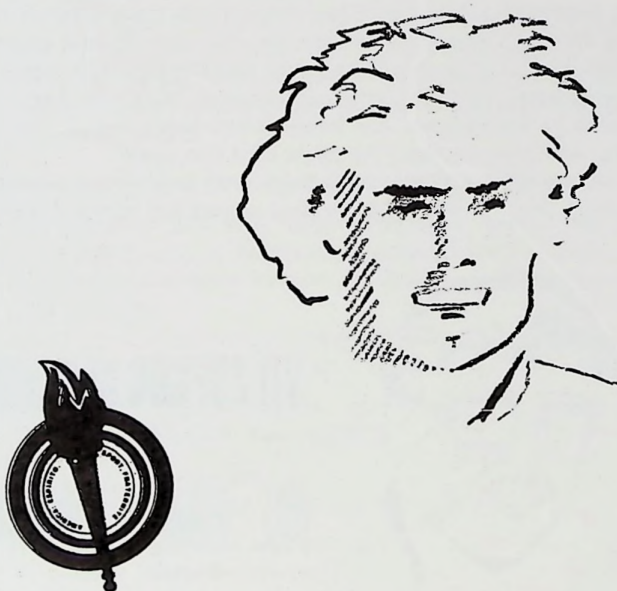
The eight went into the finale confident that if they rowed to their ability neither the opponents nor the altitude could keep them from the gold medal. With Mike Hess (Washington), Jim Moroney, and John Hartigan (both Vesper) filling in for Cashin, Brown, and Weinberg, the core of the Nottingham crew of Shealy, Stevenson, Umlauf, Vespoli, Everett, and Mickelson remained with a slightly shuffled lineup. Pacing themselves carefully, the US boat took a slim early lead with a young but dogged Argentine eight sticking close to them. Through most of the race the Americans kept inching away, until by 1500 they had over a length on Cuba, now in second place. Although they never really broke the race open, there was plenty of cushion to withstand the Cubans' fierce desperation sprint.

The final one-second margin may not have been a big one, but the race was always under control in the winners' basically conservative race plan. "It's over," Mike Vespoli kept repeating. "That's all I care about: it's over." Vespoli, the only Mexico City squad member who had raced in the previous Pan Ams in Cali (fifth in the straight four), said, "We didn't go out there to beat anybody by ten lengths — we just went out there to win. We did, and that's enough. It's been a long, tough year but it's over. I'm going home."

ADIOS TIME

By the middle of the next day the empty beds told the story better than anything else. The team was gone: they were returning to jobs, to families, to schools, and many were leaving just to get away from the past four weeks. Within twelve hours only a skeleton crew remained in the suddenly spacious living quarters; and only a handful elected to stay until the closing ceremonies.

It had ended so suddenly, in that strange combination of satisfaction and frustration that characterizes the finish of any regatta. The eagerness to disperse, to vacate the Village, belied the fact that this had generally been one of the most amiable and smoothly functioning US crews in recent memory. Perhaps in time some of the bad memories will fade and those of the better moments will revive. But for now, perhaps never have so many been so happy that so much was over.



By Tudor O. Bompá

The lack of international competition has always been a concern of competitors and coaches in Canada. More often than not, our oarsmen's first race of the season at the elite level has been in the heats of the yearly international championship. Travelling to Europe to compete in the top regattas is an extremely expensive venture, and the recent inflationary rates will present greater difficulties in the future. Perhaps we should develop viable alternatives that would utilize our North American resources more efficiently. The proposition of an annual North American Rowing Championship Regatta that included Mexico, Cuba, U.S.A. and Canada should be strongly considered.

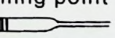
Such a regatta would be a new goal for our oarsmen, coaches and administrators in their training programs. Rowing development in Canada will be stimulated by providing opportunities for crews that are not included in the national squad and the camaraderie among athletes that develops during such a regatta will encourage a co-operative rather than an antagonistic attitude within our rowing community.

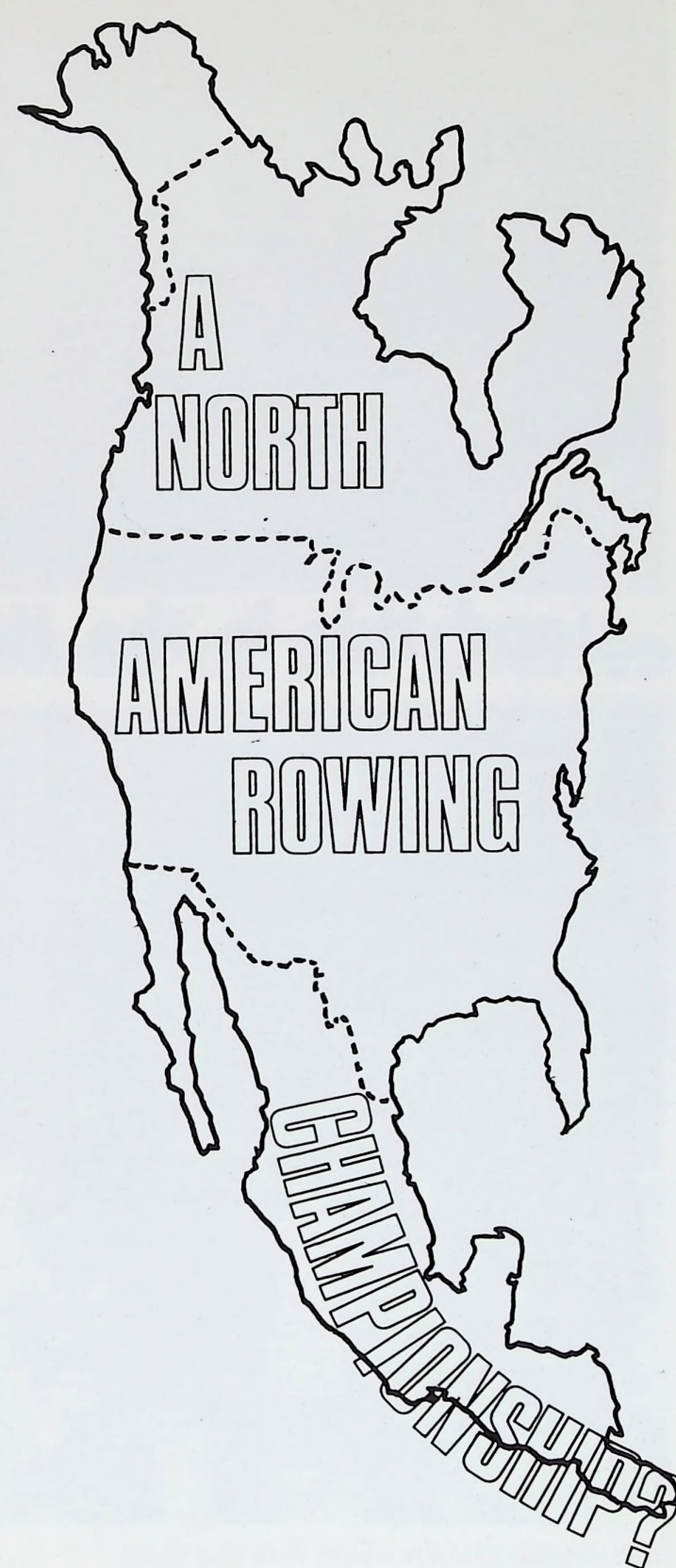
The C.A.A.O. could take the leadership of this program and suggest to the respective National Associations the following outline:

- 1) it will be an invitational regatta
- 2) each country will be allowed to enter a maximum of four crews. Both national and club crews will be considered.
- 3) the events will include all F.I.S.A. categories of men, women, youth, and lightweight races.
- 4) the regatta will be held over two days, with the first day as an International Invitational Regatta, and the second day as the North American Rowing Championships.
- 5) the date will be decided by the various associations, but the first weekend in June is strongly suggested.
- 6) there will be a total point trophy for each category:
 - a) 4 points for first place
3 points for second place
2 points for third place
1 point for fourth place
 - b) only the first crew from each country will be awarded points. If no crews from a certain country reach the finals, that association receives no points.
 - c) medals will be awarded to the first three finalists regardless of nationality.
- 7) There will be an aggregate trophy for the general point average of all four F.I.S.A. categories, and names such as the "Ned Hanlan Trophy" or the "Bob Pearce Trophy" would be very appropriate for this general award.

The first North American Championship as proposed could be organized by the C.A.A.O. in 1976 at the Montreal course. This would provide another opportunity for crews to compete on the Olympic course, and the organizers would have another chance to verify their abilities prior to the Olympic Games.

More long-term advantages of such an annual regatta would be the exchange of opinions and experiences in rowing development by the executives of the various associations, and the opportunity to hold clinics at the end of each championship. The attendance of sport specialists from different countries as guest speakers would provide real credibility to these clinics.

The 1967 North American Championships, so successfully held in St. Catharines, can serve as a major selling point in the creation of such an annual championship. 



This is the Head of the Charles



...and this is the Head of the Charles



Yale's victorious Four With accepts White Stag Trophy.

photo: Benner

photo: Jones



... and this is the Head of the Charles



photo: Jones

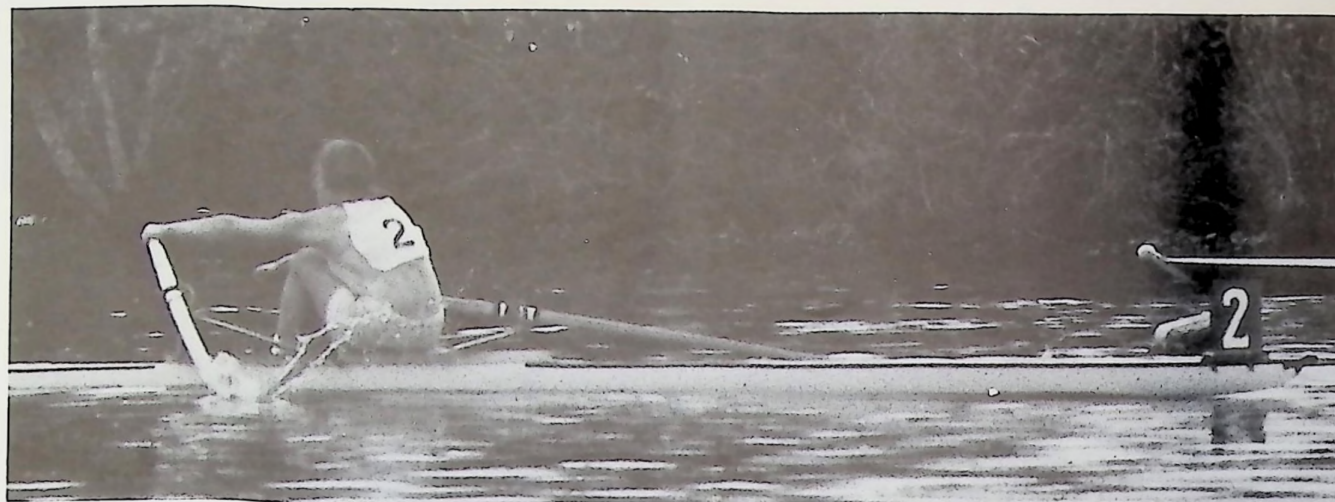
By John Higginson

What a fat Head again this year. Thousands of oarspeople convening and competing, each with a different style, a twisted motive for racing. An account of the Head Regatta might well be read from a list of the names of the competitors, or a list of the functions of the regatta administrators, but what really brought them all, rowing, in such large numbers and why did they extend themselves so? Look at the list of events and puzzle why veterans, ladies, and lightweights row at all. Thick volumes, steeped in psychological jargon, thrust themselves upon the imagination.

One of the more obvious appeals of these races — which

justify the long trips from Florida, Nebraska, Wisconsin and New Haven — is that they are well run. Unique in neither concept nor timing, the Regatta has passed beyond the experimental stages of its beginning years and now, in its eleventh, its organizers concern themselves entirely with keeping a good thing good. Both the front stage performers and the bespectacled back office types at Cambridge Boat Club have retired from the chest-thumping, horn-blowing ranks and delight at the many phone calls about starting times, etc., received at the college boathouses from people who have never heard of the CBC. Club members now move

(Continued on next page)



Wikki Royden, winner of Women's Singles.

photo: Jones

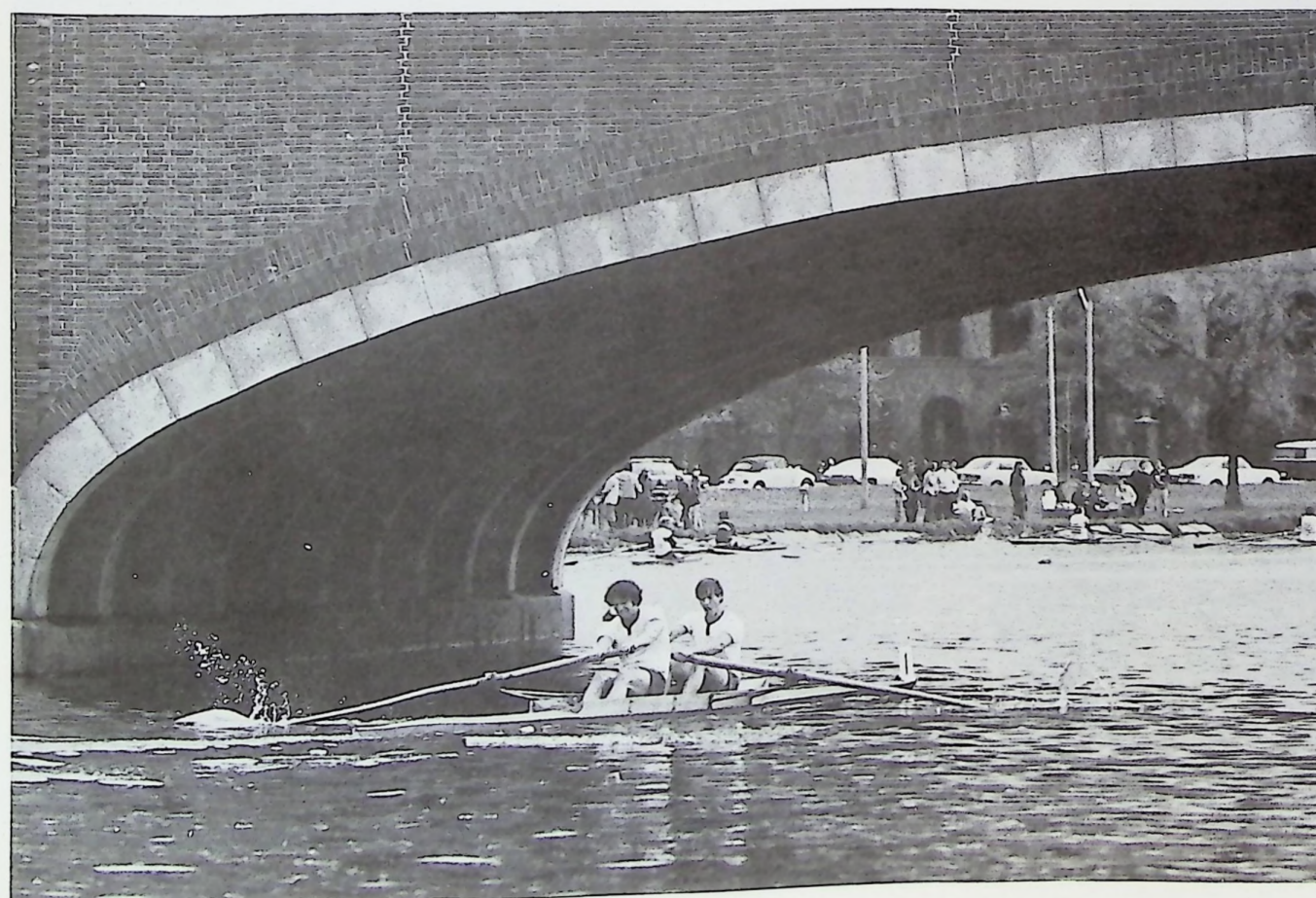
about quietly in the performance of their administrative tasks, often limiting their public dimension to a thoroughly inaccessible telephone voice. Some of their downstream subcontractors frequently wish that they, too, could maintain such blissful detachment from the howling, closing circle of competitors and mothers.

It is precisely this professional separation from the Harrassment of the coaches, the Ernest pleas for help in lodging or launching, and the Hue and the cry from the bitter late entry that enables the Regatta Officials to produce

such a successful show. So effective has been the application of experience and perspective that success has assumed a negative value as response grows in plague-like proportions. Serums and antitoxins are strengthened each year: earlier closing date, limited number of contestants per event (very cruel to Veterans whose racing opportunities are so rare), strict enforcement of NAAO participation, spartan cold water launching to discourage the arthritic and, of course, insidiously rising entry fees. But racing blood, once released from the locks of therapeutic Fall rowing programs,

Sawyer and Heller.

photo: Jones



is not so easily staunched. Five thousand palms sweat in anticipation, cardiovascular systems fuel fantasy with recirculated adrenalin. The tide of interest rises and the hordes advance unchecked.

They want to row. Their numbers alone make the affair a marvelous spectacle. What a sight at the starting line, particularly prior to the eights events, where as many as forty of these leviathan insects are waiting patiently, often too patiently, to sort themselves in numerical order through the starting posts. Even in the broad Basin they are relatively inert before the start is called for their event. Though powerful, they are blind and quite unmaneuverable and must behave until summoned. By contrast the smaller boats, particularly the singles, skate nervously around in fits and starts like water spiders enjoying a calm spot away from the main current. Occasionally competitors speak to one another before the start to be sportsmanlike ("Good Luck!") or unsportsmanlike ("I think you have your blades in backwards") or when they feel they are about to be rammed. The latter topic is discussed in monosyllables and is common in conversations between crews actually on the race course.

It is very exciting, at the starting line, being guided into those flags by the loudspoken voice of God the Starter. One feels desperately, helplessly, as Joan must have years ago, that such authority cannot be ignored, that one must, indeed, go. In an eight or a four the oarsman is additionally trapped by the sight or thought of others in the same boat all apparently working hard to win. He certainly cannot stop, therefore, but he can hide in his fractional anonymity. The sculler, meanwhile, must really grapple with the question, "What the hell have I gotten myself into?" The thought of a quick U-turn around the far side of the B.U. bridge and an innocent paddle back into the Basin to watch the start of the next race has sudden appeal. But one couldn't face all those alter egos in one's own event, still starting, and not stopping.

photo: Wolbarst

(Continued on next page)



photo: Benner

Bill Roesner, first place in Novice Singles.

Ann Wariner (Bow #27) 2d place winner in Women's Singles.

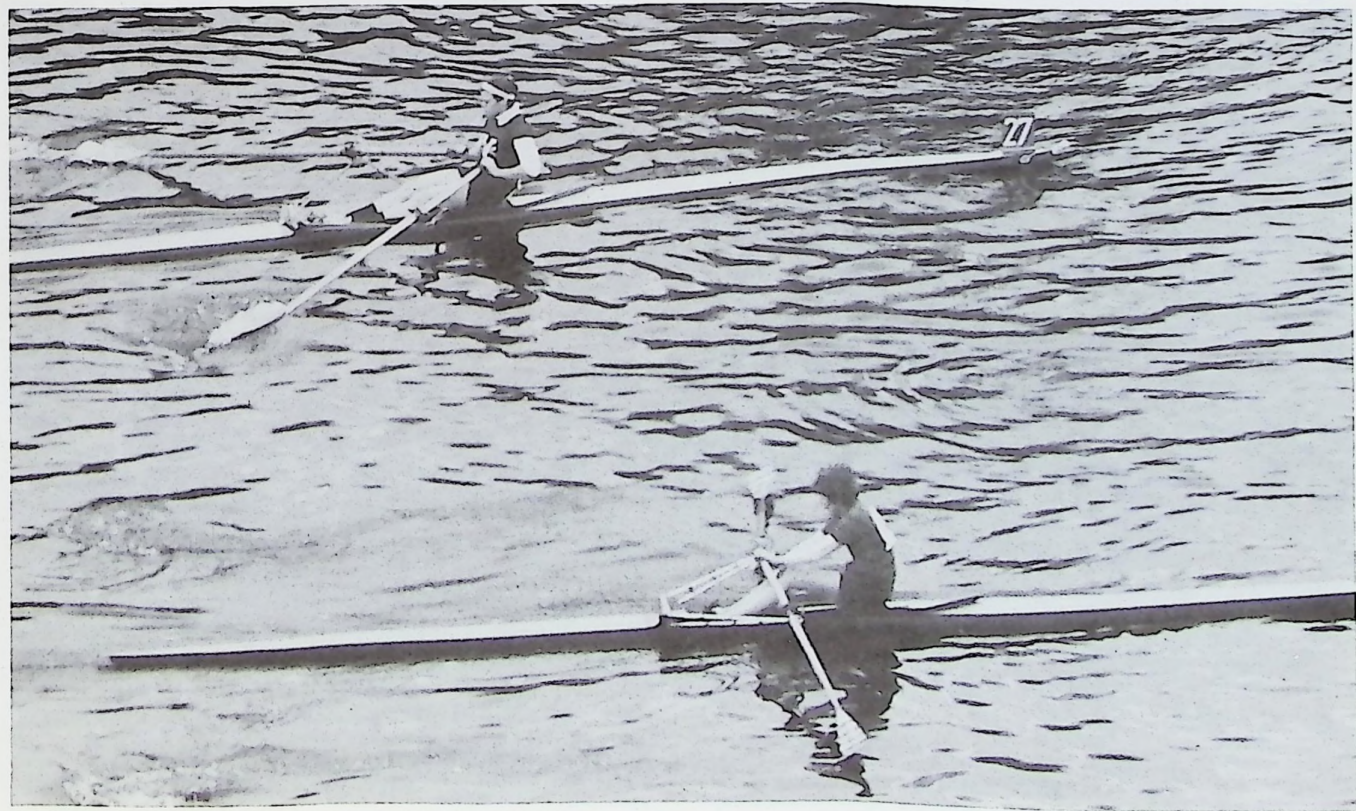


photo: Wolbarst



Vesper (Bow #7) — Second overall in the Elite Fours and winners of the Schaefer Trophy.

Father Judge High School — First again in the Junior Eights.



photo: Wolbarst

photo: Wolbarst



Coast Guard and Navy in the Intermediate Fours.

For most the doubts and fears about one's own durability are soon displaced by the more manageable symptoms of fatigue and the simpler question, common to oarsmen everywhere: "How hard do I dare pull?" Twenty minutes is a long time. Sweep oarsmen have little to do during that span but debate this question with themselves and, depending upon its resolution, pull. For the sculler there is a third even more frantic question that demands a constant answer every five to fifteen strokes: "Where the devil am I going?" The six bridges on the course are among the most agile in the East and will leap most perversely into one's path the moment they are ignored. Local scullers in time may reach an understanding with the unyielding abutments, but this year the possibility of home course advantage was nullified by Ted du Moulin's fiendishly innovative buoy system. Rowing into that cold headwind, only an owl could have navigated the course without contracting a stiff neck. Nonetheless, if one felt that successful steering was accomplished at the expense of one's spinal integrity, there was consolation to be drawn from the sight over the stern of a whole host of one's own competitors racing wildly at nearly right angles to the correct course. That entertainment is most evident in the pair's races where the bowmen are understandably reluctant to turn around. Straight fours would be murder! The success of the du Moulin system can be gauged by noting that in broad daylight, sixty-four buoys were violated. No wonder there were such huge crowds.

Not all the bank and bridge set are fully aware of the drama unfolding before them. Certainly they can pick out Jim Dietz or Larry Klecatsky inexorably widening the margin of

(Continued on next page)

ANNOUNCING



THE MARTIN TRAINER

Longer, narrower, and faster than the Alden Ocean Shells, it uses the same oarmaster rowing rig. The new boat is almost as stable as the Aldens and is sufficiently seaworthy for competition rowing areas. Plans, full-size sections, and instructions for building out of the new fiberglass planking, C-flex, cost: \$20. Schools, colleges, and clubs can save money by making their own, at the same time learning the art of boat building. Cost of plans refunded to anyone who builds one out of wood. Unfinished hulls and other parts, as well as complete boats also available.

MARTIN MARINE COMPANY

Box 2510

Peperell Road
Kittery Point, Maine
03905

Phone
Area 207
439-1507

F. Collar Racing Sculls in Stock

their annual first-place position into an astoundingly insurmountable lead. Some might be interested enough to wonder why, with all the sturdy oarsmen that strain and train in this country, the two elite sculling races are captured with such apparent ease each year by the same two gentlemen. Spectators may have noticed that Gail Pierson, herself a perennial winner of the women's singles and rowing in her own delicately constructed and beautifully finished 37 lb Empacher, finished an uncharacteristic fifth. But do they know of the thrill of stepping from such an exotic foreign import into a gaudy local product that weighs at least ten pounds less? And do they know that certain people — knowledgeable, skilled in soft-spoken phrases of compensation or compromise — and others — influential and determined — had engaged in shameless subterfuge and deceit in order to effect just such a change of craft before their sculling race? Was there anyone watching from the B.U. bridge who could discern the pained look of "Et tu, Brute?" on the face of one sculler who discovered at the starting line that he was not unique in his super-light boat? Oh, the feints and the maneuverings, the averted eyes, and the deliberately bagged pieces that must precede a well-prepared race! In what other regatta can one involve one's self so completely before one even approaches the line? Consider in parallel arenas the tangle of puppet strings, the tidal types who surge northward

to conquer, but in what event? of the pawn, never mind how tall, of big business pulling gamely at the oars of an unlikely craft in an event he might otherwise have won.

Everyone rows for fun and once off the line the definition of fun boils down to somewhat simpler terms. There are reputations to be made, or saved, age to be staved off, boats to be passed, maybe, and the finish line to be sprinted to. And those crowds again, some knowingly, some not, double the fun. They are as good as coxswains for the scullers and they have limitless perspective on the effort they see before them. "Come on, Higginson, you can't let that old man beat you." Thanks to support like that I didn't let him beat me. We each had one of Ted Van Dusen's boats, we each knew the course well, and for once I lost nothing to him on steering, but those 'spectators', raucously rude but always well-intending, pushed W. Harold a full fifteen seconds ahead of my best crowd-pleasing effort. With age, apparently, comes determination; the head hardens, the brows beetle, the jaw juts. Wisdom, the classic companion of age, is not at the line. It has no name, no bow marker, and certainly no affiliation with the NAAO. Disqualified.

October is a grand month for charging windmills. It doesn't really hurt to be unhorsed and there is always the chance, isn't there? of bursting through to the other side.



Junior Eight takes the long way 'round. Wait till next year!

photo: Wolbarst



SCHOENBROD
" E - S T R A N "
RACING EIGHTS AND FOURS

Phone: (207) 283-3026

Please note new address:
Schoenbrod Racing Shells
596 Elm Street, Route 1
Biddeford, Maine 04005

Head of the Charles '75 Results

Penalties included in these results based on umpires' decisions according to regatta and NAAO rules are shown as follows:
*Buoy violation (one asterisk each violation) — 10 sec per buoy
†Missing bow marker at start — 60 sec.

VETERAN SINGLE SCULLS (Handicap 8 sec. per year over 40 yrs.)

1. Cambridge Boat Club, E. Lynch	22:30.1
2. Riverside Boat Club, R. Cutler	24:8.8
3. Cambridge Boat Club, J. Olrich	24:21.6
4. Detroit Boat Club, J. Welch	*22:36.0
5. Potomac Boat Club, D. Challinor	*23:40.3
6. B & N, R. Emmet Jr.	23:21.5
7. Vesper B.C., G. Ignas—FASTEST	*22:24.8

VETERAN MEDAL

8. M.I.T. Boat Club, H. Rogers, Jr.	23:44.2
9. Cambridge Boat Club, S. Proctor	23:57.3
10. University Barge Club, R. Lea Jr.	26: 8.4
11. S.I.R.A., T. Donohoe	24:34.1
12. Princeton Univ. R.A., H. Zink	25:44.6
13. Cambridge Boat Club, L. Wade	27:41.8
14. Trinity College, N. Graf	25: 9.7
15. Choate School, B. Sylvester	25:38.8
16. Union Boat Club, L. Martin	24:49.3
17. Cambridge Boat Club, V. Maslov	24:52.3
18. Union Boat Club, N. Tilney	24:20.7
19. Cambridge Boat Club, C. DuMoulin	26:45.3
20. Narragansett B.C., F. Plimpton	25:35.6
21. Cornell University Crew, E. Good, Jr.	*26:16.8
22. Cambridge B.C., A. Pappenheimer Jr.	28:17.9
23. Vesper B.C., C. Colgan	25:51.1
24. Nonesuch O & P Club, P. Sprague	26:23.1
25. University Barge Club, T. Cleaver	25:33.1
26. Union Boat Club, T. Hickey	25:50.8
27. Syracuse Chargers Club, G. Ninos	26:18.1
28. New York Athletic Club, J. Lynch	26: 0.9
29. Shimmu Rowing Club, P. Heller	27: 5.9
30. Union Boat Club, T. Crosby	30:41.0
31. Union Boat Club, H. Keyes	30:46.9
32. Cambridge Boat Club, H. Jans	*29: 3.6
33. University Barge Club, E. Thomas	30: 9.2
34. Union Boat Club, J. Connors	*29:14.3
35. Nonesuch Oar & Paddle Club, R. Levy	30:49.5
36. Cambridge Boat Club, E. Witte	45:43.4
37. Guntery School, R. Beebe	53:31.3

WOMEN'S FOUR-OARED SHELL WITH COXSWAIN

1. Yale U. Women's Varsity Crew—	20:36.5
----------------------------------	---------

WHITE STAG TROPHY

2. New Hampshire, U. of, Women's Crew	21:13.5
3. Princeton U. Women's Crew	21:16.3
4. College B.C. of Pennsylvania	21:20.2
5. Radcliffe College Crew	21:30.0
6. Minnesota U. Crew	21:34.1
7. Princeton U. Women's Crew	21:50.1
8. Nebraska, U. of, Women's Crew	22:23.4
9. M.I.T. Boat Club	22:25.5
10. Minnesota U. Crew	22:32.1
11. Boston University	22:32.8
12. Boston University	22:36.7
13. Wellesley College Crew	22:44.0
14. Wisconsin, U. of, Crew	23: 3.1
15. Northfield Mt. Hermon School	23: 9.6
16. Tampa, U. of, Women's Crew	23:27.9
17. M.I.T. Boat Club	23:41.4
18. Smith College Crew	23:48.1
19. Dartmouth Rowing Club	23:50.1
20. Philadelphia Girls R.C.	23:56.1
21. Wellesley College Crew	23:58.6
22. Radcliffe College Crew	24: 2.7
23. Princeton U. Women's Crew	24:19.8
24. Syracuse Univ. Women's Crew	24:20.8
25. Northfield Mt. Hermon School	23:38.0
26. Winsor School	25:14.8
27. Lincoln Park Boat Club	25:22.1
28. Connecticut College R.A.	25:33.5
29. Winsor School	26:42.8
30. Sagamore Rowing Assoc.	27:36.8
31. Williams College B.C.	27:39.8
32. Duke Crew	28:10.8
33. Barnard College	29:24.6
34. Williams College B.C.	Disqualified

DOUBLE SCULLS

1. New York Athletic Club	17:46.8
2. Riverside Boat Club	18:32.3
3. Cambridge Boat Club	18:36.3
4. Undine Barge Club	18:40.8
5. Malta Boat Club	18:44.8
6. Ecorse Boat Club	19:17.3
7. Vesper B.C.	19:20.5
8. Argonaut Rowing Club	19:46.8
9. New Hampshire, U. of	20: 0.8
10. New York Athletic Club	20: 1.4
11. Sagamore Rowing Assoc.	20:14.8
12. M.I.T. Boat Club	20:18.4
13. Mixed Entry	20:22.5
14. Harvard University	*20:23.3
15. Minnesota B.C.	*20:28.1
16. Argonaut Rowing Club	20:39.3
17. Princeton Univ. R.A.	20:43.4
18. Spuyten Duyvil R.C.	20:45.5
19. Union Boat Club	20:46.6
20. Massachusetts, U. of, R.A.	21: 8.8
21. Riverside Boat Club	*21:15.0
22. Princeton Univ. R.A.	*21:21.8
23. Riverside Boat Club	21:25.4
24. Cambridge Boat Club	†21:35.8
25. Choate School	21:45.5
26. L.T.I. Rowing Club	*21:46.4
27. Potomac Boat Club	21:57.1
28. Narragansett B.C.	21:58.6
29. Mixed Entry	22: 7.8
30. Oyster Bay R.A.	22:36.8
31. Princeton Univ. R.A.	22:49.3
32. Mixed Entry	23:27.1
33. Riverside Boat Club	23:30.3
34. Worcester Polytech. R.A.	23:40.4
35. M.I.T. Boat Club	24: 6.0
36. University Barge Club	*24:51.3

LIGHTWEIGHT EIGHT-OARED SHELLS

1. Harvard University—HERALD	16:52.1
AMERICAN TROPHY	
2. Cornell University Crew	16:54.8
3. U.S. Naval Academy	16:59.6
4. M.I.T. Boat Club	17: 0.4
5. U.S. Coast Guard Acad.	17: 5.0
6. Florida Inst. of Tech.	17: 6.8
7. Dartmouth Rowing Club	*17: 8.2
8. College B.C. of Pennsylvania	17:10.1
9. Wesleyan Univ. Crew Club	17:12.1
10. Williams College B.C.	17:13.8
11. Rutgers Univ.	17:15.0
12. Princeton Univ. R.A.	*17:20.1
13. Potomac Boat Club	*17:20.6
14. Trinity College	17:20.9
15. Yale University	*17:24.8
16. College B.C. of Pennsylvania	17:27.0
17. Marist College	17:40.2
18. Rhode Island, U. of, R.A.	17:41.4
19. Cornell University Crew	*17:41.4
20. Yale University	17:41.8
21. Harvard University	17:46.7
22. Detroit Boat Club	17:47.0
23. Columbia University	17:52.3
24. Connecticut College R.A.	18: 3.7
25. Princeton Univ. R.A.	18: 4.1
26. Ithaca College	18: 5.3
27. U.S. Coast Guard Acad.	18: 7.6
28. New Hampshire, U. of	18: 7.8
29. M.I.T. Boat Club	18: 9.4
30. Fordham R.A.	18:16.8
31. Princeton Univ. R.A.	18:21.3
32. Harvard University	18:22.0
33. Holy Cross College	18:26.3
34. Rutgers Univ.	18:43.5
35. Georgetown University R.A.	18:46.5
36. Trinity College	18:54.6
37. Brown University	*21:28.5
38. Williams College B.C.	*22: 7.1
39. Massachusetts, U. of, Women's Crew Club	22:14.5

ELITE FOUR-OARED SHELLS WITH COXSW.

1. Mixed Entry (Str. J. Brinsfield)	17:52.5
2. Vesper B.C. SCHAEFER TROPHY	18: 4.5
3. Harvard University	18: 4.9
4. College B.C. of Pennsylvania	18: 8.0
5. Potomac Boat Club	18:11.3
6. Yale University	18:17.4
7. Boston University	18:22.1
8. M.I.T. Boat Club	18:29.6
9. Yale University	18:30.6
10. U.S. Naval Academy	18:32.9
11. Rutgers Univ.	18:35.7
12. Harvard University	18:40.5
13. Harvard University	18:41.3
14. Brown University	18:43.1
15. Dartmouth Rowing Club	18:45.3
16. Mixed Entry	18:45.3
17. Brown University	18:52.4
18. College B.C. of Pennsylvania	18:55.6
19. Mixed Entry	18:58.1
20. Cornell University Crew	18:59.3
21. Florida Athletic Club	19: 1.2
22. Princeton Univ. R.A.	19:14.0
23. Nebraska, U. of, Crew	19:14.0
24. Harvard University	19:26.1
25. Harvard University	19:26.4
26. Boston University	19:27.1
27. Marist College	19:34.8
28. Argonaut Rowing Club	19:37.5
29. U.S. Coast Guard Acad.	19:54.5
30. Boston University	20:15.5
31. U.S. Merchant Marine Acad.	20:39.2
32. Harvard Business School B.C.	20:45.4
33. Massachusetts, U. of, R.A.	20:58.4
34. Worcester Polytech. R.A.	21:37.3
35. New Haven Rowing Club	22:16.5

NOVICE SINGLE SCULLS

1. Cambridge Boat Club, W. Roesner	21:20.5
2. Malta Boat Club, F. Sutter	21:22.1
3. Florida Athletic Club, G. Rife	21:36.8
4. Minnesota B.C., C. Dillon	21:42.8
5. Boston University, R. Orsi	21:55.8
6. Cambridge Boat Club, G. Hill	22: 8.1
7. Belmont R.A. Club, C. Patteson	22:15.8
8. Belmont R.A. Club, H. Stuart, Jr.	22:19.7
9. Yale University, B. Cruickshank	22:24.4
10. Cambridge Boat Club, P. Garbaczski	22:34.3
11. Minnesota B.C., M. Swanson	22:40.8
12. U.S. Naval Academy, D. Frost	22:43.4
13. Cambridge Boat Club, C. Wise	23: 2.7
14. Undine Barge Club, W. Sprout	23:15.3
15. Fairmont R.A., T. Gegekas	23:16.2
16. Hartford Barge Club, W. Moran	23:22.6
17. Alden Ocean Shell Assoc., B. Halsey	23:23.8
18. Ithaca College, S. Leonard	23:41.3
19. Union Boat Club, P. Monti	23:46.9
20. Harvard University, J. Pickering II	23:48.8
21. Union Boat Club, J. Newhouse	23:49.3
22. U.S. Naval Academy, S. Madey	23:52.1
23. Boston University, R. Martel	†24:11.2
24. Narragansett B.C., N. McColly	24:25.1
25. Marietta College R.A., J. Lubmir	24:27.6
26. Harvard University, S. Gilardino	24:35.8
27. Choate School, J. Siemon	24:38.4
28. Riverside Boat Club, M. McElroy	25:10.4
29. Hartford Barge Club, A. Isaac	25:14.4
30. Sagamore Rowing Assoc., D. Kelley	25:28.8
31. Buckingham Browne & Nichols, P. Fiore	25:41.6
32. Remex Rowing Club, C. Feusahrens	26: 3.5
33. Narragansett B.C., S. Kinder	26:51.0
34. Williams College B.C., Klumpp	31:41.8

INTERMEDIATE FOUR-OARED SHELLS WITH COXSWAIN

1. Yale University	18:20.7
2. Georgetown University R.A.	18:38.4
3. Trinity College	18:45.1
4. Princeton Univ. R.A.	18:56.0
5. Boston University	18:56.4
6. U.S. Naval Academy	18:59.1
7. Harvard University	19: 0.3
8. Northeastern University	19:10.6
9. Worcester Polytech. R.A.	19:19.1
10. New York Athletic Club	19:22.3
11. U.S. Coast Guard Acad.	19:23.8
12. Massachusetts, U. of, R.A.	19:24.6
13. Holy Cross College	19:29.6
14. Rutgers Univ.	19:31.4
15. Dartmouth Rowing Club	19:33.7
16. Rhode Island, U. of, R.A.	19:34.1
17. Buckingham Browne & Nichols	19:40.4
18. Noble & Greenough School	19:43.8
19. Marist College	19:55.1
20. Choate School	19:56.1
21. Connecticut College R.A.	20: 4.1
22. Blood Street Sculls	20:21.1
23. Brooks School Crew	20:24.2
24. St. John's Univ. Crew Club	20:31.3
25. Florida Inst. of Tech.	20:34.3
26. M.I.T. Boat Club	20:50.1
27. Moses Brown School	21: 4.3
28. Sagamore Rowing Assoc.	21:23.4
29. New York Rowing Assoc.	21:23.6
30. Union Boat Club	†21:34.2
31. Ithaca College	22: 7.9
32. Guntery School	22:38.2
33. Williams College B.C.	23:47.1
34. L.T.I. Rowing Club	Disqualified

WOMAN'S SINGLE SCULLS

1. College B.C. of Pennsylvania, W. Royden	22:26.4
2. Yale U., A. Warner	22:36.9
3. Vesper B.C., K. Constant	22:52.3
4. New Hampshire, U. of, E. Hills	23: 6.1
5. Cambridge Boat Club, G. Pierson	23: 6.3
6. Laval R.C., M. Lefebvre	23:42.8
7. Laval R.C., C. Papin	23:48.3
8. Cornell Women's Crew, M. Greig	24: 1.5
9. College B.C. of Pennsylvania, N. Storrs	24: 4.6
10. Cambridge Boat Club, S. Fouraker	*24:14.2
11. Radcliffe College Crew, R. Lathrop	24:35.9
12. Cambridge Boat Club, M. McDaniel	24:45.9
13. Eastern Development Camp, S. Elia	*24:57.7
14. Laval R.C., J. Lepage	25: 1.1
15. Radcliffe College Crew, R. Colker	*25: 5.8
16. Massachusetts, U. of, B. O'Reilly	25: 6.6
17. Laval R.C., G. Bernier	25:19.1
18. Laval R.C., C. Maisonneuve	25:22.1
19. Bachelors Barge Club, P. Mynaugh	25:28.8
20. Cambridge Boat Club, C. Clarke	*25:31.8
21. Narragansett B.C., A. McKinnon	25:36.8
22. Potomac Boat Club, S. Harvey	25:50.6
23. Boston University, S. Vaislere	26: 7.2
24. Worcester Polytech. R.A., S. Chase	26:46.4
25. George Washington U., P. Wilkinson	27:33.3
26. Radcliffe College Crew, R. Chase	27:34.5
27. Narragansett B.C., P. Gomes	28:39.0
28. Massachusetts, U. of, D. Kirchmer	29:52.8
29. Cambridge Boat Club, H. Stephenson	†31:13.5

JUNIOR EIGHT-OARED SHELLS

1. Father Judge H.S.	16:39.8
2. Yale University	16:51.9
3. Upper Canada College	16:54.2
4. Phillips Exeter Academy	16:54.3
5. Phillips Academy	17: 6.9
6. College B.C. of Pennsylvania	17:15.9
7. Phillips Exeter Academy	17:17.6
8. Back Bay Viking R.A.	17:22.6
9. Tabor Academy R.A.	17:24.3
10. St. Johns H.S.	17:34.5
11. Fairmont R.A.	17:35.0
12. Tabor Academy R.A.	17:47.3
13. Simsbury H.S. Crew	17:48.7
14. Penn A.C. Rowing Assoc.	17:56.6
15. Northfield Mt. Hermon School	18: 8.3
16. M.I.T. Boat Club	18:23.4
17. Wesleyan Univ. Crew Club	18:24.8
18. Ithaca College	18:27.3
19. Harvard University	18:30.0
20. Harvard University	18:30.7
21. Worcester Polytech. R.A.	18:32.3
22. M.I.T. Boat Club	18:36.5
23. Northfield Mt. Hermon School	18:38.1
24. Harvard University	18:40.1
25. Harvard University	18:44.6
26. M.I.T. Boat Club	*18:52.7
27. Boston University	18:55.8
28. Boston University	18:56.9
29. St. Johns H.S.	19: 1.7
30. Boston University	*19:10.8
31. Choate School	19:36.7
32. New Hampshire, U. of	19:43.6
33. Williams College B.C.	19:45.1
34. M.I.T. Boat Club	20: 3.8
35. Harvard University	20:46.6
36. M.I.T. Boat Club	22:24.8
37. New Hampshire, U. of, Women's Crew	22:25.4
38. West Park S.S.	Disqualified

INTERMEDIATE LIGHTWEIGHT SINGLE SCULLS

1. Cambridge B.C., H. Hodgson Jr.	*20:31.3
2. Ecorse Boat Club, R. Cady	20:38.2
3. Yale University, D. Vogel	20:44.1
4. Virginia, U. of, R.A., R. Good	20:53.0
5. Minnesota B.C., J. Cheesebro	20:57.6
6. Dartmouth Rowing Club, M. Winer	*21: 1.5
7. Virginia, U. of, R.A., J. Davidson III	21: 1.7
8. Riverside Boat Club, D. Lee	*21: 7.0
9. Cambridge Boat Club, D. Abromett	21: 8.4
10. Cambridge Boat Club, B. Evensen	21:15.6
11. University Barge Club, J. Pattison IV	21:20.3
12. Riverside Boat Club, R. Dossy	21:23.0
13. Narragansett B.C., P. Wilhelm	21:26.8
14. New York Athletic Club, E. Lentz	21:27.4
15. Williams College B.C., Peinert	*21:28.3
16. Riverside Boat Club, R. Merrill	21:33.8
17. New York Athletic Club, R. Lynch	*21:37.8
18. Narragansett B.C., P. Plimpton	21:38.0
19. New York Athletic Club, T. Kadloglu	21:43.7
20. Cambridge Boat Club, C. Roth III	*21:48.1
21. Hartford Barge Club, T. Martin	*21:55.5
22. Riverside Boat Club, J. Moore	21:58.7
23. Riverside Boat Club, J. Cutler	22: 0.1
24. Riverside Boat Club, M. Hayes	22:12.4
25. Worcester Poly R.A., R. Sengstaken	22:15.9
26. University Barge Club, V. Miller Jr.	22:26.8
27. Union Boat Club, R. Lyman	*22:28.3
28. Williams College B.C., Dave	22:28.3
29. Cambridge Boat Club, R. Sheetz	22:37.3
30. Malta Boat Club, B. Engel	22:37.8
31. Narragansett B.C., M. Toukhy	23: 9.1
32. New Hampshire, U. of, J. Dreher	23:17.3
33. B & N, L. Dowse, Jr.	*23:51.4
34. U.S. Merchant Marine Acad., A. Faherty	24:46.1

PAIR-OARED SHELLS WITHOUT COXSWAIN

1. Cornell University Crew	18:43.8
2. Upper Canada College	18:48.7
3. Mixed Entry	18:52.6
4. Florida Inst. of Tech.	18:52.9
5. Harvard University	*19: 3.2
6. Cornell University Crew	19:16.8
7. Boston University	*19:18.2
8. Vesper B.C.	19:20.7
9. Cornell University Crew	19:27.4
10. Northeastern University	19:34.7
11. Mixed Entry	19:35.6
12. Potomac Boat Club	19:45.1
13. Potomac Boat Club	*19:49.6
14. Harvard University	19:52.3
15. Marist College	*19:53.3
16. Yale University	19:57.3
17. M.I.T. Boat Club	20: 4.6
18. Laval R.C.	*20:16.2
19. College B.C. of Pennsylvania	20:22.7
20. Harvard University	20:29.8
21. Dartmouth Rowing Club	20:35.5
22. Ottawa Rowing Club	*20:38.0
23. U.S. Coast Guard Acad.	†20:43.6
24. New York Athletic Club	20:52.6
25. Vesper B.C.	21: 4.5
26. Syracuse Chargers Club	*22: 2.7
27. Radcliffe College Crew	22: 3.9
28. College B.C. of Pennsylvania	22: 6.1
29. Notre Dame R.C.	*22:13.9
30. Radcliffe College Crew	22:25.5
31. College B.C. of Pennsylvania	22:39.4
32. Yale University	23:14.0

INTERMEDIATE EIGHT-OARED SHELLS

1. College B.C. of Pennsylvania — BOSTON	16: 1.4
MAYOR'S TROPHY	
2. Yale University	16:12.6
3. U.S. Coast Guard Acad.	16:17.3
4. Northeastern University	16:18.9
5. Syracuse Alumni R.A.	16:28.4
6. Florida Inst. of Tech.	16:28.8
7. Rutgers Univ.	16:29.5
8. Cornell University Crew	16:40.1
9. Spuyten Duyvil R.C.	16:40.8
10. Trinity College	16:45.6
11. Tampa, Univ. of	16:47.7
12. Princeton Univ. R.A.	16:55.8
13. Dartmouth Rowing Club	16:56.9
14. Brown University	16:57.8
15. New Hampshire, U. of	16:58.6
16. Notre Dame R.C.	17: 5.0
17. Washington College C.C.	17: 5.7
18. M.I.T. Boat Club	17: 6.8
19. U.S. Naval Academy	17: 9.8
20. Holy Cross College	17:11.0
21. Williams College B.C.	17:11.3
22. Ithaca College	17:13.4
23. Wesleyan Univ. Crew Club	17:16.1
24. Dartmouth Rowing Club	17:18.5
25. Georgetown University R.A.	17:32.7
26. Boston University	17:43.1
27. Fordham R.A.	18: 1.9
28. Amherst College R.A.	18: 2.1
29. Schuylkill B.C.	18: 2.5
30. Marist College	18: 7.3
31. Saybrook College R.C.	18:18.7
32. Middletown Rowing Club	18:23.6
33. L.T.I. Rowing Club (wrong arch- sixty second penalty)	18:34.5
34. Kirkland House	18:34.8
35. Harvard University	18:40.0
36. Worcester Polytech. R.A.	19:11.6
37. New York Rowing Assoc.	19:34.3
38. Harvard Business School B.C.	21:24.6

ELITE LIGHTWEIGHT SINGLE SCULLS

1. New York Athletic Club, L. Klecatsky	18:52.2
2. Undine Barge Club, W. Belden	19:28.8
3. St. Catharines Rowing Club, B. Thorne	19:58.4
4. Malta Boat Club, F. Duling	20: 6.3
5. Undine Barge Club, C. Goodnov	20:24.6
6. Riverside Boat Club, T. Van Dusen	*20:28.7
7. Cambridge Boat Club, G. Hamilton	20:54.6
8. Cambridge Boat Club, B. Jones	20:57.0
9. Ecorse Boat Club, R. Kunitz	21:12.2
10. M.I.T. Boat Club, P. Billings	21:28.8
11. Cambridge Boat Club, W. Roesner	*21:34.9
12. Blood Street Sculls, B. Peale	*21:39.6

13. Argonaut Rowing Club, X. Macia	21:43.8
14. Laval R.C., B. Rejean	21:47.8
15. Harvard University, P. Huntsman	22: 5.6
16. Cambridge Boat Club, B. Evensen	22: 7.5
17. Florida Inst. of Tech., M. Stoudt	22:12.3
18. Undine Barge Club, C. Crawford	**22:17.5
19. Harvard University, R. Petersen	22:17.7
20. Yale University, A. Rosenberg	22:26.6
21. New York Athletic Club, W. Welsh	22:56.8
22. Hillsborough Rowing Club, M. Vega	22:57.8
23. Harvard University, D. Perese	23:56.3
24. Blood Street Sculls, P. Liscom	24: 6.3
25. Riverside Boat Club, W. Emmet II	25:10.1
26. Wesleyan Univ. Crew Club, J. Kramer	26:11.6

LIGHTWEIGHT FOUR-OARED SHELLS

WITH COXSWAIN

1. Mixed Entry (Str. Soderberg)	18: 2.7
2. Harvard University — MDC TROPHY	18: 4.1
3. Syracuse Chargers Club	18:12.8
4. Dartmouth Rowing Club	18:13.3
5. New York Athletic Club	18:14.6
6. U.S. Naval Academy	18:14.8
7. Harvard University	18:16.7
8. College B.C. of Pennsylvania	18:19.1
9. Mixed Entry	18:21.1
10. College B.C. of Pennsylvania	18:24.1
11. Cornell University Crew	18:27.0
12. Boston University	18:27.5
13. Princeton Univ. R.A.	18:32.0
14. M.I.T. Boat Club	18:33.3
15. West Side R.C.	18:37.1
16. Potomac Boat Club	18:41.1
17. Niagara Dist. S.S.	18:43.6
18. Princeton Univ. R.A.	18:47.1
19. U.S. Naval Academy	18:48.7
20. Belmont Rowing Assoc. Club	18:52.4
21. Upper Canada College	18:52.6
22. Nebraska, U. of, Crew	18:54.6
23. Rutgers Univ.	18:56.3
24. Malta Boat Club	19: 5.1
25. Yale University	19: 7.1
26. Worcester Polytech. R.A.	19: 8.3
27. Yale University	19:21.3
28. Worcester Polytech. R.A.	*19:23.8
29. Dartmouth Rowing Club	19:25.8
30. M.I.T. Boat Club	19:31.2
31. Ithaca College	19:41.6
32. Harvard University	19:43.2
33. New York Athletic Club	20:24.6
34. Mixed Entry	20:26.6
35. Georgetown University R.A.	20:26.6
36. Connecticut College R.A.	20:38.6
37. Choate School	20:44.9
38. Moses Brown School	21: 5.0
39. Penn A.C. Rowing Assoc.	21:14.3
40. Williams College B.C.	24: 2.8

WOMEN'S EIGHTS

1. Vesper B.C.	(I) 17:29.8
2. College B.C. of Pennsylvania	17:32.8
3. Wisconsin, U. of, Crew	17:59.2
4. Dartmouth Rowing Club	18:49.0
5. Boston University	18:52.2
6. Minnesota U. Crew	18:57.2
7. Princeton U. Women's Crew	19: 7.3
8. Mixed Entry	19:19.3
9. Massachusetts, U. of,	19:20.3
10. Syracuse Univ. Women's Crew	19:27.1
11. Ithaca College	19:34.1
12. Williams College B.C.	*19:36.7
13. Northfield Mt. Hermon School	19:38.3
14. Phillips Academy	19:42.6
15. Cornell Women's Crew	19:44.3
16. Notre Dame R.C.	19:50.3
17. Connecticut College R.A.	19:53.0
18. Wellesley College Crew	19:55.0
19. Brown University	19:56.6
20. Trinity College	19:57.1
21. M.I.T. Boat Club	19:57.5
22. Yale U. Women's Varsity Crew	19:59.8
23. Simsbury H.S. Crew	20: 0.3
24. Rutgers Univ.	20: 0.8
25. New Haven Rowing Club	20:11.8
26. Phillips Exeter Academy	20:14.0
27. Middletown Rowing Club	20:16.1
28. Radcliffe College Crew	20:31.1
29. Rhode Island, U. of, R.A.	20:35.1
30. Worcester Polytech. R.A.	20:42.3
31. Barnard College	20:47.6
32. Kent School Boat Club	20:53.3
33. Wesleyan Univ. Crew Club	20:57.2
34. New Hampshire, U. of, Women's Crew	21:13.8
35. Pennsylvania, U. of, Women's Crew	21:22.5
36. Marist College	21:28.6
37. Smith College Crew	21:39.3
38. Duke Crew	22: 1.6
39. Clark University	22:55.8

(1) previous record 18:21.1 by Vesper in 1972.

ELITE SINGLE SCULLS

1. New York Athletic Club, J. Dietz	18:55.4
— CURTIS TROPHY	
2. New York Athletic Club, S. Killen	19:42.3
3. Undine Barge Club, J. Raskovsky	19:46.1
4. Cambridge Boat Club, P. Wilson	19:52.6
5. Western Ontario, U. of, R.C., H. Huber	19:55.8
6. Harvard University, H. Parker	20: 0.5
7. Harvard University, G. Stone	20: 0.7
8. Fairmont R.A., J. Castellan	20: 2.5
9. New York Athletic Club, M. Vertin	20: 3.1
10. Northfield Mt. Hermon, H. Hamilton	20: 6.3

11. M.I.T. Boat Club, P. Beaman	20:12.6
12. Harvard University, J. Higginson	20:15.5
13. U.S. Naval Academy, B. Byrd	20:42.0
14. Vesper B.C., J. St. Clair	20:42.2
15. Potomac Boat Club, B. Lynch	20:47.9
16. Boucherville Rowing Club, S. Dubois	20:57.6
17. Equipe Du Quebec, L. Prevost	21: 4.8
18. Vesper B.C., A. Post	21:14.6
19. Cambridge Boat Club, S. Talbot II	21:16.7
20. Cornell University Crew, S. Clark	*21:18.6
21. Boston University, B. Beall	21:23.9
22. Undine Barge Club, C. Viola	21:29.8
23. New York Athletic Club, E. Good III	21:30.7
24. Cornell University Crew, F. Walker II	21:34.3
25. Undine Barge Club, C. Dickey	22:17.5
26. Cambridge Boat Club, W. Reimann	22:26.0
27. Laval R.C., C. Leduc	*22:32.1
28. Riverside Boat Club, D. McGale	22:32.1
29. Cambridge Boat Club, D. Healey	23: 0.0
30. Wisconsin, U. of, Crew, J. Kirsch	23: 6.1
31. Boston University, A. Bodell	23:12.3

ELITE EIGHT-OARED SHELLS

1. Vesper B.C. — BOSTON GLOBETROPHY	15:33.1
2. Princeton Univ. R.A.	15:36.6
3. Wisconsin, U. of, Crew	15:38.1
4. Yale University	15:38.2
5. College B.C. of Pennsylvania	15:41.6
6. M.I.T. Boat Club	15:42.8
7. Wisconsin, U. of, Crew	15:45.8
8. Boston University	15:54.0
9. Northeastern University	15:56.9
10. Northeastern University	15:57.7
11. Harvard University	16: 0.4
12. Cornell University Crew	16: 4.5
13. U.S. Coast Guard Acad.	16: 5.4
14. Rutgers Univ.	16: 7.7
15. Florida Inst. of Tech.	16: 9.2
16. Syracuse Alumni R.A.	16: 9.2
17. Union Boat Club	16:11.2
18. Dartmouth Rowing Club	16:12.3
19. Harvard University	16:18.3
20. Yale University	16:20.1
21. U.S. Naval Academy	16:27.8
22. Massachusetts, U. of, R.A.	16:29.2
23. Ithaca College	16:35.5
24. Detroit Boat Club	16:49.3
25. Harvard Business School B.C.	17: 4.1
26. College B.C. of Pennsylvania	17:16.3
27. M.I.T. Boat Club	17:26.3
28. Harvard University	19:36.6

PAUL REVERE POINT TROPHY RESULTS

COMPETING ORGANIZATIONS	POINT SCORE		
Harvard University	(1)—564.0	Ecorse Boat Club	84.0
College B.C. of Pennsylvania	(2)—541.8	Phillips Exeter Academy	82.3
M.I.T. Boat Club	(3)—500.9	Syracuse Alumni R.A.	81.8
Yale University	(4)—437.3	Massachusetts, U. of, Women's Crew Club	80.9
Boston University	(5)—399.1	Wellesley College Crew	79.1
Dartmouth Rowing Club	(6)—374.8	Argonaut Rowing Club	74.6
Vesper B.C.	(7)—362.9	Syracuse Univ. Women's Crew	74.4
Cornell University Crew	(8)—342.8	Cornell Women's Crew	73.9
Princeton Univ. R.A.	(9)—339.3	Georgetown University R.A.	70.0
Cambridge Boat Club	(10)—336.6	Massachusetts, U. of, R.A.	66.6
New York Athletic Club	288.8	Minnesota B.C.	66.0
U.S. Naval Academy	284.2	Fairmont R.A.	65.7
Potomac Boat Club	269.7	Simsbury H.S. Crew	62.1
Rutgers Univ.	263.0	Syracuse Chargers Club	62.1
U.S. Coast Guard Academy	223.9	Holy Cross College	61.9
Florida Inst. of Tech.	213.7	Spuyten Duyvil R.C.	60.5
Northeastern University	209.5	Choate School	58.4
Wisconsin, U. of, Crew	208.4	New Hampshire, U. of, Women's Crew	53.2
Trinity College	187.0	Tabor Academy R.A.	45.7
Williams College B.C.	184.2	Belmont Rowing Assoc. Club	45.0
Ithaca College	175.1	Sagamore Rowing Assoc.	44.4
Undine Barge Club	166.9	Tampa, Univ. of	44.2
Northfield Mt. Hermon School	161.9	Nebraska, U. of, Crew	42.2
Riverside Boat Club	149.7	University Barge Club	41.5
Union Boat Club	135.7	Father Judge H.S.	40.0
Brown University	126.8	Buckingham Browne and Nichols	39.4
Princeton U. Women's Crew	126.3	Blood Street Sculls	36.5
Wesleyan Univ. Crew Club	124.4	Florida Athletic Club	35.9
New Hampshire, U. of	123.6	St. Johns H.S.	35.7
Worcester Polytech. R.A.	119.1	Fordham R.A.	34.9
Minnesota U. Crew	118.5	Columbia University	34.8
Marist College	117.5	Middletown Rowing Club	34.4
Connecticut College R.A.	108.7	Virginia, U. of, R.A.	32.9
Yale U. Women's Varsity Crew	105.8	Back Bay Viking R.A.	32.6
Radcliffe College Crew	105.3	West Side R.C.	32.5
Upper Canada College	101.5	St. Catharines Rowing Club	32.4
Malta Boat Club	97.2	New Haven Rowing Club	32.1
Narragansett B.C.	91.9	Nebraska, U. of, Women's Crew	31.7
Laval R.C.	89.1	L.T.I. Rowing Club	31.3
Phillips Academy	89.0	Western Ontario, U. of, R.C.	30.4
Detroit Boat Club	87.6	Niagara Dist. S.S.	30.0
Rhode Island, U. of, R.A.	87.1	Washington College C.C.	28.9
Notre Dame R.C.	84.4	Penn A.C. Rowing Assoc.	28.8
		Smith College Crew	26.1
		S.I.R.A.	25.9
		Ridley Boat Club	22.6
		Tampa, U. of, Women's Crew	22.3
		Barnard College	20.7
		Hartford Barge Club	20.5
		Marietta College R.A.	20.3
		Harvard Business School B.C.	18.4
		Boucherville Rowing Club	18.0
		Philadelphia Girls R.C.	17.6
		Eastern Development Camp	17.5
		Noble & Greenough School	17.5
		Equipe Du Quebec Club D'Aviron	16.9
		Kent School Boat Club	16.4
		Charles River R.A.	14.8
		Ottawa Rowing Club	14.5
		Winsor School	14.0
		Amherst College R.A.	13.1
		Brooks School Crew	12.3
		Moses Brown School	11.9
		Schuylkill B.C.	11.8
		Bachelors Barge Club	11.3
		St. John's Univ. Crew Club	11.3
		Pennsylvania, U. of, Women's Crew	10.2
		Lincoln Park Boat Club	9.4
		Saybrook College R.C.	9.2
		New York Rowing Assoc.	8.7
		Alden Ocean Shell Assoc.	8.3
		Nonesuch Oar & Paddle Club	8.3
		U.S. Merchant Marine Acad.	7.8
		Hillsborough Rowing Club	7.7
		Oyster Bay R.A.	7.7
		Duke Crew	7.6
		Kirkland House	6.5
		George Washington U. Women's Crew	5.1
		Shimmo Rowing Club	4.8
		Gunnery School	4.6
		Clark University	2.0
		Remex Rowing Club	1.7
		West Park S.S.	1.0
		California, U. of	0.0
		Drexel University Crew	0.0
		Jacksonville U. Crew	0.0
		Old Dominion B.C.	0.0
		Virginia, U. of, Women's R.A.	0.0
		Washington State R.C.	0.0
		Worcester State College	0.0

The Bride's Revenge

By Emory Clark

"M-mother, may I talk to you? It's important. It's about Harriet."

"Why Harry, I'm flattered. That's the first time you've called me Mother since you married my daughter. Of course. What's the matter?"

"Well you know she started rowing . . ."

"Oh yes. She told me. That must be wonderful, having her take up something you love so much. Now finally you can row together."

"Oh no, we can't row together, Mother, and I don't even want to row together. We can only afford one single and she's always out in it. She says she's training for the 1980 Olympics in Moscow."

"The Olympics! What a goal! That's something to have in common."

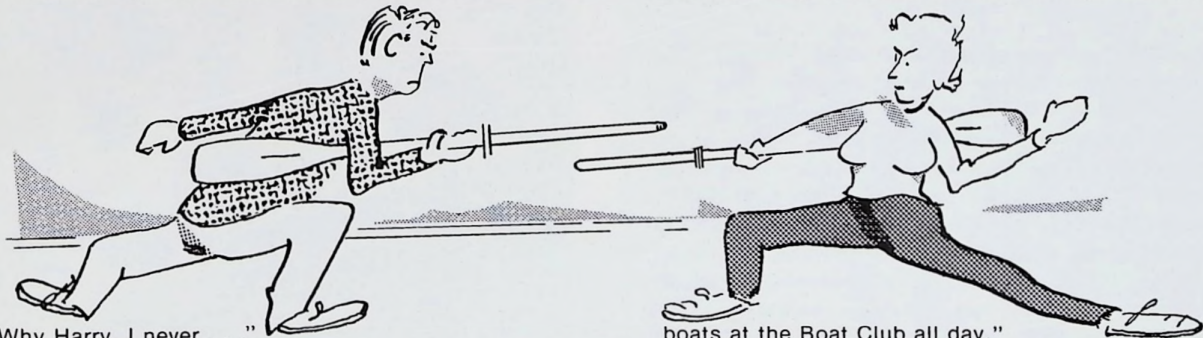
"Something in common! Mother, all she wants to talk about is her times in the 500's, whether or not she should row through the pin, and her inboard-outboard ratio, whatever that is. I never knew anything about that stuff when I was rowing, I just got in the boat and pulled."

"Well Harry, you have to admit she's looking a lot better since she started rowing — neat and trim now after the last baby."

"I'm sure she would, Mother, if I ever caught a glimpse of her; but she goes to bed as soon as she gets home and is gone in the morning before daylight. Says she has to get to the boat house before that gorilla of a Hammond girl gets to our single."

"Yes, but isn't it awfully healthy, Harry?"

"Sure it is. The other day in a supposedly friendly little wrestling match, she pinned me. Mother, she's 26, has two kids, and in the 5 years since we've been married I've never seen her sweat except when we're making I . . . ; well, I mean now she's doing squat jumps with a 30-pound weight clutched to her belly. Really, Mother, I used to like her a little softer. She's always asking me to punch her in the stomach and feel her biceps. I'd rather feel elsewhere . . ."



"Why Harry, I never . . ."

"I mean it Mother. The kids think she's going to be the next Muhammed Ali — but I'm no Joe Fraser. I mean why can't she act like a woman? I've had to cook every dinner for the last six weeks; sometimes a man likes to relax when he comes home from work."

"Oh Harry, you know you're a wonderful cook. Your father-in-law always enjoys your special steaks when we come over . . ."

"How I cook is irrelevant, Mother. I don't like to do it every night or even twice a week. Harriet says just to leave hers in

or . . . I wish she didn't row.

the oven and put the kids to bed and she'll clean up when she gets home. Aurghh."

"But Harry, isn't she preparing for a very important race, just like when you went to Boston for that Charles' Head Regatta?"

"I know, Mother, I know, but she's a woman after all."

"After all what, Harry? The two kids, the 4 o'clock feedings, the diapers, the bed-making, the cooking? Be fair, dear!"

"Mother, I didn't get married to be fair. I got married to have a wife, someone to build a home around, to have children with, to come home to, to love . . ."

"Harry, have you mentioned any of this to Harriet? Have you talked to her?"

"Mother, you remember how single-minded I was when I was rowing, how passionate — Harriet's the same way. If the President declared war on Russia, her first thought would be whether war would make her miss a workout and who she could get to babysit if my reserve unit was called up. It's not fair."

"But Harry, you just said . . ."

"I know, Mother, but there's fairness and then there's fairness; and besides that she loved to watch me row."

"But aren't you proud of her Harry? She's really working hard. What if she could win? I mean I hear they have women oarsmen in the Olympics. Oh, wouldn't it be lovely if our Harriet won a Gold Medal!"

"Of course, Mother. Not that she has much of a chance; but right now I can't find the disposable bags for the vacuum and the oven's broken and I don't know who to call."

"Maybe you can leave a note on the kitchen table for Harriet with your questions and a blank sheet for her to answer on."

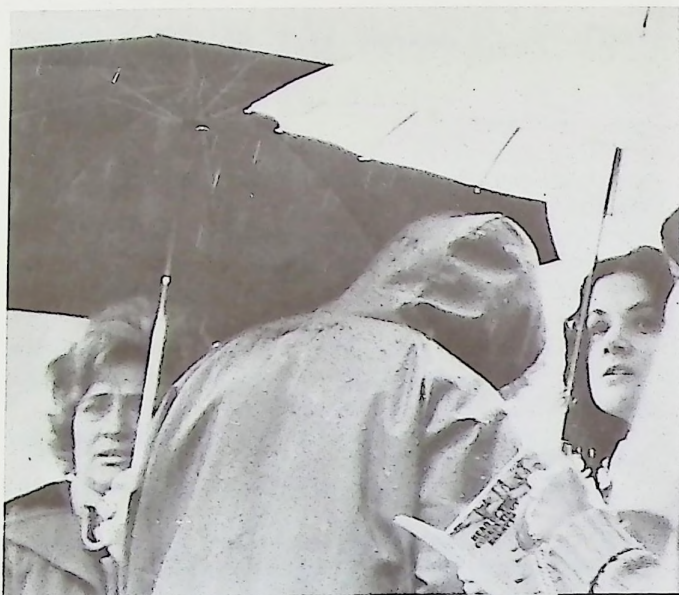
"Mother! Be serious. I've got real trouble, not the least of which is how am I going to make it to little Harriet's Parent-Teacher Conference next Friday when I'm supposed to be at a sales meeting in Omaha and Harriet says she'll be loading

boats at the Boat Club all day."

"Well, Harry, I know it isn't the most lady-like activity, I mean none of the girls at my Bridge Club have ever done it, but women do row."

"That's it, Mother. That's just it. You've put your finger on it. I wish they didn't. I mean I wish Harriet didn't. I mean I'd a lot rather have her watching me on the river with her on the bank. I guess I just don't want to share my sport. Is that selfish, Mother?"

"I think it is, Harry, but I don't think it is fatal — I never knew a man who wasn't."



MIDDLETOWN GETS ITS HEAD TOGETHER

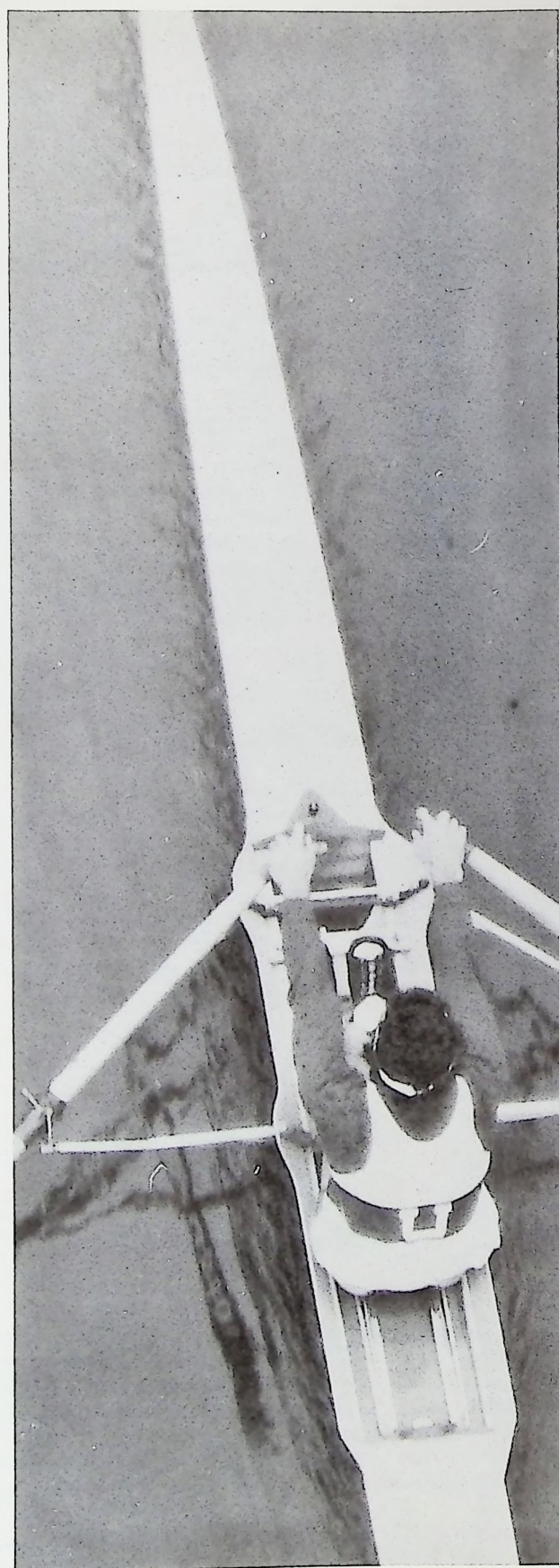
October 20, 1975

Dear Sir:

Concerning the Head of the Connecticut Regatta which was held on October 12th in Middletown, I feel Jack Smith and Company deserve the highest congratulations on a very well planned and well run regatta. Despite heavy rain and mud, he was able to marshal the efforts of some very qualified officials, The Middletown Police Department, The United States Coast Guard and a small army of volunteers to pull off a very smoothly run affair. The course was well buoyed and shut off to river traffic. The competitors were well dispatched from shore and, just as he has done with the past two New England Women's Championships on Lake Besek, Jack somehow arranged for the regatta to finish on time. With such a propitious inception, this regatta will be a welcome addition to the Fall schedule of river heads.

Yours truly,
James A. Raslavsky

The author of the letter is shown at the right on his way to winning the Singles event.



The First Annual Head of the Connecticut Regatta

By Jack Smith and Ely Leichtling

In spite of the cold rain, the first annual Head of the Connecticut Regatta turned into a major happening for the city of Middletown and the 600 competitors who participated. The idea of hosting a large regatta originated with the Middletown Harbor Improvement Agency in the hopes of drawing attention to the waterfront and the plans for massive improvements that may soon be put before the voters in a city referendum. A large number of spectators did turn out in spite of the weather, and the preparations for the regatta drew together a myriad of city resources who worked together to make the day a success. It was a full day of rowing in Middletown.

NAAO President Hart Perry thought the 2.7 mile course was excellent and that it was the best-run first-time Regatta he had seen. Over fifty clubs and five hundred oarsmen and women competed, and Perry felt sure the Regatta would grow tremendously next year. He was particularly impressed with the support given by the Middletown community.

Wesleyan crew coach Jimmy Joy and Middletown Rowing Club's coach Jack Smith were the leading forces behind the Regatta while Wesleyan's Essex Marine Lab planned out the course, Heuer timing equipment furnished the clockings, and McAuliffe Communications handled the officials' communications.

(Continued on next page)





New Haven's Junior Eight passes WPI.

Races were rowed over a 2½-mile downstream course that spanned the area of the proposed waterfront improvement plan. The ten events were not limited by NAAO classification as in most regattas, so that each race saw crews ranging from junior through elite entries. Results were compiled so that the overall finishing order was taken and within each event medals were awarded to the fastest crews in each NAAO classification. This format allowed some very fine young crews, notably the women's eight from Northfield-Mt. Hermon and a lightweight four from the Syracuse Charger program, to serve notice that our juniors are a group to be reckoned with.

In the first race of the day, Senior single sculler James Raslavsky of Undine Barge won in 13:31, eight seconds over Ted Van Dusen of Riverside Boat Club. Sy Cromwell of Riverside won the Elites with a time of 13:40. Erik Meyers of Potomac won the Intermediates in 13:44. Borden of NYAC won the Juniors in 14:24 and Charles Colgan of Vesper won the Veterans with a time of 16:09.

The next event was the Lightweight Eights, and to the great pleasure of the Middletown fans, Wesleyan captured the Gold with the time of 11:42, five seconds ahead of Marist College, with Coast Guard finishing six seconds off the pace.

The Women's Fours was captured by the New Haven Rowing Club in 13:19, a full fifty-two seconds ahead of second place New Hampshire.

In the Women's Eights Governor's Plate, a fantastic performance was turned in by Northfield-Mt. Hermon who won the Junior division, and finished first overall in the time of 13:22. The U Mass women rowed well and finished second, five seconds back, to capture the Intermediate division.

The Double Sculls were captured by the mixed double of Maggie MacLean (Vesper) and Calvin Coffey (College Boat Club) in the time of 13:51. Second were Jonathan Butler and Jeffrey Baker of Potomac, four seconds back.

The men's eights and fours drew a large field of entries, with Bill Stowe's Coast Guard and Blood Street entries fighting with Tony Johnson's New Haven group for top honors in the eights; and Syracuse, New Haven, and BU sharing the four-oared honors.

The rains subsided at the end of the racing, awards were presented, and the talk among the friends who had competed and organized the event was about rowing, Middletown, the Connecticut River, and the future.

Middletown grew out of the river and hopefully the annual Head of the Connecticut Regatta will be able to highlight the beauty and importance of the waterfront. All those involved with the Head's "maiden voyage" seemed eager to return next year and give it another row. The beautiful community of Middletown will be waiting with open arms.

RESULTS, HEAD OF THE CONNECTICUT

Singles 1. Undine (S) 13:31; 2. Riverside (E) 13:39; 3. Riverside (S) 13:40; 4. (tie) Northfield-Mt. Hermon (E) and Union Boat Club (S) 13:43; 5. Potomac (I) 13:44; 10. NYAC (J) 14:24; 19. Vesper (V) 16:09 **Lightweight Eights** (all I) 1. Wesleyan 11:43; 2. Marist 11:48; 3. Coast Guard 11:49; 4. Hartford Barge 12:07; 5. Connecticut College 12:22. **Women's Fours** (all I) 1. New Haven 13:19; 2. New Hampshire 14:11 **Pairs** 1. Syracuse Chargers (S) 13:21; 2. Marist (I) 13:27; 3. NYAC (E) 13:42; 4. Harvard (S) 14:03; 5. New Haven (I) 14:24. **Lightweight Singles** 1. Riverside (E) 13:48; 2. New Haven (E) 14:09; 3. (tie) Blood Street (I) and Narragansett (I) 14:12; 5. Choate (J) 16:39. **Women's Singles** 1. Cambridge 14:44; 2. UMass 15:57. **Eights** 1. Blood Street (S) 11:12; 2. New Haven (E) 11:15; 3. New Haven (I) 11:28; 4. Coast Guard (S) 11:32; 5. UMass (E) 11:37; 10. New Haven (J) 11:58. **Lightweight Fours** 1. Syracuse Chargers (I) 12:44; 2. New Haven (E) 12:50; 3. NYAC (E) 12:54; 4. New Haven (I) 13:13; 5. Worcester Polytechnic (I) 13:23; 6. Middletown (J) 13:57. **Women's Eights** 1. Northfield-Mt. Hermon (J) 13:22; 2. UMass (I) 13:27; 3. Trinity (I) 13:29; 4. Simsbury High (J) 13:41; 5. Middletown (J) 13:54. **Double Sculls** 1. Potomac (I) 13:55; 2. NYAC (J) 14:04; 3. Choate (J) 14:38. **Mixed Doubles** 1. Vesper/College Boat clubs (S) 13:51; 2. Vesper/College (S) 14:10; 3. UMass (I) 14:26; 4. Worcester Poly (I) 14:44. **Fours** 1. Syracuse Chargers (E) 12:51; 2. (tie) New Haven (E) Boston U (I) 12:55; 4. New Haven (J) 13:00; 5. Hartford Barge (I) 13:14; 6. Syracuse Chargers (S) 13:19.



William Kuehn, Director of Municipal Development, posts results at Regatta Headquarters.



Middletown girls at the halfway point.



Middletown Junior Lightweight winners.

THREE and FOUR STROKE ROWING TIMERS

HIGH GRADE 7 JEWEL



MINERVA 142-L
3-STROKE
Instantaneous
Re-start feature
Large size
\$78⁰⁰



GALLET 418-WR
3-STROKE
Standard size
List — \$129.00
\$90⁰⁰

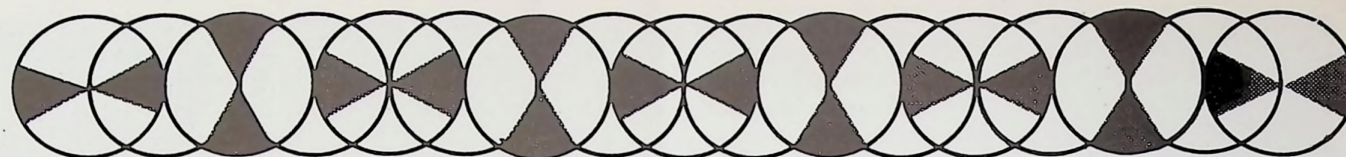


HEUER 403.914
4-STROKE Large size
New fiberglass lightweight
water protected case.
List \$84.00
\$67²⁰

STOPWATCH REPAIR PROBLEMS?
We are now responsible for the stopwatch repairs for over 100 schools, colleges and many athletic organizations throughout the U.S..

SPECIAL — FREE Stopwatch Repair
Forms upon request . . .

FELDMAR WATCH CO., INC.
9000 W. PICO BLVD., DEPT. OA
LOS ANGELES, CALIF. 90035 • (213) 272-1196



CYCLING AND ROWING

Train for the pain

By Robert Lea and
Bennett Jones

Is rowing a sport for fanatics and lovers of obscure skills? Compared to baseball, basketball, football and other media favorites, possibly so. But what the media and perhaps many oarsmen do not know is that oarsmen have something in common with several other so-called obscure sports, such as cross country skiing, speed skating and cycling. Seen in this perspective, we are members of a much larger community than we might have realized.

As self-styled members-at-large of this community, the authors of this article would like to introduce oarsmen to one of their kindred sports — cycling. We were once scullers of some dedication, who, having become acquainted with the nature of our sculling limitations in no uncertain terms, were seduced by the notion that somewhere there was a sport for which we had more talent. It was a pleasant and rather harmless delusion. Why did we have to put it to the test of reality?

It is quite natural for an oarsman to think that he might make a good cyclist. The basic position is similar: you sit on a seat, hold on to handlebars and push with your feet. The leg and lower back power of the oarsman, his circulatory conditioning and his legendary toughmindedness would seem to make him well suited to pushing pedals, and perhaps find him even better trained for it than an experienced cyclist who has never done more than spin his pedals and slip stream his teammates. So we thought.

We each have our own tales of cycling woe; but lest our readers suspect that we could no longer make the grade as scullers, as well we might not, we offer the following excerpts from a letter written by a current oarsman of international caliber:

"I went to an informal bike race today, similar to the one I did last year around this time. The

course is 2/3 mile around, on campus, with two sharp bends, one very sharp, following a downhill, with decreasing radius, with concrete posts to hit if you don't make it, with a thick layer of leaves all over the road both before it and in it, etc. I was intimidated. The race was 15 laps; I got away first, was closely followed for about 4 laps, then drew away. After 10 laps I was passed by a guy who I didn't worry about because I thought I had just lapped him — wrong guy: the guy who passed was the winner. Then two other guys came up and sat on my tail; I tried to get them to pass, but they wouldn't under any provocation, so in the last lap I was a sitting duck, and they both got by. Part of my problem was the gears — I spent most of my time fumbling with the shifters and constantly found myself climbing hills in high, etc., part of the problems was tactics — when ahead I should have kept pushing harder, but the real basic problem was that I didn't have it physically. After about five laps I was ready to die. I hurt ten times as much as I do doing 500's in the boat. I don't know how you do it. I'm not in the shape I was in the summer, but it's still not bad — pulse rate in mid-40's in the morning. I'm sure that objective tests would show my fitness comparable to a good cyclist. But get me on a bike, and I'm a joke. I am afraid my debut in serious bike racing will have to be indefinitely postponed."

Is it really surprising that an average cyclist can blow one of our best scullers off the road? Let us look at what a good

road racing cyclist has to prepare himself for, and how he goes about it. Road races are frequently one hundred miles long, over steep hills, and held in all sorts of weather. Thirty to one hundred and fifty riders may show up at the start. For the first hour the pack may cruise along at 25 miles per hour. The more aggressive riders are rotating the lead up front, breaking the wind, while the rest hang on behind, cranking their pedals over at a mere 110 revolutions per minute. Many cyclists will find just sitting in the pack too hard and fall by the way side. But even for those who do hang on, the moment of reckoning is only being postponed. At the first major hill, the stronger riders will probably attack. They may charge a 20-minute climb, and if you cannot stay with them, you will not see them again.

Let us say that you do "make the break" and go with them. Climbing a steep hill as fast as you can is, minute for minute of suffering, like racing 2,000 meters in a single. But it goes on, and on, and on; even if you make it to the top with the break, you may have three more hours and many hills to ride.

"How do they do it?" you may wonder as you roll off the back of the pack while the stronger riders are breaking off the front. A good road racer rides 12,000 miles a season, often more. He will try to ride 80 miles a day. Early in the season he rides slowly, spinning at a high cadence, trying to develop flexibility and smoothness. As the season progresses he begins to ride hard, working on the hills and doing intervals.

The reader by now will have realized the nature of our delusion. Perhaps he will have had similar dreams himself. In any case, it was simply our wish to discover a weaker race of human beings where we could be champions without all the work and anguish we knew we had to suffer as oarsmen. Our several rude awakenings on a few New England hills dealt heavy blows to the last shreds of narcissism invested in our delusion. But after our loss of innocence, we made the happy discovery that we had a great deal in common with cyclists simply by virtue of having been serious oarsmen. We found that we shared more than usage of muscle groups. To be sure, riding a bike is very different from rowing a boat. However, at a deeper level we found the human experience remarkably similar. I am tempted to say that cyclists are even more fanatical about their sport than oarsmen — but that could not be right. They train long hours, race in all conditions, suffer multiple outrages through the inept and arrogant usage of motorized vehicles, love their equipment, carry it with them on their vacations, talk incessantly of their sport,

invest enormous amounts of energy in their training which simply is not available in other areas of their life, and cannot possibly explain the attraction of their sport to an outsider. Finally, there is the familiar respect for the dogged rider who just will not give up, for the tireless rider of superior physical condition, and for the brilliantly talented rider. In all this we felt that we had re-discovered what was universally human in our rowing experience: the ambience of post competition fatigue, that good burnt-out feeling, and the rambling talk which brings the events of past and present competitions together in a timeless present. In all of that it is easy to forget whether we rowed a boat or bike.

There are, however, some interesting points of contrast between the two sports. Oarsmen are especially concerned with strength and endurance. These are important to a cyclist too, but in order to use them, he must develop flexibility. It is by maintaining a pedal cadence of over a hundred that he achieves the circulation his legs require for replenishing their strength and maintaining endurance. He will spend most of his training hours just spinning his legs. We have often wondered among ourselves whether oarsmen ignore flexibility to their disadvantage. Being single scullers, we have noted that not all successful sweep oarsmen can move a single with commensurate speed. Lack of suppleness may be a limiting factor in successful sculling. Perhaps long distance, pre-season sculling with light power would be a good remedy — thirty miles a day (assuming that you are unemployed).

Cycling requires different mental strengths. First, there is a lack of tangibility in cycling pain. In rowing, the individual strokes give you a handle, if you will, on your suffering. It is tangible, and you can master it in a concrete way. When you are dying at the end of a race, you can always think one stroke at a time and work your way through the last 40. On the bike the pain is pervasive and ill defined. Spinning at 120 revolutions per minute does not permit a clear breakdown into something manageable like the last stroke. You just feel helpless before a generalized agony with which you cannot come to terms. It is very much like the physical equivalent of psychological anxiety in its unmanageability. Secondly, the length of the race calls for a different kind of mental attitude. What do you do when you have been riding as hard as you can for an hour, you feel that you cannot last another five minutes, and you have three hours to go? It is a little worse than feeling dead with only 500 meters gone. It is also common to feel depression on long races. This may be caused by

(Continued on next page)



photo: Jones

U.S. National road champion and occasional sculler, John Allis, leads a break through a corner at the Walpole, Massachusetts, 50m criterium.

the prolonged physical strain, but may also be related to the inability to cope with long periods of diffuse, but intense, suffering. Thirdly, a road race requires moments of intense work similar to whole 2000 meter races followed by only slightly less intense periods of work during which one must recuperate. These moments of intense work are required when someone breaks away from the pack. In cycling you cannot ride your own race knowing that what your opponent expends in the first half of the race will cost him double in the second. Usually if you do not go with the break, you will not see those riders again until after the race, so when there is a break, you ride as if the finish line were in sight and hope you can recover later. This brings us to the fourth point; strategy is not just bluff as it is in rowing. If there are five equally talented riders in a pack of 50 poor riders, and four of those get away while the fifth is caught in the pack, then he is more than demoralized. It may be physically impossible for him to ride the four others down.

Cycling can be dangerous. Have you ever ridden in a pack of 50 bicycles, six inches behind the wheel in front of you, riders tight at both elbows, and more close behind? It is a frightening experience. There are multi-bike crashes; there are high speed crashes while descending hills, and occasionally there are malicious maneuvers from overly competitive riders. The good riders rarely fall, but look closely and you will see the scars of an old road rash. However, you take your life in your hands if you ride in an informally organized race with a lot of inexperienced riders. This is where the bad accidents are most likely to happen. Rowing, on the other hand, is not a contact sport. In 18 years of rowing we have seen a few collisions and heard some dire threats, but never have we heard of one oarsman laying a hand on another.

So far we have described cycling from the point of view of the long distance road race which is the most widely publicized cycling event. The three main types of events are the road race, the time trial, and the sprint. These events may be ridden by an individual or a team. There are seven Olympic cycling events. On the road there are two: the 180 km race with four individuals from each country, and the 100 km four man team time trial. The rest, on the track, are matched sprint races between individuals or tandems, and time trials. In the 1000 meter event there is only one contestant on the track at a time, but in the 4,000 meter individual and team pursuits, the competitors start on opposite sides of the track.

Another popular variety of road racing is the criterium, a multi-lap race on a tight circuit. If your ideal of a classic holiday race has been the Independence Day Regatta in Philadelphia, you are sure to want to spend Memorial Day touring the scenic commercial district of Somerville, New Jersey.

In the winter, another breed of cyclists comes to the fore, getting thrill by charging through the woods and streams and scurrying up hills carrying a bike, practicing cyclocross. However, the type of racing that would seem to be the most suitable for oarsmen is time trialing. First place in your state or district 25 mile championships will give you an opportunity to compete for a U.S. jersey — but think hard about 56 minutes. Or better yet, if you want a chance to use your legs, lower back muscles and circulatory strength where a minimum of bike handling skill and pedalling technique is required, you might try the Mount Washington hill climb in September. You only need to average 8 miles per hour during the 4,700 foot vertical rise to break John Allis' record of 1:01:39. It is a spectacular event and well worth doing once a



UNION BOAT CLUB OF BOSTON

ORGANIZED MAY 26, 1851

DEDICATED TO THE
ENCOURAGEMENT OF
PHYSICAL EXERCISE

Write or Call:

UNION BOAT CLUB
144 Chestnut Street
Boston, Mass. 02108
617-742-1520

MIAMI

GATEWAY OF AMERICAS

JOIN US:



ROW 12 MONTHS OF
THE YEAR

INTERNATIONAL
REGATTAS

MEMBER OF N.A.A.O. & S.I.R.A.

MIAMI ROWING CLUB

CONTACT: DENIS BETZHOLD
2359 CORAL WAY
MIAMI, FLORIDA 33145
PHONE: (305)-856-5792

FRANKLIN MOTOR INN

Benjamin Franklin Parkway at 22nd Street
PHILADELPHIA

300 ROOMS • SWIM POOL

Cocktail Lounge • Dining Room • Dial-A Phones •
TV (7 Channels) & HiFi in Each Room • Individual
Room-Control Air Conditioners • Free Ice Dis-
pensers • Meeting Rooms (up to 150 capacity) •
Special Group & Family Rates—No Charge for
Children Sharing Parents' Room



you CAN have it both ways!

- be right in center of town
- and next to Boat House Row, too.

Philadelphia's only in-town Motor Hotel with
FREE Ground-Level Parking, is but a step from
the Park and River. Parking area accommodates
your largest shells and our team facilities will
make you right at home.

Write or Call for Brochure,
Rates and Reservations (215) LO 8-8300

a lifetime. While there, you might also want to take advantage of the 105 mile road race through the notches that the sponsors provide the day before for limbering up.

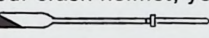
Buying a racing bicycle can be confusing. Basically there are two types, track and road. The former has neither brakes nor freewheel and only one gear. Although it is designed for use on the track only, it is sometimes used on the road during early season training in order to develop suppleness and pedalling technique. A road bike has brakes, freewheel, 10 or 12 speeds and costs from \$70 to \$1,500. Desirable characteristics of a frame are lightness, stiffness, strength and responsiveness. These are a function of the design geometry, the quality and thickness of the tubing, its connections, and the builder's craftsmanship. Short wheel-based, competitive racing bikes weigh between 18 and 24 pounds and usually cost at least \$500. Touring bikes have a more comfortable, long wheel-base and generally are a little heavier. Though they are usually cheaper, you can still manage to spend \$1000 on one if you try hard enough.

As with many things, you get what you pay for. If you buy an expensive machine, you have bought aesthetic satisfaction as well as precision and reliability, if you maintain it well. In regards to performance, price does indicate a difference. Brakes, for instance, cost from \$10 to \$120 per pair, and any one is capable of locking up a wheel. Because a skid can burn a hole through a light racing tire, when you are travelling at 35 miles per hour six inches off of someone's wheel, you want precise control. Most competitive bicycles come with tubular, or "sew-up" tires. These are quicker than the usual "clincher" variety with interchangeable inner tubes,

but also more vulnerable to glass and the hazards of city streets. Although tubulars are easier to change, they are much more difficult to repair; many competitors train on clinchers to the benefit of their wallet, but they have another set of wheels with tubulars for race day.

The size of your frame and riding position is important. The frame size should be 10 to 12 inches less than the distance from your crotch to the floor. That is, if your crotch height is 35 inches, you will want a 23 to 24 inch frame. Standing on the floor, you should be able to comfortably straddle the top tube. Racers tend to use the smaller frame size, the larger being more comfortable four touring.

The height of the seat should be set to make the distance from the top of the seat to the top of the pedal, at its furthest extension, equal to 107% of the crotch to floor measurement. Seat height can also be determined by sitting on the seat, placing your heels on the pedals and spinning backwards. You should be able to spin slowly without having your pelvis rock from side to side. Many inexperienced riders have their seats much too high with adverse effects on technique and comfort. The handle bars should be about two inches lower than the seat.

If you want to race, go out and ride several thousand miles in your lowest gears developing your spin. Your bike shop can usually put you in touch with your local club, and you should join them on training rides in order to improve your bike handling techniques and through them join the Amateur Bicycle League of America. Once you have received your provisional license and bought your crash helmet, you are ready to go out and ride like hell. 



KASCHPER RACING SHELLS LTD.

Assisting oarsmen winning many national and international events, including gold and bronze medals at the IV World Youth Rowing Championships in Montreal '75.

.....

The Kaschper building method, working three wood veneers onto a special mold, assures a much stronger than normal shell with skin free of nails, screws and vulnerable joints.

For further information please contact us at:
P.O. BOX 40, LUCAN, ONTARIO, CANADA

OLYMPIC DEVELOPMENT



USOMRC SELECTION PLANS FOR MONTREAL GAMES



SWEEPS

By Jack H. Frailey

At its meeting of November 13th, the USOMRC voted to establish the following:

I. A Trials Camp for the Eight

1. A Trials Camp to aid in the selection of an unchallenged eight will be conducted by Coach Rosenberg in two sequential sections, the first of which will be in Florida, at a site to be determined, from January 3 through 16, as announced in the September/October 1975 issue of *The Oarsman* (page 20).

2. At the conclusion of this initial period, sixteen oarsmen and two coxswains will be named as eligible to attend the continuation of this Camp, to begin April 3 at a site yet to be determined.

3. In the interim period, these eighteen will undergo training and competition at the locations convenient to them and Coach Rosenberg.

4. A final selection of twelve oarsmen and two coxswains will be made by Coach Rosenberg on May 9, from which the eight will be formed at a later date. Following the selection of the final 9, the four oarsmen and coxswain not selected may form a four-with or pairs to enter the open Trials Regatta scheduled for late June, the exact dates to be determined at the USOMRC meeting in January 1976.

II. A Trials Camp for the Straight Four

1. A second Trials Camp to result in the selection of an unchallenged coxless pair will be convened on May 10 in Philadelphia, under the direction of Dietrich Rose.

2. Attendance at this second Camp is by invitation only. The 4 oarsmen excluded from the 8 Camp on May 9 will automatically be invited plus such additional oarsmen as will be decided at the January meeting of the USOMRC.

III. Trials Regatta(s)

1. A Trials Regatta or Regattas will be conducted according to a schedule to be approved at the USOMRC January meeting, from which the Olympic coxed four, coxed pair and straight pair will be chosen.

SCULLING

By Ernie Ariett

I have been asked to outline my intentions for the 1976 Olympic Sculling Camp. Judging by the interest and enthusiasm expressed by many scullers throughout the country, who after all are the people that matter most, the camp idea has to be a good one. My personal thoughts are that by assembling the best talent in the country and by working to produce the fastest sculling crews possible, the camp will be successful.

I hope that permission will be granted to hold the camp at Lake Carnegie in Princeton, New Jersey. I believe that this site is ideal for scullers, offering an atmosphere where they can enjoy their sculling and work toward getting the fastest combinations to compete in Montreal.

The camp will commence immediately after the Olympic Singles Trials, which I hope will take place on Sunday, June 6th and not as previously announced (Saturday, June 5th). Invitations will go to some twelve or so scullers based on satisfactory performances in the Olympic Singles Trials. Double scullers who may be concentrating on the double specifically will, I hope, enter for the Singles Trials. Again, satisfactory singles performances will afford them invitations to the camp to continue their training in the double. Also, with the added opportunity of being considered for the quad if not successful in the double trials (Saturday, June 12), doubles may be formed in the camp to enter for the double trials. Selection for the quad will be based on further trials in singles, double combinations, and quad combinations. Entries have to be in for the Olympics by June 25, which will allow two weeks for trials. The Olympic regatta starts on July 17, which gives a further three weeks for the selected quad to produce their best racing speed.

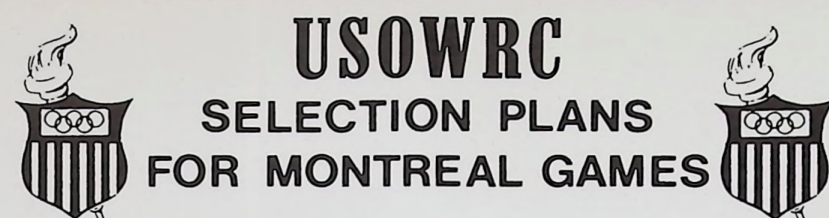
I would not venture to name specific scullers at this stage who might attend the camp. Suffice it for me to say that the response from the number of active, experienced scullers, and from some twenty or so newcomers who I have seen and feel generally show good potential, will be a big asset to our effort.

This country has produced some very fast scullers over the years. Some took several years to develop, while some hit the headlines in their first year of competition, but they all had these things in common: total commitment to the work of becoming champions; dedication to the sport; and a backlog of hard work giving them superb condition which allowed them to match the opposition at any point of their races. We have some catching up to do, but if we set our minds toward the necessary degree of physical fitness required, and work diligently both on the water and on land, we will go to Montreal with confidence and follow in the path of those past champions. I think our chances for sculling success in all boats is good.

IMPORTANT NOTICE

The USOMRC seeks to lease a quadruple and several double sculls of racing caliber for the month of June, 1976. It is prepared to pay a reasonable sum for this rental, and asks that interested parties contact Jack Frailey, 66 Martha's Point Road, Concord MA 01742.

OPMENT PLANS



SWEEP TEAM

The eight and coxed four will be selected in a National Camp, and both will be unchallengeable. This was passed by an 11 to 1 vote of the Olympic Committee, supported by the athletes, who were polled to reveal 95% support for the eight's being in the camp, and 80% support of camping the four. The coxless pair will be selected in an open trials regatta to be held in the East as late as possible — the exact site and date will be announced.

Harry Parker will again be head coach of the camp and will coach the eight and possibly the four as well. He will select two assistant coaches. Two of the four sweep spares allocated by the Olympic Committee will be chosen at the camp, which may enter a pair in the Trials. The winner of the Trials will be the Olympic crew while the second place pair will act as spares for the team.

We are requesting four coaches, two for sweeps and two for sculling. The small boat sweeps coach will be selected by the Olympic Committee after the pair Trials, and may coach the four with cox as well as the pair.

The National Champion pair will have its transportation and that of its shell funded to the pairs Trials, and will also receive room and board funding for a maximum of four days at the Trials. If a pair which has not previously been funded because it did not win the Nationals or did not come from the camp finishes first or second, that pair will receive similar funding.

The camp, beginning May 17, will again be in Cambridge, although after selections are made it may move. Due to the compressed schedule, the camp will not be open as in 1975, but will operate on an invitational basis for about 30 rowers and four coxswains.

In view of academic scheduling difficulties, selected athletes will be allowed to arrive at the camp at a later date. Because Mr. Parker is hoping to form the eight by June 12, no latecomer could arrive later than June 5. Any athlete with a problem is encouraged to explore alternatives to exam schedules as early as possible; upon request, I will write appropriate school officials requesting special consideration of athletes' cases.

Mr. Parker must prepare Harvard crews for a race on June 12 and will be absent from Cambridge for five to seven days; the Olympic Committee unanimously voted that he should be the camp coach even with this difficulty.

The camp will be fully funded from May 17 until arrival in Montreal. Any athlete selected for the camp will have her transportation expenses to the camp and home again (if she should be released) fully funded. An athlete arriving earlier to train will, if later selected,

also receive reimbursement on presentation of travel receipts.

No pre-Olympic competition is planned, as none appears feasible.

Exact pre-selection procedures are still being considered and will be communicated. Meanwhile, Mr. Parker has stated a preference that all college athletes row with their teams during the spring racing season. He will make several visits around the country to observe candidates, though the only plans finalized thus far center about April 3 when Harvard will be racing in the San Diego Crew Classic.

SCULLING TEAM

Tom McKibbin will be the head sculling coach both for the Olympic Games and the sculling camp which will be held in Long Beach, opening on May 17; the program will begin with a trials regatta for the Olympic single sculler, who will continue training in the camp. Based upon the singles race, Mr. McKibbin will select a maximum of 14 others to form an unchallengeable quad and a double, challengeable in Long Beach on the Nationals course two or three days before the Nationals begin. The winner of that challenge will then name the assistant sculling coach. Our Olympic effort will be aided if no one puts in a frivolous challenge.

We have been allocated two sculling spares for the Olympic team to be chosen by Mr. McKibbin. He has indicated that he will enter the Olympic sculling team in the NWRA Nationals, though he states no other plans for pre-Olympic competition.

Funding for the sculling camp will be on the same basis as for the sweeps camp.

APPLICATIONS

Applications are not required for either camp primarily because the coaches are familiar with many of the athletes. Mr. Parker will have an opportunity to evaluate any interested sweep athletes, including newcomers, at various observation and evaluation sessions. Any interested athlete should contact the appropriate coach:

Sweep Coach

Harry Parker
Department of Athletics
Harvard University
60 Boylston St.
Cambridge, Mass. 02138

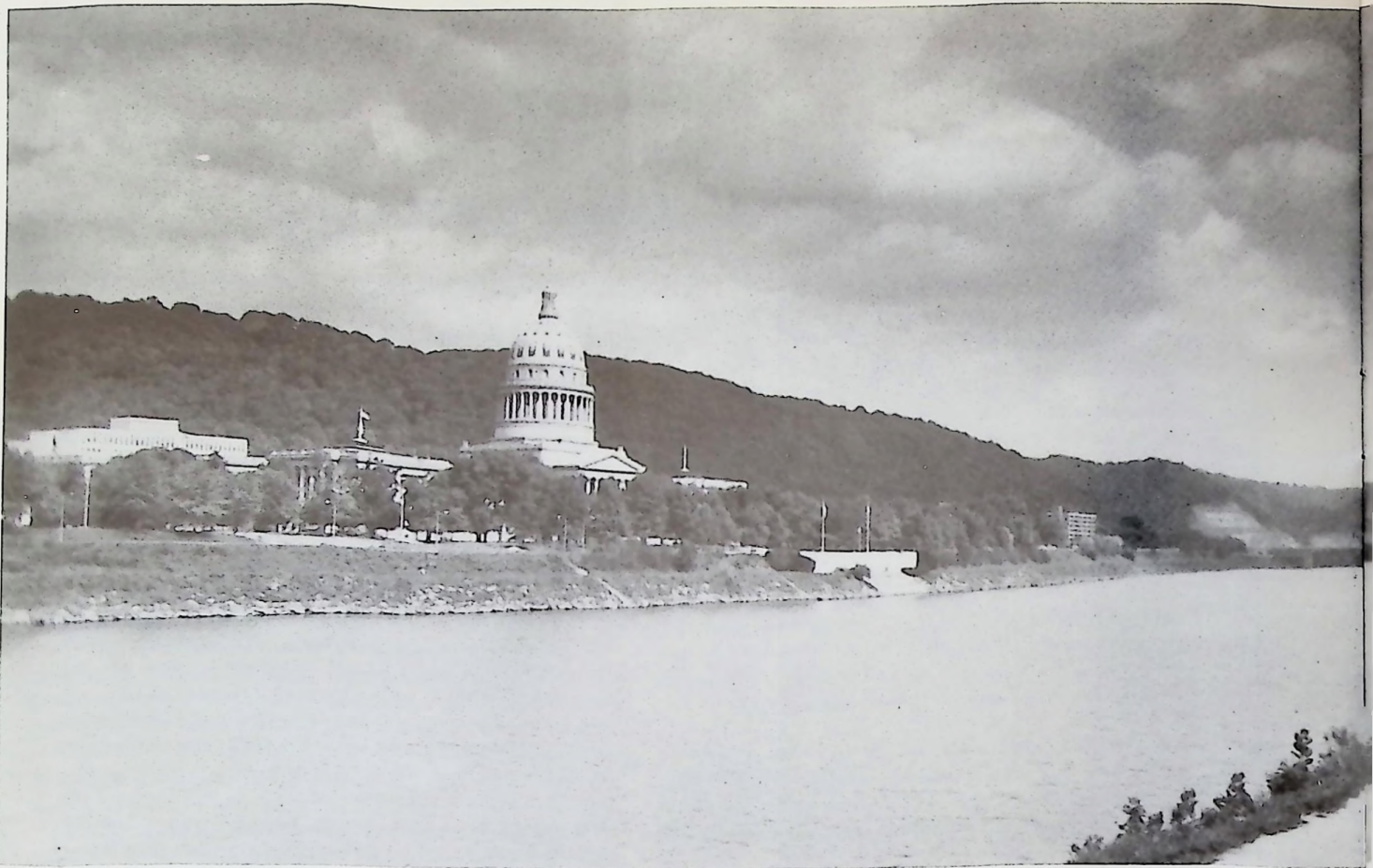
Sculling Coach

Tom McKibbin
1931 Port Bishop Pl.
Newport Beach
Calif. 92660

What more can we say, except GOOD LUCK! This country's women seemed poised for an outstanding Olympic effort, and we hope you all profit from training towards that goal. With best personal regards,

Peter E. Lippett
Chairman, USOWRC
407 Sansome St.
San Francisco, Calif. 94111

photos by Leo Chabot, Charleston Gazette



Morris Harvey's rowing course on the Kanawha River, site of the Governor's Cup Regatta, with West Virginia's state capital in the background.

GOVERNOR'S CUP

By Peter Zandbergen

The 2nd Annual Governor's Cup Regatta, sponsored by Morris Harvey College, was again held on the Kanawha River in Charleston, West Virginia. Beautiful weather and water conditions greeted the mid-America participants, and with the help of the local Coast Guard auxiliary even the West Virginia coal barge traffic was halted long enough to allow the regatta to proceed unhindered. This year's competition included Marietta College, Georgetown, Mercyhurst, Marietta High School, Parkersburg High School, and race host Morris Harvey.

From the outset of the regatta, Marietta coach Ralph Lindamood's oarsmen set the stage for a day of success as the "Pioneers" went on to sweep five of eight races. Marietta led off the schedule with a convincing victory in the Frosh Eight over Mercyhurst as the Lakers trailed by open water. Morris Harvey next won the Men's Pair Without by defeating second place Georgetown with Marietta the closing crew. Marietta then followed with a string of victories including the Varsity Fours, JV Eights, and the Frosh Fours.

Rowing at 1000 meters, the women from Morris Harvey powered down to the finish wire as they won the Women's Varsity Eights by nine seconds over Mercyhurst. In the regatta's high school division, Parkersburg High School's

Eight, although hard pressed, held on to defeat Marietta High School by approximately two seconds.

Varsity Eight competition between Morris Harvey and Marietta proved to be one of the most exciting and challenging races of the day. Both crews battled back and forth exchanging the lead several times throughout the race. Marietta then appeared to gain control at the sprint and went on to defeat Morris Harvey by a scant one and one-tenths seconds. Marietta covered the 1500 meter course with a time of five minutes and eight-tenths seconds. By virtue of winning the Varsity Eight oared event and successfully defending their title, Marietta returned to their Ohio campus with the Governor's Cup, a solid silver cup and tray. For competing in the regatta, each oarsman received a Morris Harvey betting shirt. In addition, each first place winner in the eight events was awarded a West Virginia medallion as a memento of the regatta.

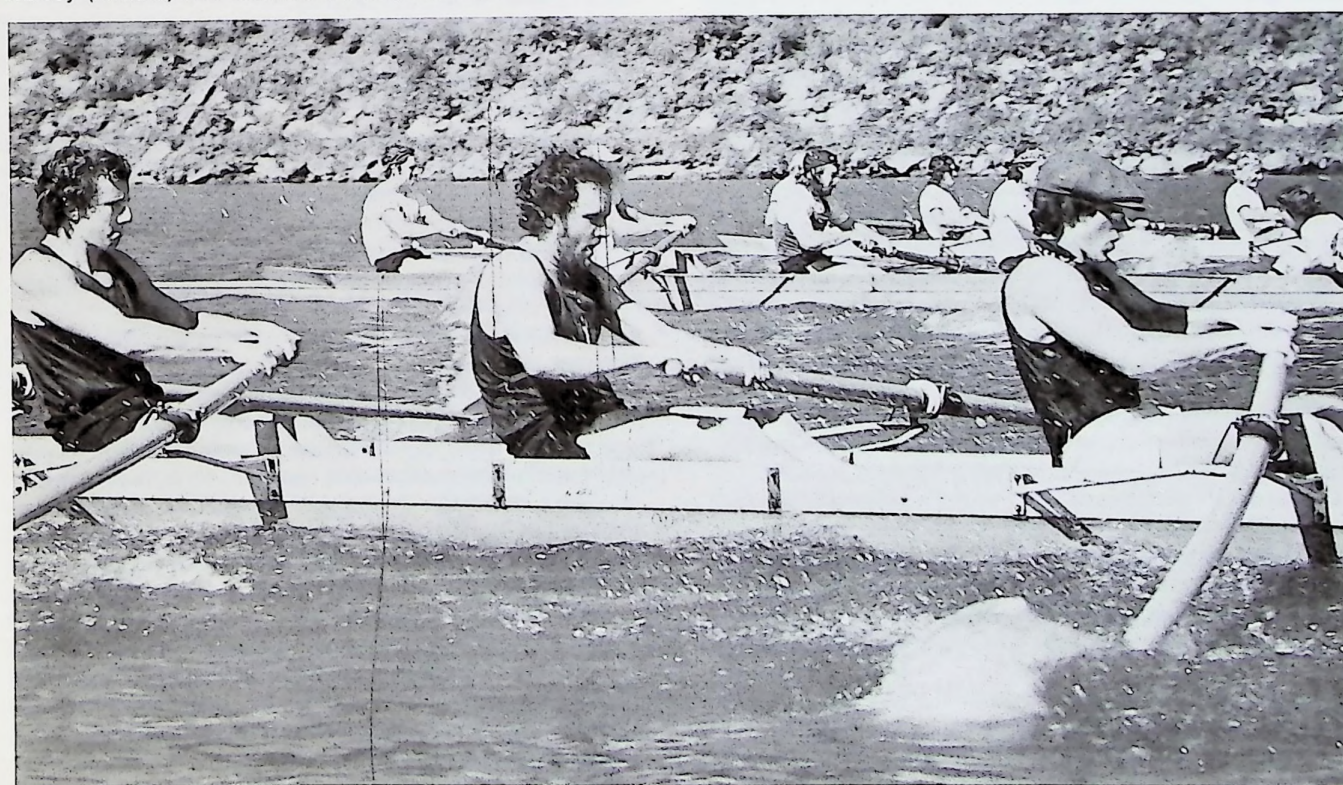
RESULTS

Frosh - 8's Marietta, 5:30.8; Mercyhurst, 6:24.2 Men's Pair W/O Morris Harvey, 5:28.1; Georgetown, 6:12.2; Marietta, 6:21.2 Varsity - 4's Marietta, 5:32.2; Morris Harvey, 5:42.4; Mercyhurst, 6:12.4 JV-8's Marietta, 5:11.4; Morris Harvey, 5:28.6 Frosh-4's Marietta, 6:21.3; Mercyhurst, 7:33.6 Women's Varsity-8's Morris Harvey, 4:19.0; Mercyhurst, 4:28.1 High School-8's Parkersburg H.S., 5:25.3; Marietta H.S., 5:27.8 Varsity-8's Marietta, 5:00.8; Morris Harvey, 5:01.9



Varsity Fours off the line. Mercyhurst (foreground), Morris Harvey (middle) and eventual winner, Marietta.

Morris Harvey Four.



A ROWING SAGA

By Samuel Milgrim

I must have jumped three feet as the alarm clock went off. Dumbly, with unseeing eyes, I made a grab for it. If I failed to turn it off, at least I could kill it. With the sound at last at an end, my eyes focused on the hands. It couldn't be seven o'clock — not already. It was. I am as devoted to crew as anything else, but even devotion has its bounds and mine ends between the hours of 2 A.M. and noon. But here I was getting up to accompany eighteen crazy guys and an equally insane coach on a jaunt across Lake Cayuga.



It had never been done before: 27 miles from the Ithaca College boathouse to Wells College and 27 miles back. It had been attempted in past years, but the first time it was abandoned due to high winds, the second to sinking. So here we were in September, 1975 and we were going to try again; but this time I was smart. When asked if I would row I said no, but then countered with an offer to drive the launch that was to accompany the two shells. So promptly at 7:30 A.M. I arrived, a beer in one hand and a donut in the other.

A warning light should have gone off in my head as the coach approached me smiling. I've rowed for seven years and I know that a coach only smiles when you're about to be in a lot of trouble. "Sam," he said, "why don't you grab your oar and take it down to the dock?" For a moment my heart jumped; that was until I realized that of course he wanted it along as a spare. So I grabbed my oar and innocently walked towards the dock. "By the way Sam," he said, "did you happen to bring your rowing stuff?" My mind shifted to high gear as I reviewed my official excuse list in my head. "Well coach, I have a ruptured spleen and . . . It's my back, coach . . . It's a Buddhist holiday and . . . I have a social affliction..." I realized too late that I had not properly prepared for this eventuality. I had neglected to blow my nose and limp whenever the coach came in sight for the last week. "Sam," he said, "it seems that one of the boys got in a fight last night and just can't make it, so if you don't mind why don't you row 2?"

"I'd love to coach but I really should go do the ergometer and then maybe run five miles and . . ."

"Nonsense Sam," he said, "why don't you just come along?"

I had a feeling he was going to say that, so with a dumb look on my face, limping and blowing my nose, I walked towards the dock with all the eagerness of a condemned man ascending the gallows.

Between blowing my nose and limping, I called out my number and my boat pushed off. After the first five miles, I realized how foolish I had been to try and beg off because I felt pretty good. The coach felt better, he was on his fifth beer. At that rate, we figured he had to have a couple of cases stashed in the launch.

The angular part of one's anatomical structure is sore enough after a regular workout, so to protect ourselves we had all taped padding to the seats. A smart move, except that we were all so high that it was nearly impossible to row. We somehow remained in this state between three to five minute breaks every half-hour. The time off barely allowed us time to tape the legion of blisters popping up all over. Eventually, most of us had only one blister. It started at our index fingers

and went to our toes. Below everything, diaper rash began to rear its ugly head as wet rear ends in wetter shorts continually rubbed on wettest padding.

We were at least all thankful for the calm water and weather conditions. I distinctly remember thinking that as I heard a muffled scream behind me. We were suddenly engulfed by a wall of water.

Anyone who has gone down in a shell will tell you that it is indeed an interesting experience as one watches the water creep over one's foot boards and the riggers begin to become more like hydroplanes.

"How high is the water men?"

"Well coach, it's about up to our ankles (muffled scream). Well, a bit higher."

"Okay men, just a few more miles to the point and then an easy row to Wells."

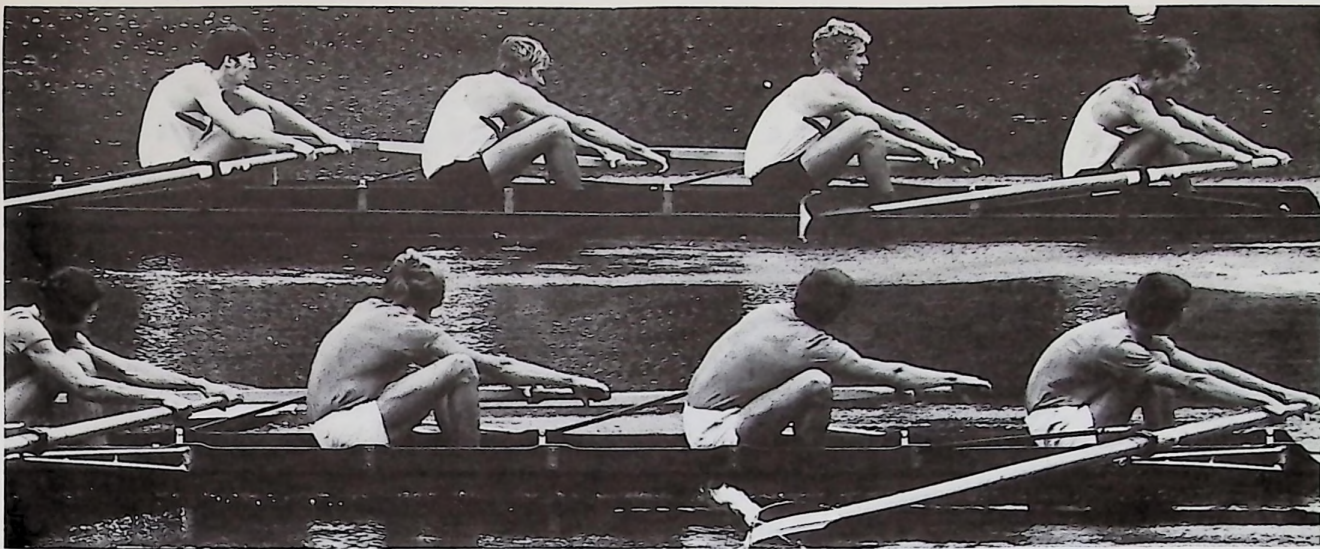
That was great news because by now the orange juice that we had imbibed on the way was becoming well mixed.

One thing about rowing that is learned quickly: there is a difference between a coach's measure of distance and an oarsman's. So as the "few miles" stretched on and on it was no surprise. Then suddenly — Wells! Only a short row in and then a break, we thought. Wells has no women's crew, so all the docks at the Wells College boathouse are ideal for any type of boat as long as it has three feet of free board. We did not qualify. "Let's try the beach men." Anything on Lake Cayuga bordering the water is called a beach. And so we vaulted into the ice cold waist-deep water and walked from rock to rock (all had been sharpened and/or greased by some vicious opponents) with shells held high overhead.

Three hours and forty minutes after we set out, we were

200 meters from the finish, the Dutch lightweight four holds a one-meter advantage over the U.S. (top) for the silver medal at Lucerne in 1974.

photo: Leeuwenberg



Rowing in Holland

By Jan Anthonie Bruijn
1972 National Champion
1974 Lightweight 4 National Champion

Most oarsmen in Holland come from the student rowing clubs of different universities: Shodi (Rotterdam), Nereus (Amsterdam), and others. There are as many student rowing clubs as important clubs for non-students, and there are many Civil clubs, though they do more "fun rowing" and have fewer top-notch rowers. There are no factory teams as one might find in Germany.

The elite teams are mostly club teams and mostly of the student clubs. For instance the double sculls, being a very simple boat to make combinations for, are often of different clubs. In the last years the National Rowing Team tried to select individual rowers from the several clubs to make the best combination, but the clubs don't want that at all! That's the reason most National Teams are unchanged club teams. This year we concentrated on making a selection from the different clubs. There was a national squad with several club coxless pairs assembled for the purpose of making fast pairs and fours with and fours without. The sculling boats came from the different clubs.

There is no special training program, but there is a National Coach (Iwan Vanier) who instructs the coaches of

the Juniors and helps them make their training programs. Some elite oarsmen were juniors at one time, but a large number of them began to row in their first year at college. I think only 25% of the National Team is composed of former juniors.

The National Rowing Association tries to stimulate both recreation and elite rowing, but their emphasis is on preparation of international competitors. Training begins in mid-October, and until March the oarsmen skate, cycle, walk, and do indoor training intensively. On-the-water workouts vary from three to four times a week and land training is done two to three times a week, for one to one and a half hours a day. From March until August, rowing workouts are six times a week for one and a half to two hours a day.

Every club and every team has its own coach who is entirely an amateur, as there is only one professional coach in Holland — Vanier. The National Rowing Team has a Technical Advising Committee which decides whether a team is sufficiently fast to row with the National team. This committee also tries to select and to combine the rowers from different clubs to make a national squad.

treated to a lunch by a patron of the crew, a lunch that most oarsmen only dream of. Then, after this and an all-too short respite to await the end of a rain squall, we hit the water again.

"Coach, I have a great idea. How about if you row and I'll drive the launch? No? Well how about if you just tow us in? No, huh? Well, how about if you shoot me to put me out of my misery?"

Our rear ends were a night-time fantasy for Johnson and Johnson. Our paddings were beginning to feel as though they had razor blades in them. Our bodies no longer responded. It was only a matter of will power.

"Coach, how about if we threaten to drown ourselves?"

"Only fifteen more miles men."

"Coach, we will pay you an exorbitant amount of money."

"Only ten more miles men."

And there it was, in sight at the top of the hill — Ithaca College, home.

"Stroke coming up!"

The pace quickened. We were racing for home. The sooner we got there, the sooner it would all be over. The power became stronger as each boat tried to outdo the other. Almost there! The dock was in sight.

"Way 'nough!"

"Men, this was one hell of a thing. I'm proud of you. We did it in three hours and twenty minutes back."

"Coach, how about if we row the ergometers instead next year?"

CREWSPEAK

By The Editors

air stroke (hwif) *n.* 1. First stroke in a novice eight's race. 2. a) A hair-brained stuffed shirt wearing a patch-ridden blazer at regattas or rowing conventions, or b) any stroke in Adidas warm-ups who coaches over both shoulders.



catch (kach) *v.t.* 1. To pull even with. 2. To decode a megaphoned message. *n.* 1. The translation of sternward momentum to bow-ward pressure. 2. Among novices, any contact during oar and water during the recovery. 3. In trailing boats, a mushy summer squashy-egg planty slushy slurp of the oar.

Chriscraft (fat'-ast wāk-mkr) *n.* 1. An aquadump. 2. A slob's hovel. 3. Any water-going abomination. 4. A cretinous interference.

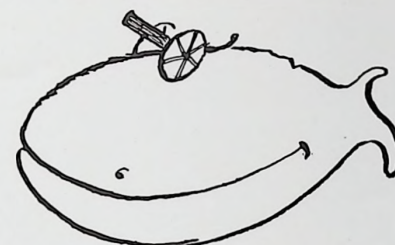


coach (kōch) *n.* 1. One who never quite made it on his own but is determined to on yours. 2. A panderer, a go-between. 3. One commanding idiocy, found on awards floats, grinning oddly.

de rigeur (gā-rēz) *n.* Starboard rigger on a straight pair. **dhir-dhir** (dūr-dūr) *n.* 1. An implement for loosening stretcher bolts from a Pocock. 2. Anything hurled in outrage which rebounds to thrower's head by unnoticed anchoring string.

grease can (blek) *n.* 1. A pilfered bit of cooking fat. 2. Food left for wild rodents. 3. A rain-catcher. 4. Any disgusting necessity.

gunwale (ouch) *n.* 1. A large ballistic aquatic mammal. 2. A chastiser of tyros. 3. That which becomes obtrusive in unsettled times. Also, knucklenicker, knicknuckle, usually bloody in March. *v.i.* To blow lunch while rowing, to barf overboard.



oar (or) *n.* [Naut.] 1. One's wherewithal, as in oaring (see OBSESSION). Also: boating bat, blade [obs., Western], crewstick, row, rowing racquette, pulling pole, pushpunt. 2. Plaything for manic obsessives. 3. Maker of small men.

obsession (krōō) *n.* [Psych.] 1. Anything to do with betting shirts, trophies, finish lines, stadium steps, ergometers, etc. 2. That of which *The Oarsman* is a product.

paddle (pad'-el) *v.t.* To resist passively, as against motion of boats. *v.i.* To cheat, as pertaining to bowmen. *n.* [Obs.] An implement of hydrodynamic motivation for unwieldy and unsightly watercraft, as in KANOO or KIEYAKK.



repechage (skwēk-thrōō-si'-tē) *n.* 1. A strategy of defeat. 2. A godsend. 3. a) An opportunity to lose twice, or b) an opportunity to lose to those already beaten.

rigger (rig'-r) *n.* 1. That which is maladjusted. (see RIGOR MORTIS, DE RIGEUR). 2. Speaker of accurate rumors. 3. A woodworking panacea, post-cathedral power.

rigger mortis (min) *n.* The port rigger on a straight pair. **rudder** (snak-strēk) *n.* 1. A hydrodynamic braking device. 2. A roll and yaw destabilizer. 3. " 'Rudder' she said. Rudder I did! Rat de dat de dah."

slide (slid, slam) *s.* 1. A rushing demon. 2. A convenient, albeit illegal, breakage. *v.i.* 1. To sit in the bow seat. 2. To enter the last 500 meters with seven lengths open.

shoestring (g.d. thing) *n.* 1. A near miss. 2. Used by Gordius of Phrygia (of old), cut by Alex the Great.

stretcher (leg-pōōl) *n.* 1. Tale of a modest Harvard stroke. 2. Pedal anchorage on confession device. 3. First recovery by four man spanning a just-sectioned sectional.

skipper (jūr-k) *n.* 1. Helmsman of Chriscraft. 2. Shell on Chriscraft's tsunami.

Washington Rowing — *UNIQUE*

By Robert Ernst

With the completion of my 'first' year as the freshman rowing coach, and after a good deal of prodding by the editor of this fine magazine, I have agreed to relate some of the interesting aspects of the Washington rowing program. Mainly due to its geographic location, Washington has had few, if any, on the rowing administration who have not pulled a Husky oar. Indeed, since the inception of rowing at Washington in 1907, its fraternity has been a closely-knit organization. For this reason, my personal viewpoint as the proverbial "new boy in town" might give the reader a new slant on a unique rowing program — one of the most well-established programs in the world.

Probably the most significant aspect of the program is in relation to the oarsmen themselves. It is hard to believe that so many men have been involved in Husky rowing but since the early years, two hundred or more Washington students have participated on a yearly basis. It is a rare exception not to have between 100 and 150 freshmen on the first day of turnout among those who have chosen to dedicate themselves to the sport for the year. One might expect this number to dwindle quickly with the onset of the often harsh northwest winter, but being of hearty, outdoorsy stock, Husky crews endure climatic hardships for the opportunity to compete with the best crews in the nation and the world. Our frosh crew of last year had a large number of candidates, but I personally thought that many would drop out as soon as the foul weather arrived. To my amazement, however, the rains brought only more determination and effort from the 'grunties' (a Washington synonym for freshmen).

The crew is governed by the Varsity Boat Club (VBC). This body manages not only the financial matters of the oarsmen but plays a primary role in their daily social lives. The 'Boat Club', with its officers elected by the oarsmen, rents and manages Conibear shellhouse. It is one-of-a-kind in the world, and Washington oarsmen have the opportunity to live there.

The "conny" is located on the edge of the campus along with other UW athletic facilities. Overlooking Lake Washington, the shellhouse can house up to 100 oarsmen providing dormitory rooms and training table meals that cooks employed by the boat club prepare. Husky oarsmen have the opportunity to be intimately involved with their sport and academics at a modest monthly rate.

To say the "Conny" is impressive would be an understatement. Walls are lined with pictures of such rowing greats as Stan Pocock, Stork Sanford, Al Ulbrickson, Tom Bolls, Norm Sonju, Dutch Schoch, Ky Ebright, Hiram Conibear, and Rusty Callow to name a few, while Dick Erickson remains a guiding inspiration to all participating oarsmen. It's hard to believe that these men, who are the very foundation of rowing in the United States, were all behind a Husky oar in earlier

years. It seems only natural that new oarsmen feel moved to see the pictures of Washington crews winning Olympic gold medals. There are trophies won from the Russians, and pieces of oars and shells that were the tools of victory over all foes at Poughkeepsie and Syracuse. To live in the "Conny" is up to the individual, as no Husky oarsman is required to live in the shellhouse (there's not room for everyone, anyway).

Below the living quarters one finds one of the world's largest and finest collections of rowing equipment. The University and Washington's rowing Alumni have provided more than 25 racing VIII's, a dozen IV's with cox, a complete fleet of small boats, and several rowing ergometers.

Other functions of the Varsity Boat Club include annual fund-raising of thousands of dollars to help support travel of the racing crews and to aid in the purchase of new equipment. The VBC publishes a yearbook at the end of each season which re-caps the club's social activities, race results, and other subjects of interest to the oarsmen and alumni. These books are distributed to Huskies, both young and old.

Among the better known and least understood traditions propagated by the VBC is that of the "crewcut." Along with the big "W" racing shirts, most Husky oars sport a "shining dome." Many a rowing fan and competitors alike think that the "crewcut" is a requirement for an oarsman to represent the Husky crew, but such is not the case. It is a tradition. As a coach I can say that it would be foolhardy to disqualify a deserving athlete from a racing crew simply because he didn't want a haircut.

By the time the crews have trained for five hard months the enthusiasm for the racing to begin reaches an electrifying level around the "Conny." Annually, on an evening before the first race, the members of the VBC have a meeting and invite the "grunties." This is the freshmen's first *official* participation in a boatclub activity. At this gathering the coming race season is thoroughly discussed. This seems to unite the oarsmen toward the common goal of a successful season. After the meeting, hair clippers are made available to those who would like to use them (needless to say there is always plenty of manpower to direct the shears). Some might think this a bit too much, student social standards being what they are, for the oarsmen *do* look different with very short hair, but they get a kick out of looking different. After all, it grows out by summer; what would the folks in California think if the Huskies showed up with shoulder-length hair?

To reveal every detail of Washington's rowing program would require more pages than *The Oarsman* can afford. But I feel it's safe to say that rowing at Washington is more than the "Conny," more than the VBC, more than learning to row. Husky crew is a tradition, a heritage passed on from generation to generation, and a unique athletic experience.



The *isms* of Rowing: Amateur and Professional

by Thomas C. Mendenhall

By the end of the nineteenth century three traditions had combined to define the difference between an amateur and a professional oarsman. One was American in origin and in spirit. Before the Civil War little distinction had been made between amateurs and professionals, although the former were usually interested in boating rather than racing, and often in boating as a social diversion, such as the early New York clubs found in rowing around Manhattan and singing their way home on the last lap from Stryker's Bay to the plaintive refrain of Thomas Moore's Canadian Boat Song ("Row, brothers, row the stream runs fast, the rapids are near, and the daylight's past"). By 1872 the interest of these amateur clubs in racing each other was so great that heats were required for the first time to cope with the large number of entries at the regatta organized by the Schuylkill River Navy. The questionable amateur status of some of the participants stimulated a meeting later that summer of some 30 clubs, where the American definition of an amateur was first defined as:

"One who does not enter into an open competition; or for either stake, public or admission money or entrance fee; or compete with or against a professional for any prize; who has never taught, pursued, or assisted in the pursuit of athletic exercises as a means of livelihood; whose membership of any rowing or any other athletic club was not brought about, or does not continue, because of any mutual agreement or understanding, expressed or implied, whereby his becoming or continuing a member of such club would be of any pecuniary benefit to him whatever, direct or indirect; who has never been employed in any occupation involving any use of the oar or paddle; who rows for pleasure or recreation only, and during his leisure hours; who does not abandon or neglect his usual business or occupation for the purpose of training, and who shall otherwise conform to the rules and regulations of this association."

Over the next decade two parts of this very American definition would be strengthened. On the one hand such suspicious incidents as the Hop Bitters Race of 1879 would give

the professional oarsman a reputation for shady tricks, which would permanently alienate the amateur. Almost 50 years later the committee of Yale oarsmen, which was eventually to bring Ed Leader to New Haven, decided not to consider as a candidate a professional sculler of great distinction, because he might teach the men such "tricks"! On the other hand, the American amateur was not seen as a gentleman whose independent income gave him the leisure to row for pleasure, but rather as a working man, whose job or business would effectively prevent him from training as regularly or extensively as a professional. The sturdy Calvinist work ethic had somehow to come to terms with a growing national interest in leisure and play.

A second tradition of an amateur oarsman was growing up in England at about the same time, but with a significant difference in emphasis. In 1878 a group of gentlemen oarsmen from Oxford, Cambridge and the larger Tideway rowing clubs defined the amateur as one:

"who must not have competed in any competition for either a stake, or money, or entrance fee, or with or against a professional for any prize; nor ever taught, pursued, or assisted in pursuit of athletic exercises of any kind, as a means of livelihood, nor have ever been employed in or about boats, or in manual labor; nor be a mechanic, artisan or laborer."

While the first sections of the English statement may well have been copied from the American, the latter part reflects a very different social structure and tradition, wherein the amateur is essentially the same as a gentleman. As in America, the gentleman had often rowed for stakes, wagers or prizes and still treated rowing as a sport. But with rowing and racing becoming more popular, the professional oarsmen, as compared with the professional watermen, grew in numbers. Again, as in America, some written definition of the amateur was needed, if only to help regatta committees sort out the entries. In England with its well-established class structure, the amateur and gentleman were naturally synonymous. Indeed gentlemen riders, open golf tournaments, and the annual cricket match which sees the Gentlemen taking on the Players (or professionals), show the same distinction applied to other sports. Both English and American definitions reflect a common concern that the amateur should avoid any of the financial entanglements which beset professional rowing, but in England amateur rowing was also to remain an activity primarily for gentlemen in contrast to the American concern that the amateur should not be expected to neglect his job in order to row.

A third tradition was to strengthen the concept of the amateur oarsman and give an international dimension to what had previously been largely an Anglo-American activity. In nineteenth-century Greece, national feeling was producing a growing pride in her glorious past which archaeologists and historians, especially from France and Germany, were dramatically uncovering. Of particular interest was the impressive site of Olympia in the western Peloponnese, a natural amphitheatre formed by two rivers and a rim of hills, where sometime around 1250 B.C. Hercules was reputed to have established the first Olympic Games, which mythology held had begun with a wrestling match between Zeus and Chronos for possession of the earth. The first recorded Olympics were in 776 B.C., and soon the Greeks began to reckon time by Olympiads, the four-year interval between Games. For 1200 years, until their suspension in 394

(Cont'd on p. 46)

NEBRASKA SAVES

By Peter Zandbergen

Remember all those S&H Green Stamps that are undoubtedly stashed into every nook and cranny of your kitchen and probably forgotten? (You know, scattered all about under the phone book in the drawer.) Now that you recall, you are probably wondering what Green Stamps have to do with rowing. In Nebraska they mean a lot!

As part of the ongoing fund raising drive and program expansion process, the University of Nebraska Crew and the national Sperry and Hutchinson Company are now working hand in hand toward a common goal.

Through the efforts of long-time crew supporter Marilyn Allan, Special Representative — Government Relations with the S&H Co., a "Give a Lick" campaign for the Nebraska crew was launched last spring.

At that time S&H Vice-President John Phillips of San Mateo, California flew into Lincoln and announced at a press luncheon that his company was starting a national group savings project to obtain another new eight-oared shell for the crew. Phillips kicked off the project by donating 100 full books of Green Stamps to the UNL Phi Gamma Delta Fraternity chapter, sponsors of the drive, in the name of the Nebraska Broadcasters and Sports Writers Association.

Working with the fraternity, S&H is now conducting a drive to urge "anyone who gives a lick for the team" to donate S&H Green Stamps for the new shell. A minimum total of 2500 filled books of stamps are needed. The S&H Co. will then convert the filled books into a donation.

During the summer, news releases announcing the drive were distributed to state newspaper, radio, and television media. University of Nebraska Alumni Club officers throughout the state were also contacted and are now working to gather stamps in all regions of Nebraska. "Row Big Red" receptacles are located in banks and S&H merchant stores throughout the state for the donation of stamps. In addition, rowing displays and shells are placed around the football stadium at Nebraska home games to help promote



the drive. While the major thrust is in Nebraska, Phillips said the drive is now being advertised nationally so that all those who enjoy the sport of rowing as well as out-of-state Nebraska alumni may contribute.

In addition to the initial goal of obtaining new equipment, the campaign accomplishes two other important objectives. First, the campaign is stimulating increased press coverage of our sport in this region, something which is critically needed. And, even more important, through this project the entire population of the state, and the nation, have the opportunity to become directly related to a mid-west rowing program.

So, how about digging all those stamps out of the drawer! Return them to any S&H redemption center and ask them to forward them on to Lincoln. What's good for rowing in Nebraska and the mid-west is good for rowing everywhere!



Nebraska Heavy Eight: Bow, M. Stormberg; 2, P. Keenan; 3, M. Everett; 4, W. Hubka; 5, M. Potadle; 6, M. Kush; 7, R. Hurlbut; Stroke, D. Cockson; Cox, B. Frederick.



One day last June I was reading my new *Oarsman* when I came across a bit of news about an Olympic Rowing Development Camp. Being underdeveloped, I thought it might be a good idea to apply (plus, I'd heard that the food was free!).

west coast olympic development camp '75

By John Davis

or . . . How I spent my summer vacation.

The camp was held at the Conibear Shellhouse on the campus of the University of Washington, where equipment, water, and bodies are known to be plentiful. The only bodies around, besides those of us in the camp, were some very large ones belonging to UW football players. Since the Conibear dorms were full of these gorillas, we ended up sleeping on spare beds set up down in the bays. Cozy! However, we did get to eat from the football training table.

The camp was run by Pete Raymond, Bob Ernst, Fred Mann, and Kent Fleming. The following thirteen people participated:

Roger Bowlin	U of Washington
Carl Brandes	U of Cal, Berkeley
John Davis	U of Cal, Irvine
Will Halladay	Orange Coast
Bruce Ibbetson	U of Cal, Irvine
Mark Johnson	UCLA
Mitch Millar	U of Washington
Dave Nealey	Oregon State U
Mark Schirmer	Orange Coast
John Stillings	U of Washington
Ed Tagge	Notre Dame
Carrie Turner	UCLA
Steve Egglin	Western Wash

The camp lasted seven days. The goal of the camp was to let the participants know just what they need to be able to do in order to move a boat very fast. The coaches approached this goal in two ways: 1) on the water work with intense coaching and 2) daily discussions, lectures, and field trips designed to increase the participants' rowing knowledge.

The workouts were held three times daily. Most were



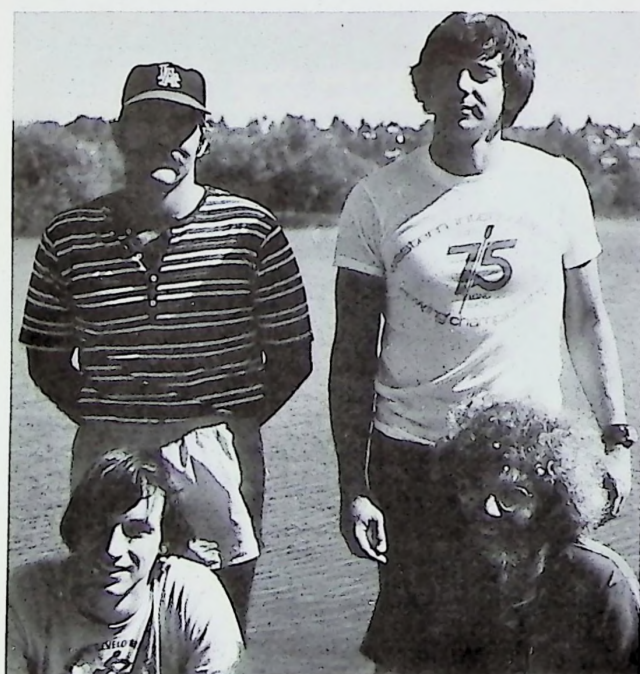
Kneeling: Stephan Egglin, John Stillings, Mark Schirmer; Middle: John Davis, Carl Brandes, Mitch Millar, Ed Tagge; Back: Dave Nealey, Roger Bowlin, Mark Johnson, Carrie Turner, Bruce Ibbetson, Will Halladay.

leisurely rows at half power. Many of the workouts were in small boats, pairs and singles, with one coach handling two or four men. Toward the end of the week we got into some racing in fours and singles. The coaching was very good and very intense. The participants were scrutinized by at least three coaches each day.

In between the workouts we ate well, napped, played volley ball, wrote in our journals, and attended discussions and lectures. Topics covered in discussions included rigging, competition, athletic maturity, coxing, methods of making the national team, stretching methods, and rowing styles, to name a few. Two nationally-prominent Doctors of Sports Medicine came and spoke on nutrition, health, and athletic injuries. There was also a run over to Pocock's shop to see first-hand from Stan Pocock how shells are constructed and how to care for them. There were also videotapes taken of most workouts and a lot of time was spent reviewing individual problems.

At the end of the camp we were able to criticize the week's activities and release all the aggressions built up from constantly watching ourselves screw up on the videotape. From the coaches we each received a brief critique of our strong and weak points.

It is a bit disappointing that more oarsmen didn't apply to the camp. Perhaps many were unaware of just how beneficial these camps can be or possibly their coaches didn't stress the assets of attending the camps. If you don't seem to be able to generate quite enough speed to win the trials instead of just making the finals or if you seem to be falling a little short at the camp, then possibly this one-week cram session can give you more of an edge. Once you have been selected, all you have to do is get your body there yourself. The experience is great, the company is friendly, and the food is super! All you have to lose are seconds on the race course.



Left to right: Bob Ernst, Fred Mann (top); Pete Raymond, Kent Fleming.

JOHN LIND AT UW

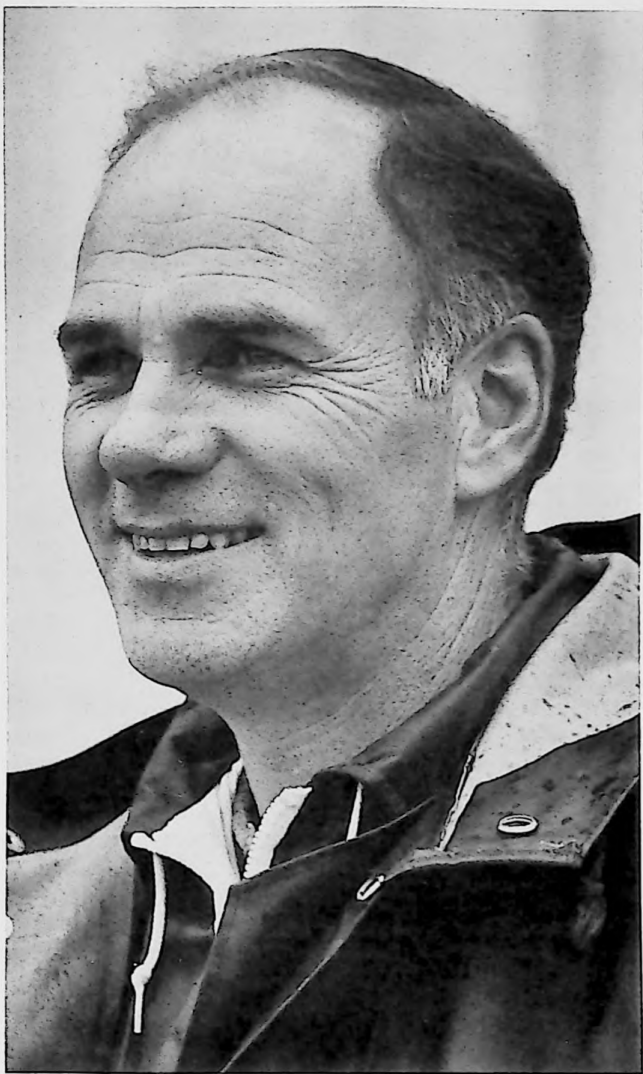
photo: Moore, UW Information Services

John Lind is out to start a tradition of great rowing at the University of Washington. Wait a minute, hasn't he ever heard of Hiram Conibear, Edwin Leader, Russel Callow, Alvin Ulbrickson, Fil Leanderson, and Dick Erickson, the men who have made Husky crews number one on the West Coast since 1913 and perennial national champions since 1923? Well, when Lind describes his crew program, he's talking about oarswomen because he has just been named Women's Crew Coach at Washington, the first full-time coach for a women's team ever hired by the school.

Lind, Class of '59, is a graduate of Washington and rowed to two varsity letters under coaches Ulbrickson and Leanderson. In 1963, he took over a fledgling crew program at Loyola-Marymount University in Los Angeles and built it into one that has consistently produced top contenders in the toughest Pacific Coast and national regattas. He was responsible for originating, designing, and building Loyola's famous floating shellhouse in 1965. Catherine Green, Associate Director of Athletics at Washington, who is in charge of women's sports says, "What impresses us about John Lind is his ability to handle all aspects of the program, from coaching to fund raising to facilities, as demonstrated by his success at Loyola. We have one of the finest crew programs in the nation for men and I feel that John is the man to establish the same thing here for women".

Women's crew at Washington is not in the same sorry state that Lind was faced with when he took over at Loyola. Men's coach Hiram Conibear instituted rowing for women in the year 1906 in order to attract female spectators and financial support from women students. The women did not actually race, but were judged on appearance, grace, and posture while they rowed. This version of women's crew lasted until 1917 when it became a popular belief that athletics were not good for women. It was during this period that the crew had their first coach who specifically coached women. His name was Art Campbell, and he still resides in the Seattle area. In 1969, UW women once again took to the shells on Lake Washington, this time as an intramural club. That year they placed seventh in the NWRA Championship Regatta. Since then the team has consistently been one of the best at the annual NWRA event, placing second twice, third twice, and sixth once. Now part of the Intercollegiate Athletic Department, crew is the largest women's sport on campus with about sixty-five women already training for spring competition.

Lind has been conducting three workouts each afternoon, the first two sessions are devoted to barge training for novices, then the experienced women take out the shells for the third hour. All members of the crew are also running



daily, and working in the weight room every other day. In spite of the cold, wet weather in Seattle (October set a rainfall record this year), the women are out on the lake every day listening to Lind and trying to follow his patient advice.

When the racing season comes around, you can be sure that the Washington women and John Lind will be ready. They will have one goal on their minds and that will be to stop being one of the best crews in the nation and start being *the* best by placing first at the NWRA Championship Regatta.



An Open Letter

To: All Officers and Members
of the NAAO and NRF

From: Herbert D. Brown (Rutgers '36)

Gentlemen:

At least for me, the time has come to speak up on certain matters that I think concern the future of our sport — rowing. Before I list the problems (as I see them) and the suggestions I have to overcome them, I think the following comments are relevant:

(1) I have the utmost respect and appreciation for all the many officers (and others) who have contributed so much of themselves to our sport for so many years. Without their efforts, in all probability there would be no rowing today. I have never believed the prevailing criticism that one hears "off-the-record," that rowing is cursed with too many admirals, who only want their own ideas advanced. This is unfair, unjust, and untrue!

(2) I think I am in a rather unique position. As an "outsider" who has never served in any official capacity on the national effort, I *CAN SEE THE FOREST FROM THE TREES*. From my view and association with the Rutgers alumni effort, perhaps I have an advantage in not being "too close" to the firing line.

(3) In my opinion, although club rowing, womens' rowing, high school and prep school rowing, and International competition are all very important to our sport, *it is college rowing that is vital*. Stop and think! Would there be any club rowing without college? How many club oarsmen got their start at college? Would we have womens' crews coming along without college? What future is therefor a high school oarsman, if there is no college crew ahead for him? How many international oarsmen would we have (do we have) without college?

(4) I think that rowing, as our sport, is losing out everywhere to other so-called "minor sports," such as tennis, ice hockey, and you name it! I mean nationally, and worse, even at the college level, which is our heart.

(5) Unless rowing can gain tremendous financial support for its overall effort, it will slowly suffer and die. Sooner or later. Too many other sports are competing against it for the dollars, and they are winning.

At this point, I want to divide my presentation into two separate problems and solutions. They are related in the broad sense, but each is a threat by itself. I shall list each problem and solution in reverse order; *the last is the most important*.

THE COLLEGE SITUATION

(1) **Background:** As all of us should know, rowing is the single heaviest burden on the Athletic Department budget (most places). Crew is not a spectator sport. It has no gate receipts and brings nothing, except what it can raise from among its alumni and friends. The high cost of shells and other equipment is murder. Many crews boat large squads (consider the heavies and lights, varsity, JV and frosh, and all the spares and others). These squads lead to tremendous costs for traveling.

At Rutgers, crew is probably No. 2 in terms of numbers of students participating in any one sport. And they row 9-10 months a year, which means tremendous wear-and-tear on all equipment. Shells don't wear out from races — it's practice. It has always hurt to hear it: I have been told that "crew lives off the gate receipts of football and basketball." It is partly true, if not completely. The feeling among some Athletic Directors has been well known for years: they wish rowing would go away. If it were not for some dedicated rowing alumni, *you* guess the outcome.

(2) **Problems:** Crew is not a spectator sport. Why not? Because most of the so-called dual races (regattas) are dull, small and uninteresting affairs that only attract rowing alumni. The regattas are so unimportant that local newspapers refuse to advertise or cover the event. Here in Philadelphia, which certainly is one of the largest rowing centers, it is almost never that anything is mentioned in the papers; forget the radio and TV! In my opinion, a dual race, such as that which Rutgers rows with Princeton each year, is often so limited it is not worth the time and effort for any but the most dedicated. It is over so fast, it isn't really an event.

The same is more-or-less true for the big cup races, such as Adams, Blackwell, etc. Some of these races are so limited in scope that they are just dull affairs of little importance. The truth is, cup and dual races have been sorely diminished in importance since the "old days."

(3) **Suggestion:** I suggest that, to improve the importance of rowing as a spectator sport, especially at the college level, the following considerations be taken:

a. Try and include in the big cup races, such as the Blackwell, other "outside crews." I do not mean that more crews row in the same regatta. I believe that all the "outside crews,"

such as Rutgers and MIT, are not at all interested in winning the cup. They just want to win the race and have a chance to compete. And that's what the spectators want — to see a big race. Let everything about the cup continue with its traditions. It should!

b. I think a major effort should be made to work up a series of new "cup races." These should include the "other crews," such as Rutgers, Coast Guard, etc., and also members of the traditional cup races. The point is: create some major, big, new cup races. If not cup races — just *big* races!

In my view, both heavies and lightweight crews should compete at the same regatta. This will make a big crew race, and one that will last a good part of a day. Don't forget: A three race regatta is over in nothing flat, and not worth much as an event, except to the few who are directly concerned. THIS IS THE TROUBLE!

c. Unfortunately, there is no longer a true, national rowing championship. We all know the reason. Examinations. West coast crews remain away from the I.R.A. and Sprints; Harvard and Yale remain out of the I.R.A., and we have a guessing game as to "who is champion." I suggest that, in order to increase the real importance of a national championship, the following be considered:

a. Let the West coast crews race for their own championship.

b. Let the Sprints have their champions.

c. Let the I.R.A. have its champion.

d. Then hold a national championship regatta sometime in mid-June, or even July 1st, with *only* the champion crews from the three major regattas.

What are the problems? Not exams. I think most crews that emerged as champions from the above regattas would find the means (and money) to make that big championship. Rutgers would, and there is no poorer college that I know of now.

In addition, what about the lightweights? They row just as hard, and they are just as dedicated. Let them do the same thing. Better yet: why not let them compete in the same national championship? Where? Probably Wisconsin, to save money and be fair.

Think about it! What do we have now? A diminishing interest in the national championship, because it is not that any longer. There is no national championship crew anymore! *It can be done.* If the N.R.F. would help finance this regatta, it could be reasoned that their money might be better spent than, perhaps, on such international trips like Pan Am games*

If the N.R.F. had \$3,500,000 to back it, it would finance the national championships, because such a regatta is the single most important even in rowing — for America, at least for the foreseeable future.

THE NATIONAL SITUATION

(1) **Problem:** As a sport, rowing seems cursed with lack of funds, and therefore lack of support to really promote the sport beyond bare survival. When one considers how tennis, swimming, ice hockey, lacrosse, and even soccer have been springing into importance everywhere — and at all levels — we should be alarmed. These sports have support at all

*Editors note: The National Rowing Foundation has funded U.S. Team travel and equipment expenses for non-Olympic and non-Pan Am elite international competition since 1966, as well as salary and expenses for the National Technical Advisor, Allen Rosenberg, for 1975-1976.

levels, and their followers are being brought into the effort. I think rowing is losing out to other sports, which will in time "squeeze" us to obscurity.

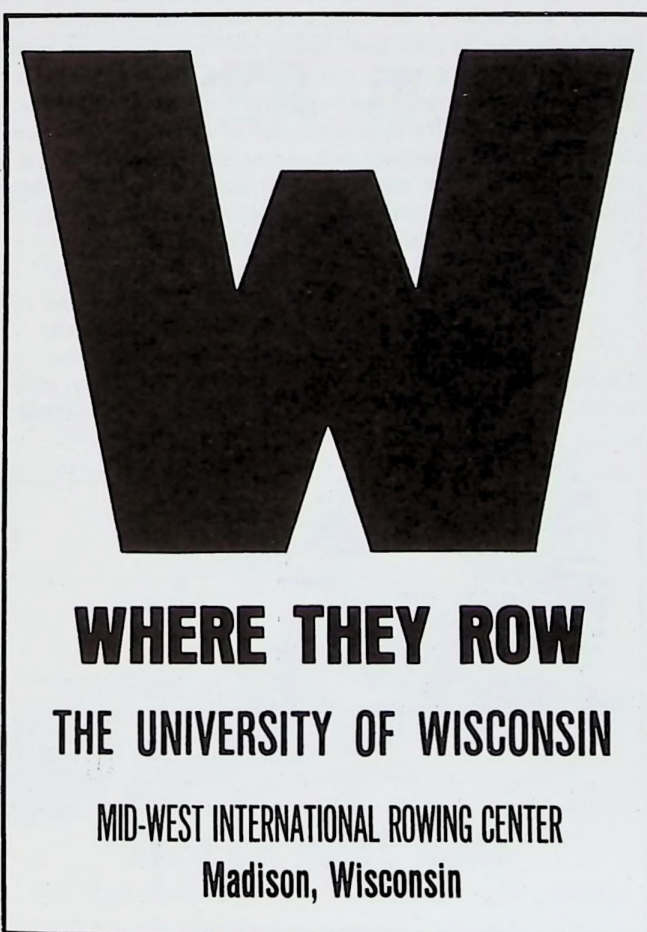
We should be helping and encouraging our youth at the high school level, everywhere where there is water and a proper place to row. A national effort should help finance high schools that want to row. Give them the boats and equipment, even if (at first) this means buying used boats for them from other sources. We must encourage rowing right from the start — the high schools.

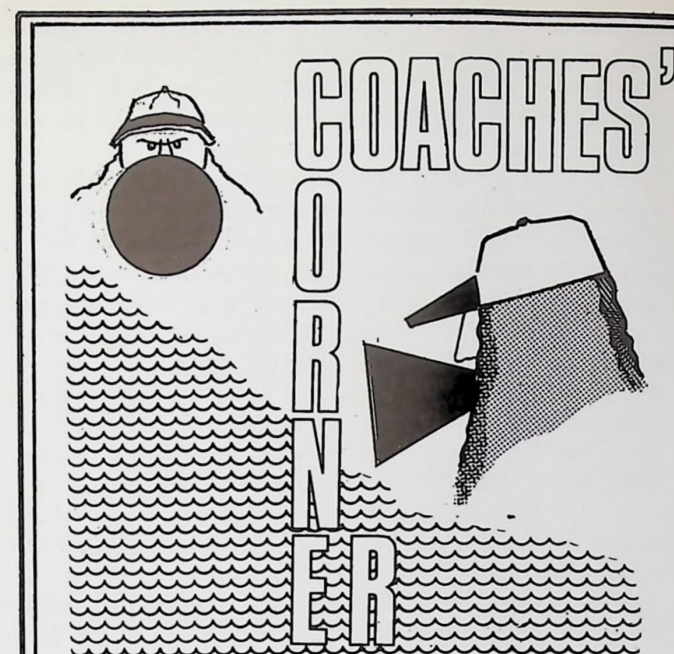
The more kids rowing at high school, the more will be rowing at college, and so on. Most kids come to the average rowing college without any knowledge *whatever* of what a shell looks like. No wonder college crew coaches often have to take the "left overs" from football and basketball. To an extent, crew functions in spite of, not because of!

(2) **Suggestion:** I suggest that the N.R.F. face up to the possibility that it *can* raise \$3,000,000 in the next 3-5 years (maybe more); that it can help finance all the items that are holding our sport back; that it can solve many, if not all, of its worst problems. *It must!*

I suggest that N.R.F. appoint a Development Officer who has professional training and a personal dedication and belief that the job must be done, and can be done! Where is the money? Right in front of our noses! Every oarsman worth a damn will get behind any good plan to not only "save his sport," but see to it that it grows and gets healthier and stronger. The money is right there, waiting.

But somebody do something *before* it is too late! Or tell us the reason *why not!* 





Editor's Note: In view of the many responses to recent articles on specific training programs, and to encourage others to publish their workouts, we offer another view of elite regimes.

Winter: A Training Regime for the 1972 National Camp By Peter Raymond

The following training was supported by a fall program which placed heavy emphasis on steady-state training in the single, with three to four workouts a week rowing at 26-27 for 45-50 minutes at less than racing effort (sometimes *much* less than racing effort), complemented by sweep rowing twice a week with a college program to re-establish technical proficiency. Land training consisted of three stadium workouts a week averaging 20 minutes of constant running on a 48-tier incline of 18" risers, as well as medium-level weight workouts in the leg press, squat, dead lift, and pull-ups.

January and February

Average strength work for three sets was as follows:
 Leg Press 15 x 300 lbs.
 Cleans 10 x 130 lbs.
 Dead Lift 12 x 130 lbs.

The low weights on the cleans and dead lift reflect an injury to the lower back, while low weights on the leg press reflect a pair of turkey legs.

Pull-ups, the only upper-body exercise of the program, were done in four sets, two before and two after the main workout of each day, reaching a maximum of four sets of 25.

Variation on all themes centered on long erg pieces (45 minutes to an hour on the Curtin erg at 14 stone, about the equivalent of 5½ lbs in the Gamut basket); rowing in available tanks with stroke play or 30-minute pieces and cycling. Because I was training essentially alone, there was a good deal of variation in the following program, though the amount of work was fairly constant from week to week.

March

Weights continued 2-3 times a week, and running six miles six times a week until it was possible to boat twice daily. Rowing workouts averaged six miles of steady state rowing in the morning and 400-500 hard strokes in the afternoon in stroke play (10-20-30-40), 500-, 1000-, 1500- and 2000-meter pieces, one-half and one-mile pieces, with a preference for 1000 meters. Running was kept up once or twice a week to keep legs familiar with the road.

In retrospect, an unscientific suspicion suggests that the running, long rowing pieces, and swimming (although I was an abominable swimmer) were the most effective aspects of the training, and my greatest limitation was strength. 

	Running	Stadium	Swim	Weights	Ergometer	Pull-ups
Monday	6 miles		3,000 yards	X		Maximum
Tuesday	6 miles	Sprint 10	1,500 yards		10 minutes	60
Wednesday	6 miles			X		Maximum
Thursday		Increase previous week's max. by 5. (50 max.)	3,000 yards		10 minutes	60
Friday	6 miles		2,500 yards	X		Maximum
Saturday	6 miles (optional)	Sprint 5			Intervals (6 x 2 min. average)	60

BILL MAHONEY
in the

OARSMEN'S
CORNER

Hickory, dickory, dock
An Oarsman's a thinking
jock;
So send UNA LITTERA
Of notes, thoughts, ET
CETERA
Or the Corner will be all
my talk.



Address for write-ins: Bill Mahoney,
B-18 North Village, Amherst, MA 01002

I. COMMENTARY

This past summer's racing in Europe brought frustration and disappointment to just about everyone involved with the U.S. Men's Rowing Team effort. As an eyewitness to much of last summer, I offer some observations which I hope may prevent in the future the kind of frustration we now feel.

The National Camp sowed seeds of its own demise on the Henley Trip. This excursion had been planned with the idea of providing small-boat training and racing for a group of oarsmen who would probably make the U.S. Team later. Somehow in the process the goal of the program changed — suddenly an eight was decided upon, and it was the Guinness and The Grand. The pressure of the new goal strained a

group of oarsmen who were, in separate cases, physically, technically, and emotionally unprepared for an all-out, early season effort. The strain was reflected in the inconsistent performance of the boats and the development of an unspoken but persistent caste system which divided the group. The Brahmin class was distinguished primarily by membership in the 1974 World Championship eight, while the Untouchables were everyone else, and somehow responsible for the failure of the trip.

At Hanover the caste system was reinforced. Surprisingly early in the so-called selection process, seven members of the 1974 Eight and one newcomer were consistently boated together and began to work apart from the remaining men. Strangely, the nucleus of the 1974 coxed four was also at the camp, but never once were these men boated together.

Compared to the 1974 Camp, little instruction was given, particularly by the assistants, to the oarsmen while on the water, and even less feedback occurred after practices, and analysis of the videotapes was limited. In 1974 an endless stream of coaching flowed from the launch, both from Mr. Rosenberg and his assistants. Likewise, hours were spent by the assistants analyzing videotape with the oarsmen. The '74 Camp fulfilled a developmental role while no such attention to instruction existed in '75.

Somehow during this summer, no coach exhibited the patience of Johnson, the good humor of Foley, and particularly the energy of Nash, which blended in '74 to back Rosenberg during his periods of anxiety and fatigue. The 1975 assistants lacked the decisiveness of their predecessors, both with regard to their role at the camp, and their ability to select men who could race four times in five days.

(Continued on next page)



SAILMAKERS INC.

Sails for the
12 Meters
and
The Americas Cup

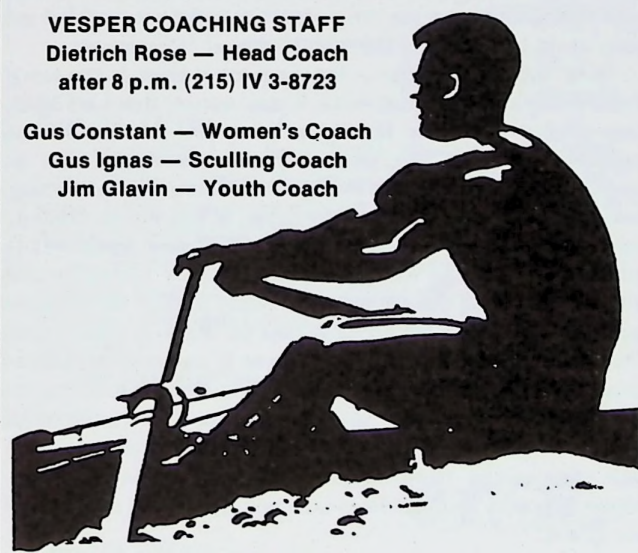
Little Harbor Way
Marblehead, Mass.

VESPER 1975

Specialized coaching in sculling and small boats is available at Vesper Boat Club. We have one of the finest inventories of small boats in the country. Oarsmen who cannot aspire to the National Camp are invited to join our forces.

VESPER COACHING STAFF
Dietrich Rose — Head Coach
after 8 p.m. (215) IV 3-8723

Gus Constant — Women's Coach
Gus Ignas — Sculling Coach
Jim Glavin — Youth Coach



VESPER BOAT CLUB
10 E. River Drive Philadelphia, Pa. 19130
COURTESY JOHN B. KELLY, INC.

OARSMEN'S CORNER

Not only did indecision lead to a poor selection process, but it also stalled the eventual coxed four out of any chance for a good performance. Similarly, the spares were effectively denied a chance at gaining a racing slot for Nottingham.

Clearly, the selection of assistants for the National Camp is complicated by the volunteer aspect of the position; no one really wants to work without credit — there's that ego thing in coaches again. So we have to rely on volunteers, and the top men who see rowing in terms of an international perspective rather than a collegiate one don't or can't help. But just remember, potential National Team Coaches, that if you don't help and the right coaches aren't there, working hard and getting nothing for it is just what happens to the oarsmen. Once the right coaches are picked, more thorough selection techniques can be used. If oarsmen undergo a subjective process as opposed to a strictly competitive one, an interview similar to Robertson's in New Zealand might reveal some significant distinctions that would establish the motives and direction of the oarsmen. While Dr. Morgan's test is a step in the right direction, an interview would best reveal to the coaches what makes an oarsman tick.

I was also witness to the curious fashion in which the straight four evolved. One week before the Trials, two rival clubs raced each other for their obscure reasons. The results did not clearly establish the superiority of either crew, but the results did establish the necessity for combining the clubs into one boat. To develop a "truly fast" straight four, both coaches coerced the oarsmen into seat racing to select the best straight four. These were the coaches who at the previous NAAO forums had criticized the camp because it prevented widespread participation of oarsmen, hurt the programs, and weakened competition at the trials. However, these same men ended up running their own camp. The "seat racing" revolved around a single individual, a business associate of one of the coaches. Business associate replaced kid brother of Club A crew member in Crew A. No one else was seat raced, and the "truly fast" straight four rowed the race of its life to make the semi-finals at Nottingham.

Such was the summer — there are other sides to the story, but there is plenty of truth here. It may appear that I am leveling criticism solely at individual coaches — I am not. The problems of the Camp described here developed like an undetected cancer despite the efforts and intentions of everyone involved, until the tumor emerged at the World Championships. Several of us saw it coming, but were powerless to help. All we could do was leave a sinking ship. As for the club situation . . . well, the oarsmen are really at fault for allowing such a flagrant con job to be pulled on them. It wasn't until the damage was done that Club A and B oarsmen confessed to each other that neither group was in favor of combining the crews. As Pete Raymond mentioned at the Olympic Development Camp this summer, it is necessary for oarsmen to protect themselves from incompetence, manipulation, and abuse they may be dealt from coaches. We failed to maintain our guard.

But isn't it tragic that an athlete should have to protect himself from people and systems which supposedly were designed to help him reach his competitive goal? Isn't it a sad indictment to note that a four-time IRA winner, as well as

U.S. Champion, quit the 1975 Camp (and ultimately rowing) in such disgust that he threw out all his racing shirts? If dehumanizing manipulation, incompetent indecision and egoistical hypocrisy are not purged from the system, it soon won't be worth it to row for the U.S.A.

II. YOU GOTTA HAVE HEART

Dear Bill:

November 14, 1975

Another classic is born, leaving in its wake uncounted backaches, blisters and drunken oarsmen. The Row for Heart race was held in New York City November 2, one week after the Head of the Charles. It left the Head looking like a sprint. MIT, Harvard, Yale, Northeastern, Brown, and the Merchant Marine Academy took part (BU cautiously ducking out at the last moment), and we spent the two weeks preceding the race cornering sponsors who would pay the Heart Fund if we rowed. The oarsmen from Northeastern and MIT donated money to pay for their own spacious two-to-a-double-bed rooms at the Bayberry Hotel Saturday night. Breakfast initiated the out-of-towners to New York prices, and most of us rowed hungry.

Then we saw the boats. No racing shells these, but real lifeboats with non-sliding bench seats and rowboat paddles and a steering oar for the coxswain. We carried ten oarsmen: eight rowed, one rested and one steered, and we all rotated. These tubs handled like rhinoceroses: 0—10 mph (you'd need a calendar to time them, but don't get in their way once in motion). Each boat was additionally weighed down by at least two cases of beer, which affected the rowing both during and shortly after the drinking.

There was a false start, incredibly, and we were called back to rerow the first quarter-mile for the cameras on the accompanying cabin cruisers. The start was at King's Point, and the ragged fleet splashed off down the East River with spirits high and expectations low. Yale took off as if they'd practiced, and we never saw them again. There was one explanation offered — they were half crooked when they got in the boat, and it took the rest of us a while to catch up.

Most of the boats eventually got the hang of handling the unusual style; their speeds reflected the fact. Harvard was one of the last to catch on, and Tech never did. We finally decided it was beyond our limited competency, and just tried to enjoy the row.

The steering took practice, too, and each rotation sent us off course again. A passing Coast Guard boat suggested we might go faster if the cox put down the beer can and used both hands. And we broke off a starboard oar on a huge steel drum buoy, trying to cut a corner.

The race was sixteen miles long, and before we reached Battery Park we passed under endless bridges, were swirled about through the Hell's Gate, and sent on a bucking rollercoaster ride by a wake from a surfing movie. At the finish we demolished the rest of the beer, partly in a three-team chugging contest, and ducked the Harvard portable water balloon slingshot. Ah, the suavity of those Ivy Leaguers, and it failed to fire on the first try. Machines, you know.

The weekend was far from wasted, even if we were. We had a good time, and learned a few truths. Sixteen miles is over the horizon. The oarsman's back is not accustomed to doing all the work. And thirty guys quickly exhaust all the possible Football Fan Contest questions and can take McDonald's for a heap of free French fries.

Jeffrey Clarke, MIT
99 Bay State Road
Boston, 02215

Rowing's Minorities

By Emory Clark

THE LIGHTWEIGHTS

Of rowing minorities (our new editor's characterization, by the way — do you suppose, Ms. Larson, he is a heavyweight too??), the lightweights are by far the hardest to tolerate. They often row exceedingly well and are by nature highly competitive and disruptive. Further, they are often not really lightweights, averaging as much as 185 pounds when the weight restrictions of the college season have been lifted. The only thing I can think of more horrible for a heavyweight oarsman than losing to a lightweight crew is to run unsuspectingly into a swarm of those same lightweights some 15 years later, when one has almost succeeded in banishing the traumatic event from one's memory.

I recently attended a Detroit Boat Club meeting for U.S. coach Al Rosenberg, and before I was fairly seated was accosted by a large former lightweight whose DBC eight had happened to do a piece — maybe a thousand meters — with a Yale crew I rowed in at Henley in 1960. He said he had never rowed so hard in his life and that the piece with Yale completely erased the effect of his crew's later loss to the Harvard lights in the Thames Cup.

Naturally I was polite, (with him — he was buying my dinner — and with rest of the eight — they were there en masse) and was happy to know I had unwittingly made sweet his rowing retirement. While I honestly did not remember that given piece (another with the Harvard lights is engraven on my memory, however), I graciously assumed Detroit must have handed us, or at least stayed even until we stopped — ostensibly according to plan.

The morals of the story, I suppose, are several:

- Lightweights would rather beat heavyweights than themselves (the result perhaps of the same kind of complex some of the women's liberation types seem to be laboring under).
- Never do even five strokes with a lightweight boat unless you are prepared for fanatical effort and confident of a comfortable lead. (If you feel such a lead may not be forthcoming, you should develop rigger trouble or some other valid justification for delay).

And, parenthetically, never ask a lightweight out to dinner after his last race. He will take out a season of starvation on your wallet and grow 10 pounds before your eyes.

THE YOUTH

The youth are perhaps the most comfortable to deal with. If you are lucky enough to be included in an outing with them, they will, after having been properly briefed on your illustrious credentials ("he rowed on Harvard JV's") be wowed by your puddle (for the first and last ten strokes), and, in their usual hurry to get up and down their slides, they will fail to notice you are coming in short and cheating on your release — just past the knees. On the slip it is easy to be condescending as one usually does not have to race them and they are generally respectful in the presence of age and experience.

I am not really sure what a youth is in terms of rowing, however, as I remember four Yale sophomores who came home from Melbourne in 1956 with gold medals before they were out of their teens, and I suspect Jack Kelly would remember a Russian sculler named Ivanov who came out of no-where in those same Australian Olympics to beat McKensie and Kelly for the first of his three Olympic gold medals — at the ripe old age of eighteen.

Be that as it may, I encountered the classical youth on that same visit to the Detroit Boat Club. This young man, after having been suitably impressed by the diminutive Rosenberg and a movie of the U.S. Eight's victory at Lucerne last summer, approached me with an iron hand shake and stars in his eyes (I assumed because of the prestige of the personage with whom he was talking) and asked the most profound and yet most naive of questions: "How good do you have to be?"

Your normally verbose reporter had to think about that one for a while and decided finally the flip answers of "Good enough to win" or "Better than the other boat" were not worthy of the question's sincerity. "Much better than you had to be ten years ago" was another possibility I discarded while settling for some rather more lengthy rowing philosophy concerning hard work and desire which must have made the boy sorry he'd asked the question.

THE WOMEN, CONTINUED

Editor's Note: The following exchange of letters sheds a bit more light on Emory Clark's continuing efforts to reconcile his chauvinistic affliction with women's rowing.

October 24, 1975

Dear Mr. Clark,

Having spent the summer in Wyoming and the last month in first year law classes, I did not know of your "minority" article's existence until today when a former teammate obligingly shoved it under my door. I'm much encouraged by it and I thank you for a sincere effort.

However, since I'm as much a die-hard feminist as you are male chauvinist, I must call you on your language. If Charlotte Crane is half as charming as you represent her to be, I'm sure no one at Moscow mistook her to be a "two man." And as to being referred to as a member of "the ladies" — call me oarswoman, oarsperson, rower or castrating bitch, but "lady oarsman?" Never!

Sincerely,
Linda Larson

October 29, 1975
Metamora, Michigan

Dear Ms. Larson,

I am thankful to have finally struck a responsive chord in your hitherto unyielding bosom. Thus encouraged, I will pursue my studies of the lady oarsmen's mystique and follow wither my chauvinism leads.

As you pursue your study of torts and contracts, remember that contributory negligence and failure of consideration have turned many a nice girl into a fiery feminist.

May your spacing always be beyond your rudder.
Yours In Truth,
Emory Clark

October 29, 1975
Metamora, Michigan

Dear Ms. Larson,
Right on!

Yours In Femininity,
Mrs. Emory Clark

ROWING ISMS (Cont'd from p. 36)

A.D., the Games continued, having expanded from the original footrace to five days of track and field events, riding, wrestling and boxing. Sculling and boat racing, while practiced in the ancient world, were never included in the original Olympics. Eventually, representatives from all the known world, together with their supporters, gathered at Olympia for peaceful competition in an Olympic setting of still-awesome proportions.

At first only Greeks of spotless reputation could compete, and the Olympic oath still reflects the religious piety and selfless dedication of the athlete to the ideal of the Games. There was a genuine concern that the competitors should be amateurs at heart, even though Olympic athletes soon enjoyed a degree of status, privilege and support from their cities which bordered on professionalism as it would be defined today.

Although the Greeks had twice tried to recreate the Olympics in 1859 and in 1870, it was a young French nobleman, Baron Pierre de Coubertin, who finally succeeded in doing so. From the start, the amateur and amateurism were considered the hallmark of the Games. The different national Amateur Athletic Associations helped Coubertin to organize the first Games in 1896 and to form the International Olympic Committee to guide the whole venture. Almost immediately, the Committee and its national representatives began the struggle with the various governmental bureaucracies for control of the games, which has continued to the present, the inevitable accompaniment of most international efforts in a still highly nationalist world. But from the start three basic requirements for the eligibility of an individual competitor were agreed upon: he must be a citizen of his own country, he must never have represented another country in an Olympics; and he must be an amateur.

With the traditional definition of amateur, as it had originally evolved in England and America, now indissolubly tied to international competition through the Olympics, the amateur oarsman was embarking on waters where he was increasingly at the mercy of outside forces. The English ideal of a gentleman amateur had little future in an ever more egalitarian world, where any effort to redistribute income more equitably would deprive such an amateur of the economic independence which had allowed him to devote as much time as he might wish to sport. The American ideal of

an amateur who might somehow combine rowing with a full-time job would be strained to the breaking point as soon as supremacy in international sport competition came to represent an important objective for national rivalry. The Olympics, despite their international character and purpose, became the focal point and major stimulus for such a development, as the growth of Olympic rowing so well illustrates.

In the first Olympics in 1896 at Athens, some exhibitions by crews from the Greek navy represented the only rowing. But in 1900 entries from nine nations participated in four events over 2000 meters, which was to be the official Olympic distance. Despite the dropping of the Games in 1916 because of the first World War, by 1936 crews from 23 nations raced in the seven events at Berlin, the first Olympics where national rivalries would become all too explicit, with Hitler's Germany going all out for gold medals and winning 36 to 25 for the United States, and 5 out of the 7 in rowing alone (one more than the Germans had won in all the previous Olympics!). The XV of the modern Olympics in 1952 saw a record entry of 33 nations in rowing, with Russia reappearing for the first time in Olympic rowing since 1912 and winning a gold medal in the single sculls — a clear indication of more to come.

Over the next 23 years and 5 Olympics, the Games became an arena where every kind of national rivalry would find expression: East vs. West; Black vs. White; Communists vs. Capitalists; industrial societies vs. the Third World, or the ghastly murder of the Israeli athletes by Arab terrorists in 1972 at Munich. The playing of the winners' national anthem intruded politics even into the traditional crowning of the victors, while the media fed the fires of the national rivalry with a daily count of medal winners by countries. For so many countries who were seeking a heightened national identity or international reputation through Olympic victories, the original Anglo-American tradition of the amateur as taken over for the Olympics had little or no meaning. By contrast, their own tradition often had more proven ways of achieving victory.

In a recent article in the *Manchester Guardian*, an English visitor to Russia, Jim Riordan, searched for the explanation of Russia's remarkable ability to produce world champions in almost every sport. Neither population nor facilities are the answer. India has more potential champions and 75% of Russian secondary schools have no gymnasias and 50% lack adequate equipment for physical education. Riordan

BOOKS: (add .18 postage for books)

1. Rowing from the Bottom Up (Bodine) — \$4.70
2. The Complete Sculler (Burnell) — \$3.25 (paperback); \$6.00 (Hardback)
3. Rowing, Competitive and for Pleasure (Cochrane) — \$2.00
4. How Regattas are Run (Cochrane) — \$2.00
5. Handbook for Referees and Starting Races (Brundage Donovan) — \$2.00

FROM THE OFFICIAL NAAO CLEARING HOUSE

APPAREL: (add postage — \$.30)

Rowing T-Shirt — Two oarsmen imprint — blue on white (state size) — \$3.00

NAAO Paperweight \$5.00 (add postage — \$.75)

Circle desired items above. Make check or money order payable to NAAO and send to:

Executive Secretary, NAAO
No. 4 Boat House Row
Philadelphia, Pa. 19130

Name _____

Address _____

City _____ State _____ Zip _____



keep growing—with ROWING!

POSTERS: (23" x 35")

Strong & Healthy — \$2.50
(add postage — \$.50)

concluded that Russian success should be attributed rather to central planning, mass participation and unusual motivation. Under a centrally controlled sports system talent is sifted out through a mass fitness program "to achieve maximum efficiency of its sports challenge, guiding promising athletes at an early age into an environment of experienced coaches, superior facilities and intensive training in sports boarding schools, training camps and well-equipped sports centers." In a comparatively closed society, Riordan observed an unusually powerful kind of motivation that perhaps only such a society and system can produce: "a mixture of self-discipline, patience, dedication, patriotism." Those who succeed at it become full-time sportsmen and women, whom society provides with studentships, army commissions, or jobs that enable them to remain "amateurs" in the new-old sense of the word. For it is now the state, rather than a comfortable inheritance or a public-spirited employer who might adjust the individual's job to the demands of full-time international competition, that is making it possible for the athlete to enjoy the sport to the fullest — or at least to practice it intensively. Can athletes, especially rowers who are still pursuing the Anglo-American Olympic ideal of the amateur compete at all successfully against those who enjoy the undoubted advantages of this new definition?

The question, of course, must be answered for American sports in general as well as for those who row. The President's Commission on Olympic Sports is presently attempting to resolve not only the administrative confusion that produces such wasteful jurisdictional feuds and mismanagement, but also (one hopes) to develop a system of subsidy which would no longer require personal and financial sacrifice of American Olympic competitors. While stopping well short of a totalitarian system, a greater centralization of selection as well as training, especially in team sports, should be worked out. American athletics will probably continue to be organized under schools, colleges, and clubs, a system which can usually produce the ablest

representatives in such individual sports as track and field, or swimming. But as rowing — both men's and women's — has discovered in the last three years, when properly organized and cheerfully accepted, the national team is undoubtedly the way to produce the most powerful American representation for an Olympic or European championship.

In rowing there have been other pressures at work which require an almost professional degree of competence if one is to win. The last 15 years have witnessed new developments in rowing technology, technique, and training more significant than anything since the sliding seat was introduced a century ago, or when in 1845 Harry Clasper replaced the thole pin with an oarlock suspended over the water on an iron outrigger. These developments (which have come very largely out of the same countries that have made Olympic victories a national goal) would require an article in themselves. Suffice it to say here that knowledgeable use of the new rigs, interval training, and the use of the ergometer have combined in different ways to add to the expense of rowing and to the time and devotion needed to make most efficient use of any or all of them.

Where does that leave rowing, and more particularly rowing for fun, at a moment when more men and women are discovering its pleasures than ever before? There is no reason why all levels of rowing cannot operate side by side, especially with greater use of the classifications of novice, intermediate and elite, or in more regattas like the Head of the Charles. Perhaps the most encouraging sign is the great improvement in the general level of watermanship through greater emphasis on sculling or pairs and fours of both sorts. Even if a professional level of experience, training, and competence is now required for international competition, the greatest single attraction for us all will remain Rat's immortal comment to Mole:

"Believe me, my young friend, there is *nothing* — absolutely nothing — half so much worth doing as simply messing about in boats."

LETTERS (Cont'd from p. 2)

trial to be held as scheduled. After an hour delay, the NAAO announced that the sculler in question withdrew and left. The trial race was ordered to start immediately.

The point here is that no decision was made by the NAAO. No lawsuit was commenced. No rule prevented the sculler in question from representing another club such as Oyster Bay R.A., the club of the sculler who allegedly solicited his services. IF any scullers were "left on the beach," the NAAO left them there by failing to make a decision. The NAAO knew of the condition many hours before the race but just sat on their hands quivering in contemplation of "the threat of legal action" which, of course, is no legal action.

The arbitrary decision of the NAAO and the US Olympic Men's Rowing Committee to restrict US citizens to one event in the World Championships, Pan American Games and Olympic Games certainly cost the USA two gold medals

at Mexico City this year and quite probably at least two medals at Nottingham in the World Championships. It probably cost the USA another medal at Munich in the '72 Olympics. If we had scrapped all the costly trials this year and rowed our National Champions as we have done in more successful eras, we certainly would have had better results.

It is not the "domestic rivalries and personal ambitions" imagined by our President that have hurt the sculling program but rather the inability of the NAAO and USORC to assess and utilize the available talent.

Jack Sulger
982 Highland Avenue
Pelham Manor, New York 10803

November 26, 1975

Dear Jack:

Pete Raymond shared your letter to *The Oarsman* with me and I am glad my message provoked comment. I take exception to your comments that the

N.A.A.O. would not take a stand in the case of the quadruple sculls last summer. We were present in the very room when I was deliberating and I asked your opinion on the situation several times before arriving at a decision. That, however, is a very minor point when we consider what the main problem is. I think we both agree when you state that we are not using the available talent properly. It is exactly to this end that I directed my comments. The complicated procedure you allude to in your second paragraph is precisely the kind of thing that I think does effect our sculling. What I am calling for is leadership in a person who has the respect and trust of the entire sculling population and whose prime motivation is to fully utilize what we have in terms of sculling talent. In my opinion, only when such leadership and programs are available will we avoid misunderstandings and misuse of available talent.

Sincerely,
W. Hart Perry, Jr.
President

MOUSEY PLANS AND A PAVEMENT OF GOOD INTENTIONS

by The Editor

The first issue of 1975 promised a subscription level of 10,000 and financial independence for *The Oarsman* by this issue. The last promises the same thing, but for '76; being older and wiser about our own working habits as well as those of volunteer writers and photographers, we are closely examining the possibility of paying for selected articles, hiring a circulation manager, and promoting our advertising to a professional status.

The statistics from the questionnaire (September/October '75) suggest that we have a solid product with a responsive readership and that a deliberate improvement of all aspects of the magazine will be financially safe and beneficial to the NAAO. To those who responded, to those who added very helpful comments, and particularly to those who offered assistance, we are grateful. Professional analysis of the questionnaire will not be complete before this issue goes to press, but you will be interested in our first '76 issue to note the character of our readership. We certainly were.

Best wishes for the Holiday Season and 1976!

INDEX OF ADVERTISERS

	Page
Croker Oars	3
Feldmar Watch Co., Inc.	23
Franklin Motor Inn	27
Hood Sailmakers	43
Kaschper Racing Shells, Ltd.	27
Martin Marine	15
Miami Rowing Club	26
NAAO Clearing House	46
Pocock Racing Shells	Inside Back Cover
Rowing Jewelry	Inside Back Cover
Schoenbrod Racing Eights and Fours	16
Union Boat Club	26
Vesper Boat Club	43
Wisconsin Crew Corporation	41
York Barbell Co.	Outside Back Cover

Classified Advertising

USED ALDEN SHELLS: If you have one to sell or want to buy, please contact Ernestine Bayer, Sr., Secretary/Treasurer, Alden Ocean Shell Ass'n, 385 Washington Road, Rye, N.H. (603) 436-7402.

FOR SALE: One coxed pair, Canadian Sims, new condition and **WANTED:** Four with cox, contact Bob Ellard, 256 Maplewood Ave., Winnipeg, Manitoba, Canada R3L 1A5, Tel.: (204) 452-6705.

Summer Camp wishes to purchase or rent used "work-out" quality fours, doubles or pairs. Respond to William T. Dooley, III, The Portledge School, Duck Pond Road, Locust Valley, New York 11560.

FOR SALE Donoratico Single, 155 lb capacity, 2 years old, perfect condition. Bryn Evensen. Telephone (617) 661-8275.

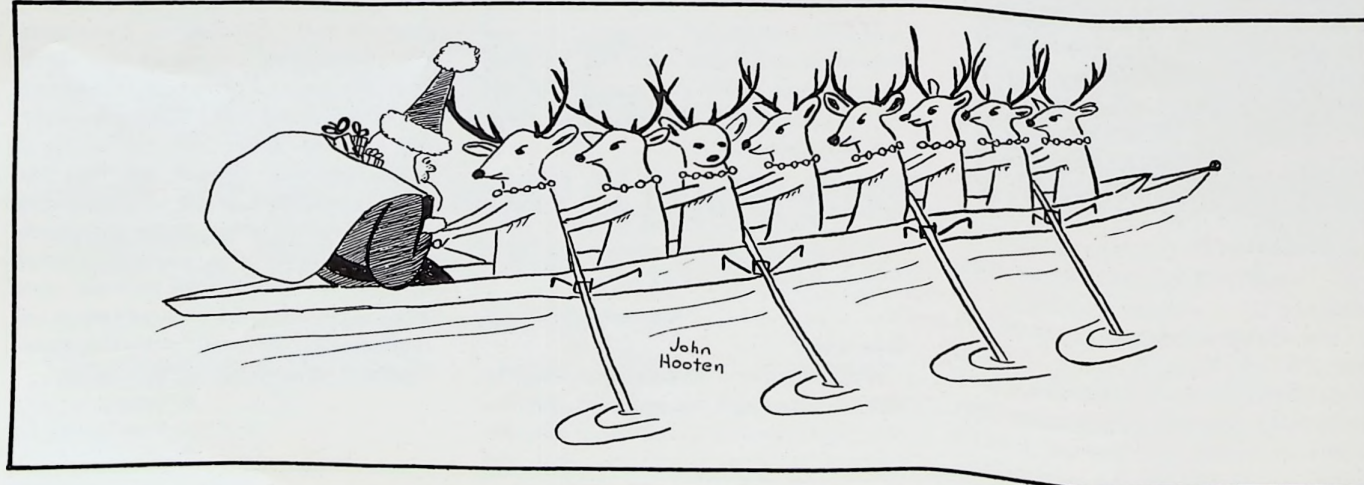
FOR SALE: Alden Ocean Shell and Oars; 8 months old; S. Krenn, 4545 1/2 Kansas, San Diego, Calif. 92116.

WANTED: Used wherry or ocean shell. Contact Peter Halsey, 21 Court Stret, New Haven, Connecticut 06511.

WANTED: Single racing shell. Nancy Hilliard, 234-C Newport Ave., Long Beach, Cal., 90803. (213) 433-3769.

WANTED: Humboldt State University newly-formed crew is in need of equipment. We have absolutely no equipment but have a modest budget to help us acquire some. Please send a list of any extra equipment to: O'Rourke Swinnery, c/o Humboldt State University, Administration Building 212, Arcata, California 95521.

COLD HANDS?
EXTEND YOUR ROWING SEASON
WITH:
The Bonnie Hot Pogies
FOR ALL ROWERS
COATED NYLON
ENCLOSURES HAND & OAR
\$5/pr; Oars of 8, \$4.50/pr. Specify scull or sweep.
B. A. Lock, 23 W. Wheelock St., Hanover, NH 03755





Fiberglass Training Single



P.O. Box 111
University Station
Seattle, Washington 98105
(206) 633-1038

Building Boats To Help Build People

We have the widest selection of racing and training equipment on this continent. Racing boats of reinforced plastic, Western Red Cedar or African Mahogany plywood. Inquiries are welcomed regarding special requirements. We now offer delivery to your door.

ROWING JEWELRY

Rt. 1, Box 83
Buchanan, Michigan 49107
Phone: 616-695-9637



Please send me the items I have circled.

All proceeds from No. 8 & No. 10 go to the NAAO

Name _____

Address _____

City _____ State _____ Zip _____

Enclosed please find ☐ check ☐ money order plus 50 cents for postage and handling for a total of \$ _____.

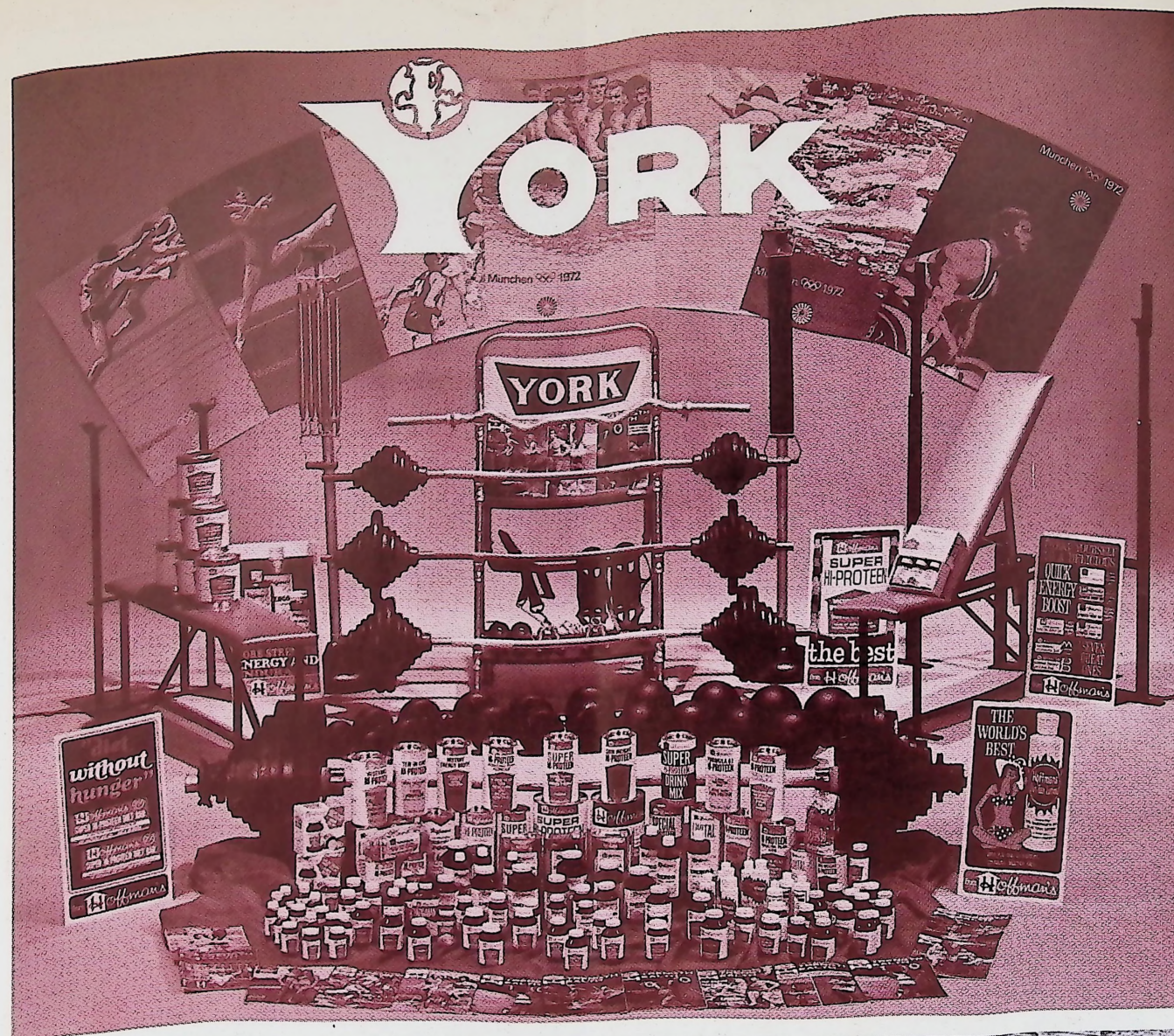
(Michigan Residents please add 4% sales tax. For orders outside the US and Canada, please add \$1.50 for postage.)

- | | |
|--|--------|
| 1. Key chain — blue enamel | \$2.00 |
| 2. Tie bar | 2.00 |
| 2. Tie tack | 2.00 |
| 2. Cuff links - set | 3.00 |
| 3. Sport coat buttons — antique gold
Set of 7 (3 lge. & 4 sm.) | 4.00 |
| 3. Enameled buttons with colored backgrounds of red,
maroon, orange, blue, green or black. Set of 7 | 5.00 |
| 4. Ladies Charm | 1.50 |
| 4. Tie tack — blue rhodium | 1.50 |
| 4. Lapel pin — blue rhodium | 1.50 |
| 5. Charm — blue rhodium | 1.50 |
| 5. Tie tack — blue rhodium | 1.50 |
| 5. Lapel pin — blue rhodium | 1.50 |
| 8. NAAO — USA Shield, red, white, blue | 2.00 |
| 9. 'Munich' lapel pin, blue enamel | 1.00 |
| 10. Official NAAO pin with crossed sweeps | 2.00 |

"MISSION '76 MONTREAL" T Shirts

Order in sizes S, M, L, XL
Imprint color: Red or Blue
1 shirt \$3.25 1 dozen \$36.00
New Women's Design
Same prices, sizes and colors
Specify men or women





THE WINNING COMBINATION!

A great deal of physical endurance and stamina is required to maintain the rhythm necessary for a successful winning combination. In competitive rowing weight training and proper diet are as instrumental as in any other athletic endeavor.

For more than 30 years York Barbell Co. has been the pioneer and leader in the field of weight training, nutrition and physical fitness. York manufactures a complete line of scientifically designed barbell and gym equipment as well as a complete line of nutritionally formulated food supplements. York Barbell Co. has the winning combination!

For further information and free catalogs write to the York Barbell Co., Box 1707, York, Pennsylvania.