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VW doesn't mean bugs today in Philly — it means Vesper Women, and the only bug in the program is a shortage of competition. Story—p.18

THE OARSMAN®

Volume 8, Number 5

November/December, 1976

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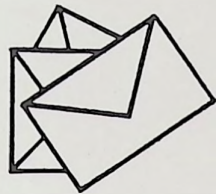
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Letters To The Editor

Your comments on any issue related to rowing are welcome. Address all correspondence to Pete Raymond, Editor, The Oarsman, Department of Athletics, Harvard University, 60 Boylston St., Cambridge, Ma. 02138.

Dear Sir:

After reading Mr. Cromwell's article in the September/October issue of *The Oarsman*, I feel compelled to reply to some of his comments.

With regard to the suggestion of the rigging hassles, as far as I am concerned the only hassles were those caused by Mr. Cromwell himself. He very carefully avoided the fact that he took it upon himself to re-rig a quad that he was rowing in, with no intimation to me at all. After the crew rowed with the Cromwell rig, they complained bitterly and said it was an awful row and asked me to re-rig it.

Mr. Cromwell's so-called extraordinary experience was probably due to the fact that I told him to stop interfering with the rig or leave.

With regard to the "criminal" action of cutting men after I was taken ill, it was my understanding that at the squad's meeting it was unanimously requested that the cuts be made as the scullers did not wish to continue away from their jobs any longer than was necessary. Also Mr. Cromwell had intimated that he was going to withdraw from the Camp. I can only say with regard to this being the briefest experience in Mr. Cromwell's 25 years' experience, it might have been even more brief if I had been allowed to continue my fifty years' experience.

Very sincerely,
Ernie Ariett

October 13, 1976

Dear Editor:

Yes, I do believe that the lightweight is a vanishing breed, especially in the eyes of the Californian coaches. This year the Western Sprints will feature only one light race; the varsity eight. The heavies are well represented however; with Varsity fours, varsity eights, J.V. eights, and Frosh eights. This is a strange turn of events since a majority of human males qualify for lightweight rowing, and indeed, a majority of oarsmen are not true heavyweights.

I greatly fear that in the four years I have been rowing that the sport is losing it's "amateur" status! Soon it will be like basketball or football — only those with the right genes will be able to play! This would be bad for our sport as it would cut out half of the avid participants, and half of the fanatical support.

In closing I ask that the N.A.A.O. intervene in the Western Sprints on the lightweights behalf and return the lights to representation. Lightweight races are just as exciting, and these men give as much or more to the sport (does a heavy give 9-10% of his body weight?).

Sincerely,
Fred Darvill
Captain V. Light eight
President
Washington State
Univ. Crew

November 10, 1976

Dear Editor:

I have some bad news for the Chestnut Hill Academy. On December 12th and 13th, 1975, the UCLA Women's Crew rowed for 25 hours and 1 minute for a total of 110.7 miles, thereby breaking, and as far as I know still holding, the world's record for both mileage and hours continuously rowed. However, I would like to commend the CHA crew for their valiant attempt. After following the UCLA women in the launch for their marathon, I know how much pain and anguish is involved and I am sure that if Guinness had published our record in their last edition, the men from Chestnut Hill would have pressed on for nine more miles to get the record. They do have the consolation, however, of holding the record for *men's* marathon rowing and I advise any oarsman or oarswoman who is tempted to go for the record, to take a sane look at what is really involved. If you do, I am sure you will decide to go for the monopoly playing record instead.

Sincerely,
Larry Daugherty
Women's Crew Coach

RUDERAKADEMIE
RATZEBURG
Jurgen Plagemann
Oct. 13, 1976

Dear Hart:

Thank you very much for your letter of September 24 with the Membership Card making me an Honorary Life Member of N.A.-A.O. I am very appreciative and I am very proud about this honour. Many thanks to all my friends.

I learned from my friend and teacher Karl Adam, that it is our firm conviction to work for the development of sports performance all over the world. Our 1963 in the United States distinguished organized trip with the Ratzeburg eight with the final Eastern Sprint Championship and the unforgettable reception of President John F. Kennedy happened, that I have found a lot of friends in the USA. I hope I can return something for my impressions in America with my work at the Ruderakademie. I see in my Life Membership of Honorary an acknowledgement, that I did well. You can be sure, that I will give also for the future every support to American Oarsmen and the N.A.A.O., whenever it is practicable.

Sincerely,

Ed's note: Jurgen Plagemann has served the U.S. teams visiting West Germany since 1970, arranging for equipment and training needs.

Dear Editor:

As a high schooler I would like to make a reply to the letter in the Sept./Oct. *Oarsman* by Bob Rogen.

I would like to comment on the part where he said, "Why can't we spend more time, money & effort at helping rowing where it really is needed: during pre-college days & after graduation? Why not teach high schoolers how to scull?" I am a senior and I'm going on my 4th year of rowing.

I would like to recognize my coaches and our great club. They are Ed Lickiss and his son Pat. Our club is the Oakland Strokes. We used to be Lake Merrit R.C. but because of some difficulty we had, we branched off.

(Cont'd on p. 46)

The President's Message



This marks my final President's Message. More than a year ago I made the decision not to seek reelection to the N.A.A.O. Presidency after 1976. I step down with feelings that range from pride in an organization in which I wholeheartedly believe, to frustration that there is still so much to be done. Overall I am thankful for the experience of working with you in the complexities of the administration of the best in sport — rowing.

I am confident that N.A.A.O. stands tall and has firm hands guiding its future. Executive Secretary, Tully Vaughan, has been an imaginative force who created efficiency and credibility in our office. Evelyn Bergman has established a Headquarters that exceeds the best we hoped for. Ernie Bayer continues to guard the treasury with skill and an incredible understanding of the whole of our responsibility to all of our sport. Jack Frailey has been a second in command in the best sense and has led the Olympic Committee with care, sensitivity, and selfless dedication. Perhaps the person who has done the most to cover all the bases is Jack Franklin. His title of Chairman of the Judge-Referee Committee just scratches the surface. There are few in the rowing community who haven't been touched by his affability and skill.

Throughout the last four years I have been greatly indebted to the Directors of the N.A.A.O. who have worked in a variety of areas that I feel have strengthened the overall impact of our organization and of the sport in general. Those who have spent countless hours in referee launces are owed a great deal by those who compete. People like Horace Davenport, Bill Knecht, Dick Dunham, the Staffs at our various National Regattas, Thad Bennett and countless others have contributed in so many ways and I thank them for their support. Peter Raymond and all those who have made contributions to *The Oarsman* magazine have done many things for our sport.

While there is no question we are at a critical crossroads in terms of some aspects, I feel the base we have is there for others to build on. We are operating centers for oarsmen and

coaches, and I hope the side effects can touch many, many people in the rowing community.

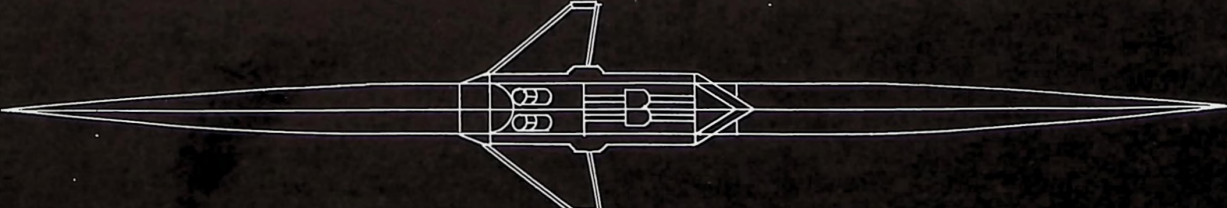
It is vital, as has been underlined in *The Oarsman*, that we establish a detailed long-range plan that reaches as many segments of the sport as possible. The competitors should know what is available and to whom, and should not be constantly facing changing selection processes, the training methods, and other elements that affect a competitor's approach and attitude towards the sport. A key has *got* to be mature input by competitors themselves. Suspicion of motives, personality conflicts, hind sight, and criticism have dominated too much time and thinking and have adversely affected performance.

The whole "camp" question has continually arisen and the November 14 Executive Committee meeting addressed this at length. The Committee recommends the continuation of the Camp concept and by the first week in January will recommend guidelines for selection and operating the camp. We are soliciting applications for the coaching staff and will review these before the Madison Meeting. All of us must realize, however, that funding and the calendar make any of these moves tentative at this writing and we fully realize the Camp is only one of our priorities.

So we move ahead with a mission to reach to more areas of the sport—we foresee new effort with Clubs, with Intermediate and Senior oarsmen, with sculling, with closer coordination with women's programs, with development of mass participation community programs and with the whole question of funding and fund raising.

I am convinced the NAAO is ready for this challenge. Thank you again for your help, your opinion, and your interest.

W.H. Perry



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VILLACH

Lightweights

While the U.S. Men's Heavyweight team was finding the going rough in Montreal, two other crews, the Lightweights and the Juniors were training for their World Championships in Villach, Austria. Since this was an Olympic year, it was decided to pair these two events together for the first time in one place. The site was the Ossiachersee in the province of Carinthia. Despite fluctuating wind conditions and those pesky motorboats, it was a beautiful place to conduct the World Championships for 1976. Herr Emil Hilber proved a most jovial Director and luckily for us could speak English well. The competition was scheduled for August 11-14 and we arrived on the 4th to train on the course. We took a full team with us, the winning boats of the trials and the lightweight camp eight — having met the time standards.

The lights were represented by the eight coached by Buzz Congram, an NYAC four w/o coached by Sandy Killen and single sculler Larry Klecatsky who had just returned from Montreal where he had rowed in the double sculls.

The junior squad came from three groups with the exception of sculler, Gregg Montesi, who had been coached in the U.S. by Al Moser. Murray Beach and Hunt Dowse's Northeast Composite Camp supplied the four with, the four w/o and the pair with; Jim Glavin's Vesper crew represented the eight and the pair w/o and Bill Mastalski's Fairmount scullers filled the Double and Quad sculls.

For all the race days the lightweights would go first at 8 a.m. followed by the Juniors at 10 a.m. On the first day Klecatsky, Montesi, and the Junior pair with advanced directly to the semi-finals. The lightweight eight went directly to the Grand finals by winning their heat, since there were only nine entries in the eight. The rest of the crews had to race in the repechage the next day. After the reps only two crews had been eliminated, the Junior pair w/o and the Junior double. That meant that nine of eleven crews would be racing in the finals. The only factor to be decided was which finals, Grand or Petit.

After a tough day of racing, during which the races were postponed twice and nine of the twelve quads were swamped because of wind, the U.S. emerged with 6 Grand Final crews, four Junior and two Lightweight. Junior Grand finalists were Montesi, the pair with, four with and the eight. For the lights, Klecatsky and the eight would vie for gold. The light four w/o, junior quad and four w/o would have to be satisfied with the petits.

The first race on final day was the lightweight single and found Klecatsky in fifth through the middle 1000. He pulled back to finish fourth, 5 seconds behind the Austrian. It had been tough racing for Larry as he seemed to get slower with each succeeding race. Next was the lightweight four w/o in the petit. They hadn't really gotten it together yet and still couldn't — finishing fourth, 5½ seconds out of first.

Then came the lightweight eight and one of the more exciting races of the day. The U.S. was third at the 500, but only .5 seconds separated the top three, West Germany, Canada, and the U.S. Great Britain was in fourth, 1 second behind. By the 1000 the U.S. was second, .8 seconds ahead

Juniors

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of Canada and 2 full seconds ahead of Great Britain. West Germany had a comfortable first-place margin of 2 seconds. But the British were closing. At the 1500 they were within 1 second and in the last 500 they pulled past to take second place. Finishing times: West Germany 6:05, Great Britain 6:06.81 and U.S.A. 6:09.16. Not as well as hoped for, but a good race with the best in the world.

The course was changed to 1500 meters and the Juniors were ready to go. The first race, four with, would be the best U.S. effort of the day. Off the line in second, East Germany led with Russia and West Germany right behind. 500 gone, the U.S. was .26 seconds up on the Russians; at the 1000, the lead stretched to 1.2 seconds, with East Germany in front by 4 seconds. At the finish: East Germany first, 4:58.59; U.S.A. second, 5:02.82; West Germany, a squeaker for third, 5:03.13 and fourth, USSR, 5:03.34.

Gregg Montesi raced next in the single Grand finals. He started well and was in second by only .4 seconds with 500 gone. The Russian was first with the East German surprisingly in third a full second behind Gregg. That didn't last long. With 500 to go the Eastie had pulled into first and Gregg was third, .7 seconds out of first. These positions held; however, the Russian faded, finishing fourth, while the West German, who had been fifth with 1000 to go, finished second. Gregg still has another year of eligibility, though, so he has something to look forward to next year.

Another Grand final race for the U.S., the pair with, followed. Unfortunately, the wind decided to pick up again and the races were postponed for two hours. When they were finally resumed the crowd saw another extremely exciting race. At the 500 the U.S. was second, only .4 seconds behind

the Easties and 2 seconds in front of the Russians. At the 1000, the gap closed to .27 seconds (some observers put us in first at one point), when a boat-stopping crab turned the boat sideways. Starting again, the U.S. pulled back to finish third as Poland also crabbed meters from the finish line. The margin between third and fourth was .27 seconds. It was a good display of control under pressure and a well-deserved bronze medal for them.

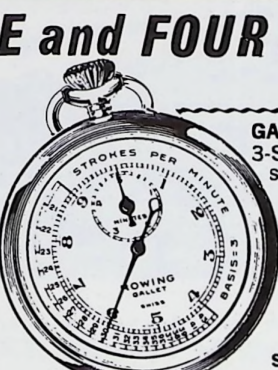
The four w/o petit final followed and another good show for the U.S. This boat had been forced to row with a substitute when the bowman pulled some back muscles and had shown real determination in both the reps and the semis. The finals were their fourth race as a boat and they performed well, placing third only .21 seconds behind second place Poland. The quad petit final followed and again the U.S. boat had trouble getting it together. A somewhat disappointing fourth placed them tenth over-all.

All that was left now was the eights Grand final, the only race East Germany would lose. The U.S. eight also rowing with a substitute, put out a good race and finished fifth as the Russians fought with East Germany for first, finally getting the best of them and winning with a time of 4:19.81.

All in all it was a good showing for U.S. Junior rowing and it is time for us to improve further. In 1975 we only had two Grand Finalists and both placed out of the medals. This year the U.S. team captured one silver and two bronzes out of four Grand finalists. Although some of the time standards need to be reevaluated since the crews which medaled had beaten their marks by 15 seconds or more, it proves that the U.S. can compete internationally — and who knows, maybe next year will produce the first U.S. gold medal in Youth rowing. ■



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THE 1976 WORLD JUNIOR

THE UNITED STATES drew Lane No. 1 in the final race for single sculls at the 1976 World Junior Rowing Championships. Some hoped this was symbolic, for the American entry, 17-year-old Gregg Montesi of Barrington, had already proved to be an authentic world-class athlete by winning his preliminary and semifinal heats.

The regatta was on August 14 in Villach, Austria. As Montesi paddled onto the course, he was grateful for cool cloudiness, although a light drizzle warned of storms from a nearby mountain. Heat saps energy. It was important to yield nothing to the elements. The semifinal the day before had been a

close, grinding race. This would be even more severe.

Montesi entered his lane, a double line of buoys extending for 1,500 meters. In Lane 2 was West Germany. Beyond, Czechoslovakia, Canada, East Germany (the other semifinal winner) and Russia in Lane 6. They were what remained of the 24 countries that had entered the competition.

Montesi backed into the starting dock. Very nervous, he listened carefully for the French starting commands, which often come suddenly. For a long time officials aligned the boats. Finally Montesi heard "Partez!"



photo courtesy Providence Journal

Reprinted courtesy of the Providence Sunday Journal

ROWING CHAMPIONSHIPS

Gregg's Race

By Peter Amram

Gregg's coach, Albin Moser, had not been funded for Vil-lach. He stayed in Providence, where he teaches in a public middle school. Moser, a large, straightforward man, played football and rowed at Brown University in the middle '60s. During a 1970 trip to Germany, Moser learned techniques for teaching sculling to children. In 1971, he started a summer program at the Narragansett Boat Club on the Seekonk River. A file card reveals that in that initial batch of kids was one Gregg Montesi, age 12, 5 feet, 5 inches and 100 pounds.

Montesi's start was especially strong. After 20 strokes, he led by a dozen feet. Excited, he dug his oar blades hard into the water.

Montesi gets second wind earlier than most athletes. Nor-mally, at 500 meters, his competition, winded, begins to fall back. These rivals, the world's best, stayed even. The drizzle became real rain.

Gregg's mother, Jane, shares thoughts readily. "I pushed him. Once he started to show promise, I told him if he was going to compete he would have to train. Sometimes he didn't want to."

Training meant hours on the uninviting Seekonk. Often Jane, after driving Gregg in from Barrington, waited at the club. Once a startled visitor found her there asleep.

Gregg finished the first summer by defeating a 16-year-old. Moser brought the boy along slowly, without pressure. By 1973, Gregg was racing outside the club. He was second in the 1975 Junior (under 19) Nationals, which he won easily this year.

Jane's good-naturedly candid self-description is "a pushy mother." She and her husband, Ed, are active. Moreover, "Ed is very competitive," and she states firmly, "So am I." (Gregg's younger sister Suzy, 12, now sculls too—competi-tively.)

However Jane's reward is not winning, but involvement. "I go to all the races. I'm there with him. Where are the other parents? I never see them."

There was no strategy. It was a sustained sprint of one long, hard stroke after another, 30 to the minute. This was a new, painful kind of race for Montesi. The constant pressure prolonged his nervousness.

In practice, Montesi had trouble steering in his lane. Now, despite increased rain and choppy water, he ran straight. However, his opponents, as he later put it, "didn't die the way they were supposed to." It was even at 750 meters.

Although Ed Montesi grew up idolizing swimmer Johnny Weissmuller, at Syracuse University he joined the crew. There his career included a gold medal in the 1959 Pan Am games. Big and capable, he is now an engineer of the hands-on, dirty-fingernail school.

As a child, Gregg seemed poorly coordinated. Parental concerns and enthusiasms did not always fit him well. There were frustrations.

Ed saw Gregg after his first two weeks of sculling. "I went to the boathouse and he was handling the boat by himself. It was something!" The father disciplined himself to leave most of the coaching to Moser. Says Ed, who does not scatter words aimlessly, "Albin is doing a great job." Of Gregg: "Maybe he wanted to show his father something. He's done more than I ever did. A damned good job."

Montesi tried to break away at 1,000 meters. He needed something with only 500 to go. Straining at his oars, he crept to a thin advantage. But the East German came on hard and took away the lead.

The storm caught and held them. Conditions were barely raceable. When Montesi saw the red buoys marking the last 250 meters, he tried to increase cadence. Nearby, the West German found extra speed, however, and moved past. Mon-tesi knew he would not win.

Gregg Montesi is a polite, handsome boy who watches the world carefully with quiet eyes protected by fierce brows. He stands two inches over six feet and weighs 165 pounds. At Barrington High, where few people relate to sculling, he en-joys and does well in practical subjects — math and mech-anical drawing. He takes less pleasure in English and history, a legacy of some reading confusion. He hopes for a college athletic scholarship. The Coast Guard Academy interests him.

Years of racing and innate shrewdness make him a poised athlete. (Gregg also swims and runs. Somewhat casually he once won the State Junior High 880 run.) Rowing finals are gained through preliminaries. The idea is not to win, but to advance. "Gregg is smart," says his coach. "He isn't super-stitious. He only rows as hard as he has to. He has excellent emotional control."

He trains with both long, steady rows and short, hard bursts. Gregg's program is decided by Moser, although after so many years few words are needed. "I know what he wants," says Gregg. He searches for a phrase. "It's like I'm part of him."

Racing makes him anxious. "I work hard to race and then I

(Cont'd on p. 47)

The Head of the

Why it should be called the TAIL of the Charles or the MOUTH of the Charles



Did you ever wonder why that regatta held every year on the third Sunday of October is called the HEAD of the Charles? As I sat down to follow, as best I could, the likes of J. Higginson, T. Swayze, W. Tytus, R. Arlett, S. Cromwell and a few others, I tried to figure out what the Head was all about. Then I tried to figure out what "Head" could possibly mean. To quote Webster's: "2. The seat of the intellect?" Why would anyone in their right mind do this thing? No that wasn't it. "8. Culminating point or crisis?" Hardly a crisis but that was getting warm. "9. The source as of a stream?" If starting at the B.U. bridge is the source of the Charles, the cleanup program is in big trouble. Then I got smart and figured it was all a mistake, that they really meant Mouth as in the opposite of Head, or where a river empties into the ocean. That didn't do anything either. But "4. A wry face; a grimace?" Now *that* was getting closer. It still didn't satisfy. Maybe *Tail* I thought. "7. A relatively long line or series? b. A line of persons waiting; a cue" Now that was a little better. I thought perhaps the shape of the course could also be likened to a tail. Then I got excited 'cause I thought perhaps I could change the name of the event and it would make sense to more people. No, after all, the thing has been running for 11 years! So someone must have thought it out in the beginning. So I went back to Head and I found it! Make "Head" into a verb and you've got it: "4. To be or put oneself at the head of; to lead. 6. To get in front of, so as to stop or turn back." That's what it was all about. But there was still a big question for me. I hadn't been able in the last 8 attempts at it to "get in front of, to lead" — there was always someone else ahead. If I were Olrich or Klecatsky or Dietz who keep showing up and keep winning (they cheat — they start first) I guess I could understand it. Rumor has it that they train for the event too. Now really!

The HEAD — I'll submit to that so that you all know what I'm referring to. Eleven years ago I entered the Head in the College singles rowing in a '38 Hagerty (I hope there are a few out there who have heard of that) with a pair of oars that were built for some one with



Charles, 1976

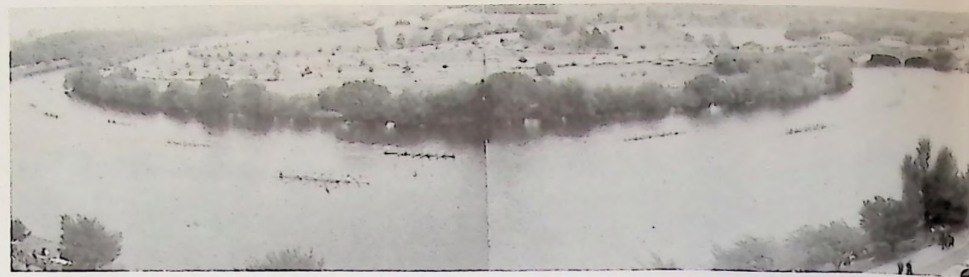
by Larry "Monk" Terry

Women's eights pass Newell Boathouse a little beyond the halfway point.

photos by E. Benner, B. Jones, M. Shuer and J. Wolbarst



gorilla arms and one of which had come to a small misfortune. The result was a crab every stroke — into a stiff headwind at that. I managed to come in fifth — the fact that there were only six in the event and that Paul Wilson and Sandy Killen beat me by two minutes is only incidental. After that performance I made sure that I would stay out of the singles races.



Somehow I was talked into taking on those three miles again. In fact for the last five years I've rowed in the same boat. Supposedly we have to keep doing it until we no longer are accepted by the regatta committee. More likely it will be when one of us has a coronary, and all our backup squad has the plague.

So what was the Head all about? This year was the year of the comeback. Never said how far, but five years after being in really good shape (and not winning then) we had only so far to get back to that point. G. Clapp decided to pursue other aquatic events a few weeks before the event and somehow managed to do in his esophagus. A pretty cheap shot, going a little far to get out of the race...

We had had many pounds of ham and hundreds of chocolate chip cookies and the ultimate carbohydrate in liquid form which made getting sleep the night before easy: perhaps a little to easy.

"Daddy, why do you have to go?"

"Well," I replied, "I have to go row on the Charles."

"What for?"

"There's a race"

"What for?"

"That, Louisa, is a good question."

A combination of the carbohydrates and a subtle hint from



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one who has had me disappear on too many Saturdays and Sundays to row, led to a late arrival on the now all too familiar battleground. I missed seeing Jerry win for the ninth time (even if his age helped a little). I noted later that 8 out of the original Veteran group of 11 in 1965 were rowing this year. I failed to see Van Dusen and Cortes beat the perennials Klecatsky and Dietz. I didn't catch the familiar faces of the Vesper four comfortably cruising to victory. I didn't even get to see Ann Warner make her course record 40 seconds ahead of the next boat. What did I see?

Hundreds of people milling around, draped over the Harvard bridge, the Weeks bridge and, in fact, all the bridges; shells hanging on trailers and tilted on racks as if there by a giant javelin thrower; Groups huddled around tailgates as if it were a football game instead of THE event; a fantastic collection of sweatshirts carefully revealed so that the home colors were displayed; familiar faces, but many more not familiar, making me feel OLD and out of it; the familiar varnish and musty smell wafting through the natural drafts caused by racks of boats; and mothers, brothers, fathers, sisters, children, friends and lovers of those heroes about to go into or recently returned from battle with the oar handle, milling about on the dock.

"Which event are you going in?" a young thing asks.

I answered indignently, "The Elite Eight!"

"Really? Which boat?"

"Oh, just a coupla guys under the Union flag."

"Oh! Well, Good Luck!"

"Where are those Livingstons anyway? You'd think they could get here on time — I mean they came all the way from California and Colorado. Come on its time to go... Cool it, come on, come on, the way you steer it'll take all day to get

(Cont'd on next page)



Cornell's Stone and Dun capturing second place in the pairs.



JOIN US FOR THE FOURTH ANNUAL REGATTA IN "PHILLY" THE BICENTENNIAL CITY

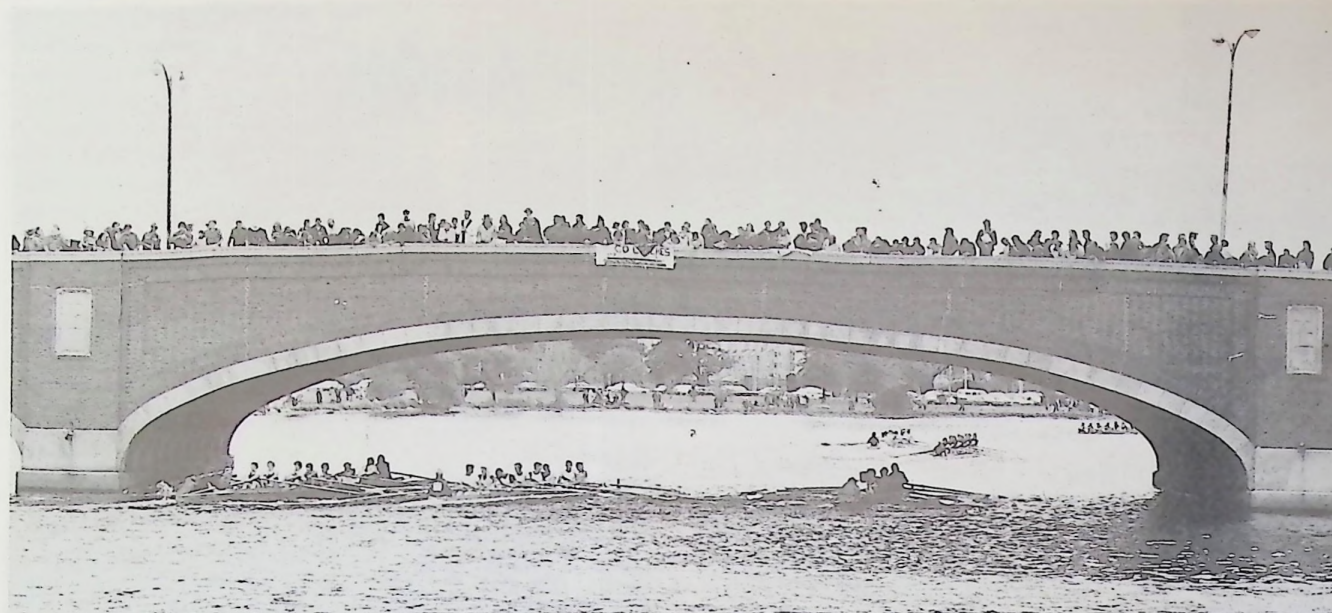
March 19, 1977—On The Schuylkill River

BILL BRAXTON MEMORIAL REGATTA

Crescent Boat Club

5 Boat House Row East River Drive

Philadelphia, Pa. 19130 Attn: Regatta Director



there, never mind getting back. All right here we go. Hands on — on what! Oh, the boat? My Gawd this thing is heavy, Harry must have put lead plates in this one. Are you sure we rowed in this thing before? We didn't? Great!

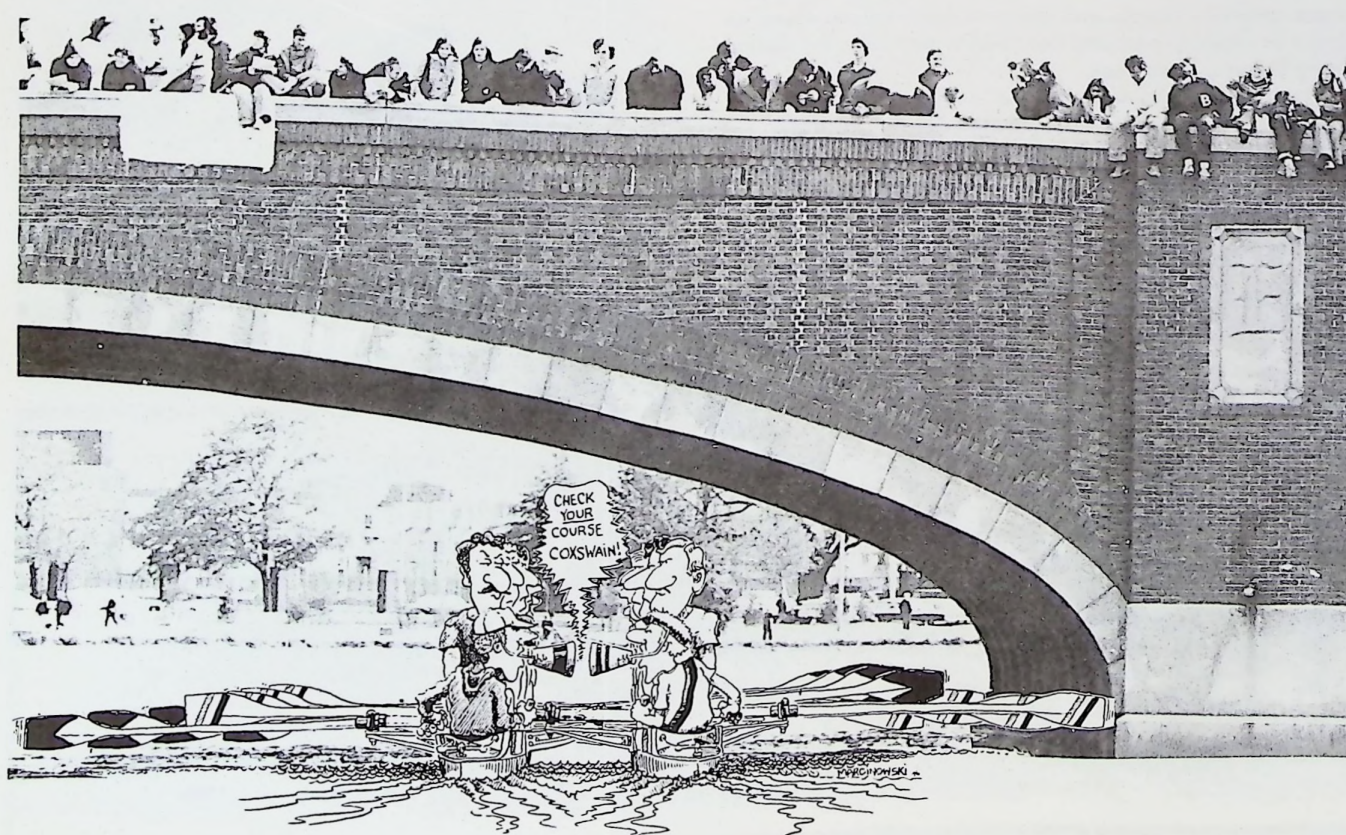
"Ready, shove. Box six — ready, row... Hobbs, where are you? — Where do you think? — You sure are slow. You making your shoes?... O.K. All eight — do you think we dare? Come on, at least make it look good even if it won't go very fast... Hey, guys, not bad, you must have done this before. O.K. all eight, 20 at 3/4, on this one... Good, feels good."

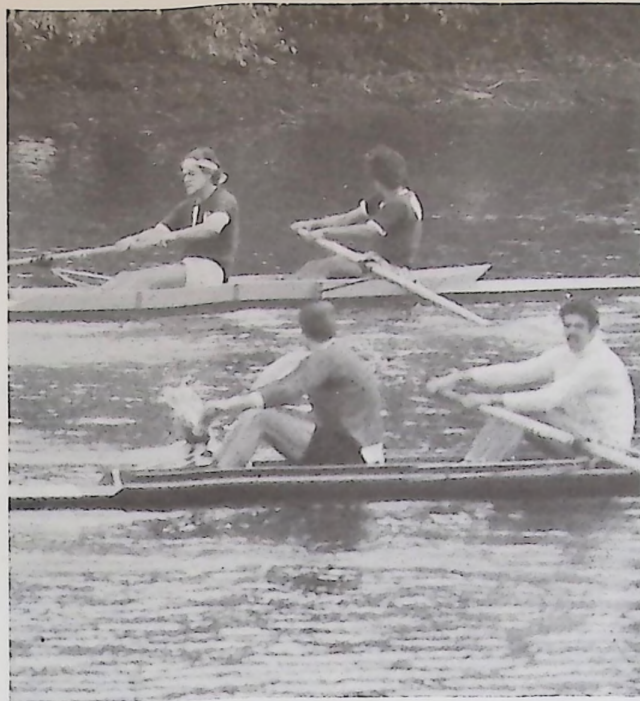
"All right, 20 at racing cadence, on this one... Hoffer, what was that? — 28. And we have to row a 32? This boat never did row anything less than a 34 very well. OK, crank it up, 20 at 32... What about that one? 32 1/2. Not bad. OK, now 20 at 3/4 and 20 full... No wait, that's enough, you're going to get us all tired out. Lets just cruise around."

As we head toward the mouth of the Charles, all the little water bugs are lining up ready for the lonely haul.

"Glad I'm not in one of those. Hey, Dietz, you still doing that?"

"Yeah, what about you guys? Aren't you veterans yet?"





Potomac passes Harvard, headed for victory in the Pairs.

"Look, there's Stone; hope he catches Dietz. And Higginson and T. Lazarus, Vespoli in a single! And *Arlett*, Killen, Talbot and there's R. Lea III. I thought he was riding bicycles these days; all sorts... Well there they go, we're up next.

"Come on Hoffer, lets get up there. There's number 14. Who's that anyway, Syracuse? Come on we got to beat them. Who's that behind us, Dartmouth? Hey look over there, a boat we can beat! All those business types with Thunderthighs Hamlin in it. They've got to be in worse shape than we are. All right guys, were not going to be last, come on, get up there. They're going — get going!"

The incantation from the docks lets me know that Vesper and Princeton have already started. "Come on, get right up there on Syracuse. Here we go, full power-now! (Good work Hoffer.) Dartmouth is way back there now, where is that other boat... you're gaining on them, hey lets go. Eagle, you're skyng, Come on Monk, sit up." I know why that start feels so funny — that's the *end* of the race course, and we *started* there. This thing is really messed up. Why am I doing this again? I'm tired already. From Fritz comes "Come on let's have a power ten." (Forget is Hoffer, forget it.) "Don't cut those buoys too close."

"OK here come the bridges. Probably won't get through these bridges for two minutes. Ah, the days of the one minute between-the-bridges. One boat down, here comes another one. You mean we've already gone a mile! I can't believe it. Arms are killing me. Here comes that wacky turn, come on Hoffer, make it right. God, look at all those people gaping. Do I look as bad as I feel? Here comes Weld. "Give us



Princeton passes Tampa on the way to eighth place in the Intermediate eights.

a power ten!" (If he calls one more of those I'm going to fall out...)

Out of my dreamlike and euphoric trance that enabled me to get to the two mile mark I am awakened into the reality of a "Head crisis". We are catching two boats, beside one, overlapping the next and on the outside of the big turn. Hoffer yells "Come on you s.o.b., move over", or some such verbiage, but I knew it was all in vain. Come on starboard, this is your turn. Phew. That will give me a little breather. I can't believe it's a mile from here. Rowing around a corner is like rowing sideways, there's got to be a better way to get this crate around the corner. Ah, the boathouse. Through the arch, let's push those guys behind us. Through the bridge, ready to take it up? "No, Hoffer, not now... we got half a mile to go. How about a power ten? OK, power ten. Come on, Port, this is your corner now." A grimace, a grunt, we're around the corner. "OK Hoffer, now you can do it. OK guys, now's the time. Up two on this one. Up two again." We just did — we only did fifteen strokes. What's the matter with him? Come on, where's that finish, where's that finish? "Five more." One, two, three, four, five. "All right, only ten more." Dammit, you missed it again. We're over. I can't believe it. Good finish, "Good finish, guys." Not bad at all.

Well, it wasn't so bad. We had a crisis, we had a few grimaces. We had a relatively long line. We did get ahead of at least some boats. And it certainly was "so as to stop." Should it be the Mouth, or the Tail, or the Head of the Charles? Well, it'll have to stay the Head. And I guess I'll do it again. ■■■■■



Head of the Charles Results

Penalties included in these results are:

*Buoy violation (one asterisk each violation) — 10 seconds per buoy

†Late at start — 60 second penalty

VETERAN SINGLE SCULLS (order of finish based on a handicap of 8 seconds per year of age over 40)

1. Cambridge Boat Club J. Olrich (age 64)	22:44.3
2. Detroit Boat Club — (Fastest Veteran Prize) J. Welchli (age 48)	20:58.2
3. Cambridge Boat Club E. Lynch (age 52)	21:31.6
4. Riverside Boat Club R. Cutler (age 63)	23:7.9
5. Vesper Boat Club G. Ignas (age 43)	21:01.1
6. Potomac Boat Club D. Challinor (age 56)	22:45.9
7. MIT Boat Club H. Rogers Jr. (age 50)	22:29.4
8. Buckingham Browne & Nichols R. Emmet (age 52)	22:45.9
9. Belmont Hill School R. Duncan (age 60)	23:56.4
10. Cambridge Boat Club S. Proctor (age 51)	22:45.5
11. Hillsboro Ugh Rowing Club M. Vega (age 40)	21:31.7
12. Cambridge Boat Club W. Reimann (age 41)	21:55.5
13. New York Athletic Club W. Sanford (age 69)	25:39.6
14. Trinity College N. Graf (age 51)	23:15.9
15. Union Boat Club L. Martin (age 45)	22:28.4
16. Cambridge Boat Club V. Maslov (age 44)	22:28.3
17. Atlanta Rowing Club T. Donohoe (age 50)	23:17.6
18. Princeton Univ., R.A. H. Zink (age 58)	24:34.6
19. Cambridge Boat Club L. Wade (age 72)	26:28.0
20. Union Boat Club T. Crosby (age 76)	27:07.9
21. University Barge Club R. Lea Jr. (age 63)	*25:27.5
22. Aqueduct Rowing Club J. Bigelow (age 54)	24:24.4
23. Cambridge Boat Club T. Sherwood (age 48)	23:44.8
24. Alden Ocean Shell Assoc. J. Libaire (age 64)	25:58.5
25. Potomac Boat Club J. Middendorf II (age 52)	24:29.1
26. Choate School L. B. Sylvester Jr. (age 52)	24:32.3
27. Union Boat Club N. Tilney (age 41)	23:06.0
28. Cambridge Boat Club A. Pappenheimer (age 68)	26:51.3
29. Lake Washington R.C. L. Hull (age 48)	24:31.9
30. Sagamore Rowing Assoc. A. Borghard (age 48)	24:42.4
31. Shimmo Rowing Club P. Heller (age 50)	*25:22.8
32. Union Boat Club J. Connors (age 48)	25:15.0
33. New York Athletic Club M. Prassel (age 66)	27:39.8
34. University Barge Club T. Cleaver (age 43)	24:40.8
35. Union Boat Club T. Hickey (age 44)	24:49.5
36. Union Boat Club H. Keyes (age 72)	28:49.8
37. Boston University J. McCalg (age 54)	27:24.2
38. Cambridge Boat Club Q. Taylor (age 59)	*33:08.5

WOMEN'S FOUR-OARED SHELL WITH COXSWAIN

1. Radcliffe College Crew — White Stag Trophy (course record)	19:49.1
2. New Hampshire, U. of	19:51.1
3. Dartmouth Rowing Club	20:27.2
4. St. Catharines Rowing Club	20:28.9
5. College B.C. of Pennsylvania	20:36.8
6. Minnesota, U. of, Women's Crew	20:41.6
7. Wellesley College Crew	20:43.2
8. MIT Boat Club	20:46.8
9. Yale University	21:11.3
10. Phillips Academy	21:11.5
11. Princeton Univ., R.A.	21:13.8
12. Boston University	21:14.3
13. Wichita Rowing Association	21:23.8
14. Cornell University Crew	21:27.2
15. Williams College B.C.	21:28.6
16. Tampa Univ. of	21:36.6
17. Rhode Island, U. of	21:50.1
18. Nobel & Greenough School	21:54.6
19. Philadelphia Girls Rowing Club	22:00.6
20. Potomac Boat Club	22:02.5
21. Back Bay Viking R.A.	22:26.8
22. St. Joseph's College	22:34.1
23. Ithaca College	22:46.4
24. Northfield Mt. Hermon School	22:47.6
25. Chicago, U. of	22:49.3
26. Connecticut College R.A.	22:50.9
27. Phillips Exeter Academy	22:55.5
28. Trinity College	22:58.0
29. Smith College Crew	22:58.1
30. Nebraska, U. of	23:03.3
31. Holy Cross College	23:06.6

32. Choate School	23:10.0
33. Syracuse Univ. Women's Crew	23:31.1
34. Upper Merion H.S.	23:34.8
35. Worcester Polytech R.A.	23:44.8
36. Clark University	24:13.4
37. Harvard Business School B.C.	24:25.3
38. Marist College	27:23.0
39. Moses Brown School	27:44.4
(Previous record 20:34.8 Radcliffe 1974)	

DOUBLE SCULLS

1. Riverside Boat Club	17:14.2
2. Harvard University	17:17.6
3. New York Athletic Club	17:20.7
4. Potomac Boat Club	17:59.4
5. Cambridge Boat Club	18:02.9
6. Ecorse Boat Club	18:12.8
7. Mixed Entry	18:19.7
8. Rutgers Univ.	18:19.9
9. Cambridge Boat Club	18:25.6
10. Spuyten Duyvil Rowing Club	18:55.3
11. Boston University	19:16.9
12. Cambridge Boat Club	19:32.8
13. Cambridge Boat Club	19:37.6
14. Cambridge Boat Club	19:47.1
15. Boston University	19:50.1
16. Ottawa Rowing Club	19:58.8
17. Riverside Boat Club	20:12.3
18. Dartmouth Rowing Club	20:18.3
19. Princeton Univ., R.A.	20:19.3
20. Sagamore Rowing Assoc.	20:34.7
21. Remex Rowing Club	20:56.8
22. Penn A.C. Rowing Association	21:03.1
23. MIT Boat Club	21:10.1
24. Harvard University	21:26.3
25. Mixed Entry	22:26.2
26. Cambridge Boat Club	22:26.8
27. New Hampshire, U. of	23:04.1
28. Worcester Polytech R.A.	23:12.8
29. University Barge Club	23:15.9
30. Iona College	24:07.3

LIGHTWEIGHT EIGHT-OARED SHELLS

1. Cornell University Crew — Boston Herald American Trophy	16:13.6
2. College B.C. of Pennsylvania	16:16.3
3. Williams College B.C.	16:18.6
4. Harvard University	16:20.6
5. Yale University	16:24.1
6. U.S. Coast Guard Acad.	16:25.7
7. Princeton Univ., R.A.	16:31.6
8. Potomac Boat Club	16:32.6
9. Dartmouth Rowing Club	16:44.2
10. MIT Boat Club	16:44.3
11. Rhode Island, U. of	16:53.3
12. Harvard University	16:55.0
13. Yale University	16:58.2
14. Ithaca College	17:01.9
15. U.S. Coast Guard Acad.	17:04.7
16. Ithaca College	17:05.7
17. Rutgers Univ.	17:05.8
18. Trinity College	17:06.9
19. Princeton Univ., R.A.	17:15.0
20. Dartmouth Rowing Club	17:15.1
21. Columbia University	17:16.5
22. College B.C. of Pennsylvania	17:20.0
23. Cornell University Crew	17:20.0
24. Boston University	17:20.3
25. Marist College	17:21.2
26. College B.C. of Pennsylvania	17:30.1
27. Fordham Univ.	17:30.7
28. Rutgers Univ.	17:30.8
29. Holy Cross College	17:36.2
30. Harvard University	17:41.4
31. Columbia University	17:48.1
32. Rhode Island, U. of	17:50.1
33. Connecticut College R.A.	17:59.3
34. MIT Boat Club	18:07.8
35. Wesleyan Univ. Crew Club	18:13.3
36. New Hampshire, U. of	18:34.7
37. Worcester Polytech R.A.	18:49.0
38. Timothy Dwight Rowing Club	19:41.4
39. Mt. Holyoke College	20:44.8

ELITE FOUR-OARED SHELLS WITH COXSWAIN

1. Vesper Boat Club — Schaefer Trophy	17:28.4
2. MIT Boat Club	17:52.6
3. College B.C. of Pennsylvania	17:53.3
4. Harvard University	17:58.0
5. Boston University	18:03.3
6. Harvard University	18:03.7
7. Yale University	18:03.8
8. Yale University	18:03.8
9. U.S. Coast Guard Acad.	18:08.0
10. Dartmouth Rowing Club	18:09.8
11. Yale University	18:20.3
12. Dartmouth Rowing Club	18:34.1
13. Massachusetts, U. of	18:36.1
14. Northeastern University	18:43.0
15. Dartmouth Rowing Club	18:43.6
16. Vesper Boat Club	18:48.6
17. Boston University	18:56.8
18. Princeton Univ., R.A.	18:57.0
19. Worcester Polytech R.A.	18:59.6
20. Harvard University	19:00.3
21. Dalhousie Rowing Club	19:18.1
22. U.S. Coast Guard Acad.	19:32.1
23. Hartford Barge Club	19:50.3
24. New Haven Rowing Club	21:48.7
25. Mixed Entry	23:37.3
(Disqualified)	

NOVICE SINGLE SCULLS

1. Virginia, U. of, R.A., H. Fulweiler	20:51.8
2. Kansas State U., J. Arnold	20:59.3
3. New York Athletic Club, J. Cayle	21:00.8
4. Virginia, U. of, R.A., C. Redinger	21:03.3
5. Syracuse U., T. Martin	21:09.3

6. Harvard University, E. Lord	21:13.6
7. Massachusetts, U. of, R. Cullen	21:25.0
8. Union Boat Club, L. Coolidge	21:44.0
9. Stanford Crew Assoc., M. Groseneau	22:16.1
10. Union Boat Club, W. Burke, Jr.	22:25.9
11. Cambridge Boat Club, M. Moynihan	22:33.1
12. Cornell University Crew, N. Belcher	22:35.8
13. Cambridge Boat Club, M. McGrath	22:40.3
14. Dartmouth Rowing Club, D. Gardner	22:48.6
15. Princeton Univ., R.A., W. Swigart	22:50.7
16. Viking Boat Club, J. Flanagan	22:57.6
17. Nonesuch Oar & Paddle Club, S. Sprague	23:00.9
18. Union Boat Club, S. Reppert	23:12.1
19. Cambridge Boat Club, E. O'Connell	23:17.1
20. New York Athletic Club, E. Lieber	23:19.6
21. Narragansett Boat Club, S. Bowden	23:25.4
22. Georgetown University R.A., N. Keller	23:47.5
23. Riverside Boat Club, R. Thompson	23:58.8
24. Connecticut College R.A., J. Clifford	24:00.8
25. Princeton Univ., R.A., D. Hausloher	24:37.8
26. Tabor Academy R.A., C. Converse	24:44.2
27. Cambridge Boat Club, G. Gifford, Jr.	†24:58.8
28. Cambridge Boat Club, J. Langermann	25:10.3
29. Viking Boat Club, S. Vetter	26:05.9
30. Union Boat Club, R. Stevenson	26:40.4
31. Hartford Barge Club, J. Hallett	27:46.3
32. University Barge Club, M. Hogue	29:01.3
33. MIT Boat Club, R. Krause	31:06.7
34. Harvard University, W. Perkins	31:34.4
35. Narragansett Boat Club, F. Bowden	32:28.7

INTERMEDIATE FOUR-OARED SHELLS WITH COXSWAIN

1. Upper Canada College	17:45.0
2. Yale University	17:59.2
3. Rutgers Univ.	18:07.1
4. Worcester Polytech R.A.	18:16.1
5. Boston University	18:20.6
6. College B.C. of Pennsylvania	18:21.1
7. Trinity College	18:23.6
8. Florida Inst. of Tech.	18:41.4
9. U.S. Coast Guard Acad.	18:42.6
10. Rhode Island, U. of	18:42.8
11. Georgetown University R.A.	18:45.1
12. Harvard University	18:50.7
13. Massachusetts, U. of, R.A.	18:50.9
14. Cornell University Crew	18:51.3
15. New York State U.	18:53.4
16. Washington College	18:56.0
17. Dartmouth Rowing Club	18:57.4
18. Nobel & Greenough School	18:57.6
19. Princeton Univ., R.A.	19:00.3
20. Villanova Univ.	19:03.3
21. Northeastern University	19:05.1
22. Lincoln Pk B.C.	19:12.2
23. Buckingham Browne & Nichols	19:19.0
24. Nebraska, U. of	19:22.1
25. Moses Brown School	19:52.1
26. Brown University	20:02.5
27. Ithaca College	20:05.1
28. Amherst College R.A.	20:07.8
29. St. John's Univ. Crew Club	20:20.2
30. Harvard Business School B.C.	*20:27.6
31. Worcester State College	20:33.3
32. Connecticut College R.A.	20:35.4
33. Gunnery School	20:46.5
34. Aqueduct Rowing Club	20:47.9
35. Independence R.C.	21:02.1
36. Marist College	21:35.3
37. Hartford Barge Club	21:48.8
38. Wellesley College Crew	21:50.9
39. MIT Boat Club	21:55.6

WOMEN'S SINGLE SCULLS

1. Yale University, A. Warner (course record)	20:56.9
2. Ottawa Rowing Club, B. Cameron	21:36.1
3. Vesper Boat Club, K. Constant	22:04.9
4. New Hampshire, U. of, L. Hills	22:10.0
5. Laval R.C., C. Pepin	22:25.0
6. Dartmouth Rowing Club, J. Geer	22:34.0
7. Vesper Boat Club, H. McFie	23:04.1
8. Ottawa Rowing Club, P. Cameron	23:04.7
9. Cambridge Boat Club, M. McDaniel	23:12.0
10. George Washington U., J. Schaper	23:54.4
11. Western Ontario, U. of, R.C., M. Draeger	24:00.6
12. Radcliffe College Crew, R. Chase	24:01.3
13. Smith College Crew, S. Hochgraf	24:06.0
14. Vesper Boat Club, B. Franks	24:09.8
15. New Hampshire, U. of, C. Fuerst	24:49.6
16. Philadelphia Girls Rowing Club, R. Flynn	24:58.4
17. Dalhousie Rowing Club, E. MacAlaster	25:07.5
18. Cambridge Boat Club, C. Clarke	25:18.1
19. Potomac Boat Club, F. Middendorf	†25:25.9
20. Syracuse Univ. Women's Crew, L. Beubler	26:29.3
21. Ottawa Rowing Club D. LeBlanc	*28:47.8
22. Ecorse Boat Club, J. Ebert	28:48.1
Vesper Boat Club, N. Storrs	Disqualified
Cambridge Boat Club, S. Fouraker	Disqualified

(Previous record 21:51.3 G. Pierson 1971)

JUNIOR EIGHT-OARED SHELLS

1. West Park S.S. — Princeton Trophy	16:34.0
2. Father Judge HS R.A.	16:47.3
3. Upper Canada College	17:00.0
4. Phillips Exeter Academy	17:03.6
5. Phillips Academy	17:09.0
6. Morris Harvey Rowing Club	17:11.8
7. U.S. Coast Guard Acad.	17:15.1
8. St. John's H.S.	17:19.5
9. Back Bay Viking R.A.	17:20.1
10. Tabor Academy R.A.	17:22.8
11. Simsbury H.S. Crew	17:38.3
12. Woodstock Rowing Club	17:39.8
13. St. John's H.S.	17:42.1
14. Phillips Exeter Academy	17:44.1

15. Northfield Mt. Hermon School	17:49.8
16. U.S. Merchant Marine Acad.	18:15.5
17. Holy Cross College	18:15.9
18. Tabor Academy R.A.	18:27.1
19. St. John's H.S.	18:43.1
20. Ithaca College	19:04.0
21. Middletown Rowing Club	19:10.3
22. Northfield Mt. Hermon School	19:10.4
23. Oyster River H.S.	19:29.0
24. Harvard University	19:48.7
25. Simsbury H.S. Crew	19:50.8
26. Worcester Polytech R.A.	19:52.5
27. Wesleyan Univ. Crew Club	19:53.0
28. MIT Boat Club	20:17.9
29. Harvard University	20:22.6
30. Harvard University	20:37.6
31. Harvard University	21:10.6
Princeton Univ., R.A. Ineligible Oarsman	

INTERMEDIATE LIGHTWEIGHT SINGLE SCULLS

1. Northfield Mt. Hermon School, H. Hamilton	19:55.8
2. Ecorse Boat Club, R. Cady	19:56.0
3. Independence R.C., R. Ruane	20:03.8
4. Cambridge Boat Club, W. Roesner	20:15.6
5. Dartmouth Rowing Club, M. Winer	20:23.2
6. Cambridge Boat Club, R. Sheetz	20:26.2
7. MIT Boat Club, P. Billings	20:35.8
8. New York Athletic Club, M. Good	20:39.6
9. Lincoln Pk. B.C., A. Barbieri	20:40.2
10. Florida Inst. of Tech., B. Shea	20:57.4
11. Ithaca College, S. Leonard	21:06.3
12. Cambridge Boat Club, G. Hill	21:06.3
13. Detroit Boat Club, R. Jamara	21:06.5
14. Dartmouth Rowing Club, W. Jackson	21:10.1
15. Riverside Boat Club, R. Dossy	21:10.3
16. Narragansett Boat Club, P. Wilhelm	21:25.0
17. Fairmount Rowing Assoc., J. Watko	21:31.7
18. University Barge Club, J. Pattison	*21:31.8
19. Cambridge Boat Club, S. Paradise	21:32.3
20. Williams College B.C., B. Dawe	21:36.6
21. New York Athletic Club, V. Ventura	21:36.7
22. Yale University, A. Shealy	21:37.5
23. Sagamore Rowing Assoc., R. Bradlee	21:39.0
24. Riverside Boat Club, J. Moore	21:47.4
25. West Side Rowing Club, J. Sickler	21:51.5
26. Union Boat Club, P. Monti	21:57.4
27. New York Athletic Club, W. Welsh	22:08.8
28. Ithaca College, W. Romer	22:34.7
29. Worcester Polytech R.A., R. Sengstaken	22:52.3
30. Sagamore Rowing Assoc., D. Kelley	23:04.1
31. Harvard University, A. Rossmann	23:14.2
32. Union Boat Club, J. Newhouse	23:18.7
33. Princeton Univ., R.A., S. Pell	23:32.5
34. Worcester Polytech R.A., C. Dodd	25:20.7
35. Cambridge Boat Club, K. Moller	26:59.6

PAIR-OARED SHELLS WITHOUT COXSWAIN

1. Potomac Boat Club	19:03.6
2. Cornell University Crew	19:19.1
3. Dartmouth Rowing Club	19:24.0
4. Potomac Boat Club	19:25.4
5. Fairmount Rowing Assoc.	19:26.1
6. Yale University	19:35.5
7. Stanford Crew Assoc.	19:35.6
8. Syracuse Alumni Rowing Assoc.	19:39.8
9. Northeastern University	19:52.3
10. Potomac Boat Club	19:53.8
11. Potomac Boat Club	19:55.0
12. Hartford Barge Club	20:04.8
13. Harvard University	20:06.1
14. Yale University	20:06.8
15. Trinity College	20:15.0
16. Mixed Entry	20:18.8
17. College B.C. of Pennsylvania	20:20.8
18. Northeastern University	20:33.6
19. Vesper Boat Club	20:42.8
20. MIT Boat Club	20:43.8
21. Wichita Rowing Association	20:50.9
22. Northeastern University	20:56.9
23. Harvard University	*21:03.0
24. Iona College	21:14.0
25. Boston University	21:17.3
26. Harvard University	21:18.1
27. MIT Boat Club	21:20.7
28. Boston University	21:24.2
29. Jacksonville U. Crew	21:28.1
30. Syracuse Chargers Club	*21:48.4
31. Minnesota U. of Women's Crew	22:11.3
32. Poughkeepsie Rowing Club	22:22.7
33. Union Boat Club	22:51.1
34. U.S. Coast Guard Acad.	23:30.0
35. Radcliffe College Crew	23:58.0

PAUL REVERE POINT TROPHY RESULTS

THE OARSMAN for November/December, 1976 15

SPLIT TIMES ON THE CHARLES

by Sy Cromwell

Nearly every competitor in the Head of the Charles must wonder at some time whether his pacing is correct: is he going so fast he will fade at the two-mile mark, or giving up too much ground in the early part of the race? This year, for the first time, some answers may be possible. Each crew was clocked as it entered the Weeks Bridge, a point slightly short of half-way on the 3-mile course. This was chosen because it is the traditional landmark for local oarsmen timing themselves over the course. The timing was unofficial and the Head of the Charles Regatta Committee is not responsible for errors. The results are given below for the first ten finishers in each race. (Others may write to us for their times.) Crews are listed in the order of their final finishing position, the time given is the Weeks Bridge time, and the placing is how they ranked among the top ten final finishers at Weeks Bridge. (The 10th place boat may have come from 15th position among all crews at Weeks Bridge, but our ranking gives only its position relative to those who finished in the top ten.) As the results show, some of the races changed substantially between Weeks Bridge and the Finish. The Double Sculls race was probably the most unexpected

upset of the day. Our times show that Dietz and Klecat-sky were leading at Weeks Bridge, but by less than a second over Cortes and Van Dusen, and only two seconds over Stone and Wood. In the second half, Cortes and Van Dusen picked up over 7 seconds and Stone and Wood picked up about 5, to finish first and second overall. One of the real perils in the Head is to be too far away from the competition to see how they are doing. The Elite Eight race also provided a turnaround in the second half. Princeton University led Vesper by 4 seconds at Weeks Bridge but finished 7/10 of a second behind at the end. In the Women's Eight, the Vesper crew also won by only 1/10 of a second, despite trailing Wisconsin at Weeks Bridge by 7/10 of a second. In the Elite Four, Boston University went from 10th position at Weeks to 5th at the Finish, qualifying for a medal, while in the Pair race, the first place crew at Weeks fell to 8th place overall. Next year we hope that the Weeks Bridge times and placings can be included in the official timing mechanism and reported for all crews. It would be possible eventually to broadcast these times to the spectators at the finish line while the races are in progress.

Note: Placings and times are given in terms of actual time, not handicap time.

		Week's Bridge													
		Time	Place												
Event 1 — Veteran's Single															
1. Welch	10:17.5	1													
2. Ignas	10:21.6	2													
3. Lynch	10:29.2	3													
4. Vega	10:30.8	4													
5. Reimann	10:47.9	5													
6. Maslov	10:57.8	6													
7. Martin	11:13.1	7													
8. Rogers	11:02.8	8													
9. Olrich	11:05.3	9													
10. Proctor	11:16.5	10													
Event 2 — Women's Four															
1. Radcliffe College	9:35.3	1													
2. U. of New Hampshire	9:42.1	2													
3. Dartmouth Rowing Club	9:56.8	3													
4. St. Catharines Rowing Club	10:14.0	4													
5. College Boat Club	9:59.5	5													
6. U. of Minnesota	10:01.6	6													
7. Wellesley College	10:18.0	8													
8. MIT Boat Club	10:11.4	6													
9. Yale University	10:19.3	10													
10. Phillips Academy	10:18.2	9													
Event 3 — Double Sculls															
1. Riverside Boat Club	8:21.8	2													
2. Harvard University	8:23.1	3													
3. New York Athletic Club	8:21.1	1													
4. Potomac Boat Club	8:42.7	4													
5. Cambridge Boat Club	8:48.6	5													
6. Ecorse Boat Club	8:49.3	6													
7. Mixed Entry No. 40	8:59.6	9													
8. Rutgers U.	8:54.2	8													
9. Cambridge Boat Club	8:51.3	7													
10. Spuyten Duyvil Rowing Club	9:06.8	10													
Event 4 — Lightweight Eight															
1. Cornell University	7:50.2	1													
2. College Boat Club	7:50.5	2													
3. Williams College	7:51.0	3													
4. Harvard University	7:56.4	6													
5. Yale University	7:53.4	4													
6. U.S. Coast Guard Academy	7:55.8	5													
7. Princeton University	8:00.7	7													
8. Potomac Boat Club	8:03.4	9													
9. Dartmouth Rowing Club	8:01.6	8													
10. MIT Boat Club	8:04.5	10													
Event 5 — Elite Four With															
1. Vesper Boat Club	8:35.0	1													
2. MIT Boat Club	8:43.8	2													
3. College Boat Club	8:44.2	3													
4. Harvard University	8:46.3	4													
5. Boston University	8:53.7	5													
6. Harvard University	8:48.7	6													
7. Yale University	8:49.2	7													
8. Yale University	8:50.5	8													
9. U.S. Coast Guard Academy	8:46.4	5													
10. Dartmouth Rowing Club	8:50.7	9													
Event 6 — Women's Single															
1. Warner	9:55.4	1													
2. B. Cameron	10:22.5	2													
3. Constant	10:39.5	4													
4. Hills	10:38.6	3													
5. Pepin	10:54.3	5													
6. Geer	11:05.4	6													
7. McFie	11:34.9	7													
8. P. Cameron	11:12.7	9													
9. McDaniel	11:06.7	8													
10. Schaper	11:27.8	10													
Event 7 — Junior Eight															
1. West Park S.S.	7:51.0	1													
2. Father Judge H.S.	7:54.5	2													
3. Upper Canada College	8:05.7	5													
4. Phillips Exeter Academy	8:02.2	4													
5. Phillips Academy	8:08.2	6													
6. Morris Harvey Rowing Club	8:10.7	7													
7. U.S. Coast Guard Academy	7:59.3	3													
8. St. John's H.S.	8:17.6	8													
9. Back Bay Viking R.A.	8:23.7	10													
10. Tabor Academy	8:19.8	9													

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Week's Bridge								
Time Place								
Event 10 — Intermediate Lightweight Single			Event 13 — Intermediate Eight			Event 16 — Women's Eight		
1. Hamilton	9:34.7	1	1. U.S. Coast Guard Academy	7:28.1	1	1. Vesper Boat Club	8:15.7	2
2. Cady	9:36.1	2	2. Yale University	7:38.2	2	2. U. of Wisconsin	8:15.0	1
3. Ruane	9:36.1 (tie)	2	3. Williams College	7:40.0	3	3. Dartmouth Rowing Club	8:32.5	3
4. Roesner	9:45.9	4	4. Morris Harvey Rowing Club	7:45.6	7	4. Yale University	8:34.5	4
5. Winer	9:46.3	5	5. Syracuse Alumni R.A.	7:44.3	5	5. Princeton University	8:46.9	5
6. Sheetz	9:47.0	6	6. Wichita R.A.	7:44.1	4	6. Mixed Entry #38	8:50.6	7
7. Billings	9:50.9	7	7. Wesleyan University	7:45.0	6	7. Radcliffe College	8:50.0	6
8. Good	9:53.0	8	8. Princeton University	7:48.5	9	8. Mt. Holyoke College	8:54.9	9
9. Barbieri	10:00.1	10	9. Rutgers University	7:49.0	10	9. Syracuse University Women's C.	8:51.6	8
10. Shea	9:57.9	9	10. U. of Minnesota	7:46.3	8	10. Boston University	8:59.5	10
Event 11 — Pair Without Cox			Event 14 — Elite Lightweight Single			Event 17 — Elite Single		
1. Potomac Boat Club	9:18.7	5	1. Klecatsky	8:54.2	1	1. Dietz	8:55.3	1
2. Cornell University	9:16.4	2	2. Belden	9:00.1	2	2. Stone	9:09.8	2
3. Dartmouth Rowing Club	9:21.0	6	3. Van Dusen	9:02.8	3	3. Meyers	9:19.0	4
4. Potomac Boat Club	9:17.2 (tie)	3	4. Thorne	9:26.1	4	4. Good	9:20.4	5
5. Fairmount Rowing Assoc.	9:17.2	3	5. Adams	9:26.2	5	5. Beall	9:22.9	6
6. Yale University	9:25.4	7	6. Pickering	9:36.5	7	6. Dull	9:18.0	3
7. Stanford Crew Assoc.	9:26.7	8	7. Hodgson	9:32.7	6	7. Halleen	9:26.9	7
8. Syracuse Alumni R.A.	9:13.3	1	8. Peale	9:44.0	8	8. Delaney	9:37.2	8
9. Northeastern University	9:35.4	10	9. Hamilton	9:49.2	10	9. Ricksecker	9:41.3	10
10. Potomac Boat Club	9:31.4	9	10. Martin	9:45.7	9	10. Parker	9:38.4	9
Event 12 — Intermediate Single			Event 15 — Lightweight Four			Event 18 — Elite Eight		
1. Montesi	9:21.2	2	1. U.S. Coast Guard Academy	8:35.7	1	1. Vesper Boat Club	7:17.7	3
2. E. Lynch	9:15.4	1	2. Yale University	8:47.7	7	2. Princeton University	7:13.8	1
3. Stuart	9:36.2	5	3. Harvard University	8:41.3	3	3. College Boat Club	7:16.7	2
4. Gross	9:25.3	3	4. Florida Athletic Club	8:42.1	4	4. Harvard University	7:25.1	6
5. Franza	9:34.0	4	5. New York Athletic Club	8:41.0	2	5. U. of Wisconsin	7:20.1	4
6. Smith	9:41.4	9	6. Worcester Polytech R.A.	8:47.8	8	6. Syracuse Alumni R.A.	7:25.0	5
7. Hamilton	9:37.3	6	7. U. of Massachusetts	8:45.7	6	7. Yale University	7:29.1	9
8. Post	9:38.8	7	8. Yale University	8:48.4	9	8. Union Boat Club	7:25.8	7
9. Anderson	9:40.8	8	9. Williams College	8:49.8	10	9. Potomac Boat Club	7:28.9	8
10. D'Alba	9:44.5	10	10. Dartmouth Rowing Club	8:43.7	5	10. Northeastern University	7:35.7	10



Pam Behrens, 30. Albright College. Nurse, Lankenau Hospital. Five years at Vesper Boat Club. Moscow '73, Luzern '74, Nottingham '75, Montreal '76. More so than any of the Vesper women, Pam is the competitor. It is one of the first words used by anyone attempting to describe her. If she is to be beaten, it had best be on technique, since physically she refuses to lose.

Like many of her boatmates, Pam is not easily awed. On more than a few occasions, she has had the opportunity to fill in when the men's program at Vesper has found itself short an oar. Far from backing away, she consistently jumps at the chance; and in the process has earned the sometimes grudging praise of her male counterparts.

"Try and tell Pam she can't do something," one of the Vesper women said, "and she'll kill herself proving you wrong." Time after time, she has amazed observers on the ergometer or Nautilus equipment, doing things a woman "can't do."

VESPER



The shirts look the same, the blades look the same, but this high-power contingent is something else: they're Vesper's women

They are too strong for most of their competition. All too often, they are reduced to "beating up" on high schools or colleges several steps below them in class. And yet the Vesper women race, and race, and race — although rarely during the season can another crew expect to come close.

They do it for one reason: it's the only race in town.

NEW PLAYERS IN THE

Pam Behrens was standing on the Vesper dock, upset again. It was a cold October afternoon, two days before the Head of the Schuylkill, and she was defending the entry of the Vesper eight, stacked with internationalists, in a race which included EARC crews, Dad Vail schools, and several boatloads of high school girls.

"I know it's not right that they have to race us," she complained, "but there's no other choice for us. What do people want us to do, not race?" The previous weekend Vesper had successfully defended their Head of the Charles title, holding off a spirited charge by Wisconsin by a mere tenth of a second. "Do you know how many times I raced last year between the two Head of the Charles races? I think it was once," she said, and then continued with heavy emphasis: "and that was in the Olympics."

John Hooten is in the second year as coach of the Vesper women, and he has heard the same criticism too many times. "How can you ask an athlete to train so long and as hard as these people do and then never race?" he demands. "Sure I'm sensitive about it — all of us are. But there just aren't enough regattas with women's events, and the regattas that do don't have enough."

Hooten has been trying to beef up the Vesper schedule. His claim is that the crew will go almost anywhere to race almost anyone, even though the expense can be monumental. "We're trying to get races with the crews that can compete with us, that have a good chance to beat us. But some schools cannot, or will not, fit us on their schedule." Some will. A trip to Wisconsin has been in the works for some time now, and Yale will be host in the spring, for a workout.

photo: Shuer



Sue Morgan, 24. Santa Barbara. Works in a research lab at Penn. One year at Vesper; last year at College Boat Club, right next door. Montreal '76. Sue epitomizes the self motivation and determination of many of the Vesper women: she decided almost overnight to leave what she calls her "beautiful Santa Barbara" and come to the Eastern Development Camp in 1975. "I didn't know anyone, or anything about the East," she'll tell you, "but I knew that whatever you do, you have to do it among the best if you want to become the best." Those who know her call her "incredibly tough." Hooten says she is one of the few women who really knows how to come from behind, an attribute which is slowly growing as women's rowing improves. Like so many oarsmen and women, she is willing to sacrifice her time and money, and in her case, the California she sorely misses, to go where she feels she must to row on the level she needs.



Anita DeFrantz, 24. Connecticut College, Penn Law. Now working in Washington, D.C., she commuted each weekend this fall to row with the Vesper women — it's her third year. She'll be back in January to finish school, and to row. She's the cool one, the calm one, the "den mother" of the women's program. If there's a problem, take it to Anita. The others describe her as one of the most "together" people they've ever met. Anita is never at a loss; she knows just what she wants, what she's doing, and why, and is expert at directing herself to fulfilling her goals. And she does it all with zest. "Everyone likes Anita," one of them says. "Everyone loves Anita. She's always there: whether it's in the boat or a personal problem, Anita is somebody you can depend on."

OLD SHELL GAME by Bob Jaugstetter

"We just want to race," Pam Behrens says in frustration. "Can't everyone understand that? We need to race." It is a need that any oarsman or oarswoman can appreciate.

"I never want to be a big fish in a small pond," Sue insists, "because that doesn't prove a damn thing." Races or no races, she would be at Vesper, because it's one of the few places in the country with a year-round women's program geared to international competition. There are few places for college grads, or undergrads in the summer, to pursue a high level of rowing; Sue thinks that "This year, at least, Vesper is the place to be."

Sue Morgan isn't just looking for a fast boat, she's looking for people to push her as an individual. "I like the idea that the people here might be better than me," she insists. "I need

that challenge to succeed." But on top of her intense personal commitment to her own goals, she feels another sense growing: a sense of connection, involvement, and loyalty to a team she thinks is rare at clubs anywhere. "It isn't the same feeling as you get competing for your college," she maintains, "but the morale this year is great. I think we're more serious athletes with a different approach than most college programs, but still we really are concerned about each other, the club, and its future."

She doesn't feel like the women are separate but equal members of the club: "Certainly Vesper caters heavily to the men, in terms of equipment, space, and facilities," she says. But in no way does she feel like a second class citizen. "The club is doing about what it can under the circumstances —

(Cont'd on next page)

after all it's been a men's club for a century. The big thing," Sue believes," is that as athletes and as competitors we get all the respect we deserve from the rest of the club. That's important. And that's rare."

Anita DeFrantz will argue by the hour about women's rowing, and has many times. "So many people play down women's rowing," she complains, "even the regattas that include events often make them seem second-rate, or a necessary evil."

She bristles at the merest suggestion that women's rowing is anything but the equal of men's, as far as her effort and that of her clubmates is concerned. "It isn't fair to criticize the sport for things out of our hands," she insists. "But when it comes down to it, we put just as much time and effort into it as the men. We have basically the same goals, the same problems in realizing them as the men." Anita believes it's even harder for women in many ways, bucking their way upstream in a male-dominated sport. "Nobody can tell me I don't work as hard as the men," she asserts.

Hooten thinks it's just that attitude that makes coaching the Vesper women a worthwhile and enjoyable project. "I don't have to worry about so many things that bog down other places sometimes," he says. "They're so highly motivated

and so dedicated that it makes coaching them relatively easy.

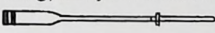
"It's high caliber competition and the work load is tremendous," he continues. "But it's exciting, and it's really a lot of fun. I think we've got a lot to offer here for women who are serious about the sport: I'd like to see more of them come give it a try."

In the background, a women's eight is preparing to leave the dock. The oarswomen toss their battered sneakers up the apron with the maroon "V" and stuff their motley sweatshirts beneath their footstretchers. Yet none of these are internationals — most have never raced. Gus Constant, who founded, backed, and coached the Vesper women's program until 1975 has adopted a new, low-key role: he's coaching the beginners, the ones who hope some day to row with the elite group that forms the bulk of the program.

"It's a great thing, a terrific thing," he says. "Even though there was a lot of opposition at first, now I think everyone realizes how good women's rowing is for the club. And we've got something for everyone, no matter what level they have reached so far. We can help them all become better."

It's an important part of the club. According to Hooten there would be more uproar now if the women were to leave Vesper than there was when they first tried to get in. "We're one club," he said. "We work together, get along, socialize. It's something a lot of us didn't think possible a few years ago. Not that there aren't still some problems, but in general there's such a degree of harmony it's beautiful."

The atmosphere of athletes working for their goals, he thinks, transcends many of the trivial problems that used to be in the way. "I like to think," Hooten says, "that I'm putting something into rowing, not just women's rowing."

Amen to that. 

ANNOUNCEMENT

NOW FORMING: NATIONAL WOMEN'S ROWING ASSOCIATION COMMITTEE ON WOMEN'S INTERNATIONAL LIGHTWEIGHT ROWING

BASIC GOALS: (1) TO ESTABLISH PROPER STRUCTURE AND STANDARDS FOR DEVELOPMENT OF U.S. WOMEN'S INTERNATIONAL COMPETITION
(2) TO ORGANIZE AND SELECT (WITH APPROVAL OF THE U.S. OLYMPIC WOMEN'S ROWING COMMITTEE) A U.S. WOMEN'S LIGHTWEIGHT TEAM TO TOUR EUROPE DURING SUMMER, 1977 AND FOLLOWING YEARS.
(3) TO ULTIMATELY SEEK INSTITUTION OF WOMEN'S LIGHTWEIGHT ROWING AS A F.I.S.A. EVENT.

NOTE: FINANCING FOR EXPENSES INVOLVED IN FORMING A TEAM AND IN TOURING EUROPE TO BE *PERSONAL* DURING THIS FORMATIVE PERIOD.

ORGANIZATIONS AND INDIVIDUALS INTERESTED IN SERVING ON THIS COMMITTEE SHOULD CONTACT ONE OF THE FOLLOWING PEOPLE:

Colleen Fuerst 9 Flor-1 Ave. Apt. A Dover, NH 03820 (603) 749-2397	Kim Bloomfield 2 Pleasant Hill Drive Rolling Hills Estates CA 90274 (213) 373-1201	Jennifer Hunsaker 1728 NE 62nd Seattle, WA 98115 (206) 525-4569
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WE ALSO ASK FOR SUGGESTIONS FROM ANY PERSON WISHING TO ADVISE THE COMMITTEE

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Magee: "How come Bailey gets to sit next to the cox'n today?"

**The 1976 West Coast Olympic
Develoment Camp, Orange Coast
College, Newport Beach, California**

by Peter Mallory and Tim Wattenpaugh

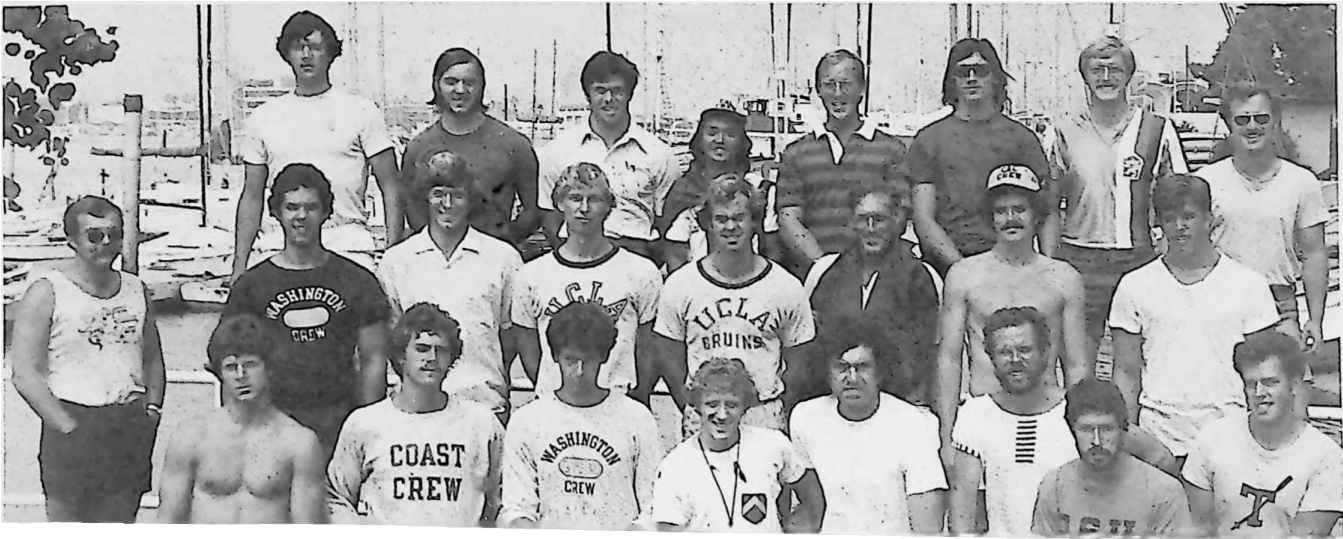
An, oh, did we learn! Memorizing mugshots, static stretching, where's Magee? Never trust those Cal kids! Video tapes, late night coaches' "conferences," recruiting the barmaid, watching the Bulls of Konstanz in slow motion, Harry's 8 on film, Al's 8 on tape, Harry's 8 on tape, Al's 8 on film, DDR at the Olympics, more tapes, rowing by the Duke's house, sailing on "Sally." Why did we have to turn back? Seat racing, frustration, Chris Molitor and his rubber oar, Walt Macey and his plastic-fantastic-indestructible MIT shirt, post-cards from friends, great breakfasts we couldn't eat (unless we were coaches), the big race on Saturday, the thrill of victory and. . . the ergo. Frustration, the Coast cox'ns, frustration, rowing critiques, challenging, Bob Ernst, satisfaction, Dave Grant, our host, a fine coach and tremendous friend to us all, Pete Gardner, wisdom and experience, great rowing stories, and his Russian cap, Jack Frailey, caring, helping, stimulating, supporting, what more can we say! New friends, asking, challenging, learning, many thanks to Bob Ernst for a wonderful week.

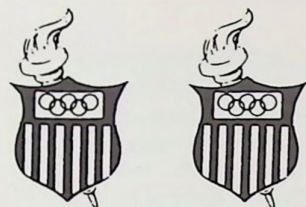


Squires after a big breakfast.



Tim Powers demonstrating "upper body sag."





A Review of the 1976 Olympic



by Bob Jaugstetter

Let us begin with a happier time, in a place halfway around the world. On that bright September afternoon an ancient Swiss city echoed with Americans; small groups and large kept the usually quiet streets and hotels jumping through the night and well into the next morning.

It was a splendid time for revelry. A gold medal for the eight had capped a week that seemed to be the renaissance of US rowing. Earlier in the day the lightweights had taken two gold and a bronze in their three events. Dietz snagged his silver. Both fours were in the final and the double was excruciatingly close. And beyond it all had been a feeling.

Those who had been through it many times before insisted that in Luzern there was a team spirit that had been missing of late. There was a sense of belonging, of loyalty, of caring about other crews and oarsmen and not just your own boat. There was a working together, a common purpose. This, more than anything, engendered the exuberance of the

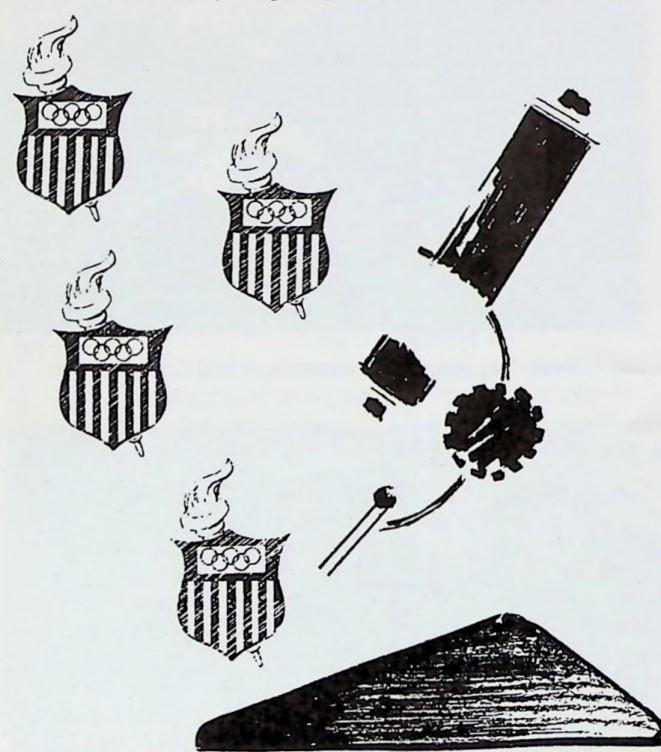
day and the optimism for the future. Nottingham would be better. By Montreal the whole fleet would make a run at the medals.

Come now to Hanover. The beaten dirt parking area in front of the Dartmouth boathouse. The place where rowing's Bold Experiment an Olympiad ago spawned the silver medal eight that made believers out of scoffers. The spot that has served as a nerve center for so many national camps.

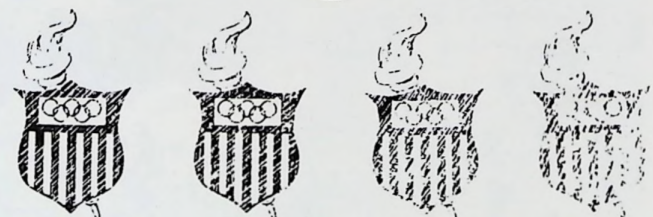
Luzern seemed many years ago although the calendar said it was only two. For the young men scuffing the dust and pine needles in the fading light, that day may as well have been a legend. After a long period of stress that had come finally, to the breaking point with astonishing suddenness, the world as they knew it had come tumbling down around them.

Three men had left the eight camp. Three former world champions, former boatmates, former roommates—for all anyone knew, former friends—were removed from the twelve candidates for the Olympic eight. "There was no joy in being on the Olympic team," eventual three-man Dave Fellows said. "There was a dedication after it happened not to look back, to work to make ourselves fast, but at the core there was always an empty feeling."

There had been problems in 1974. Mistakes had been made. Scars from old feuds still burned beneath the skin; new antagonisms developed; dividing lines among oarsmen, coaches, and officials remained drawn. But in 1974 the problems had not been so much in the way.



Men's Rowing Effort



By 1976 the wounds had chafed raw and now, perhaps for the first time, these young men felt the bitter edge of past battles cut deeply and personally into their lives. No one can deny their attempts to regroup and rebuild: the crew fought against what some outsiders callously assumed was a hopeless situation. But in the end the United States eight, ravaged by desertion, beset with illness and still suffering, perhaps, from a psychological hangover, failed to make the final for the first time in Olympic history.

It would have been bad enough if that had been the extent of the disaster. But, as previously documented at length in these pages, the collapse was nearly complete. The coxless four, our other camp boat, fell victim to a heartstopping accident with the final so close to its grasp and finished a dissident with the final so close to its grasp and finished a disappointed, and disappointing eighth. The coxed four made a game but futile charge in its semi and ended up eleventh.

Even the pairs, the traditional haven for oarsmen who want to avoid the political maneuverings of camps, clubs, and coaches, became pawns in the summer's squabbles. The coxed pair, toast of the 1975 banquet circuit, was unable to show any of its presumed speed in 1976. Eleventh. The coxless pair—ah, the coxless pair. Second. Our silver medal, our silver lining.

But it is too easy merely to list finishing positions and thereby assay the success or failure of the year's efforts. It is also easy to assign blame piecemeal: each to each, grinding one's particular axe. Listen to a couple of the participants for a moment; our ultimate success must also take into account the individuals who operate within the whole.

"I've quit. I'll never be a part of it again. I looked back to see if it was all worth it; whether the work and time I put into it balanced out against the competition, the 'Olympic Experience.' When I remember all the conniving and maneuvering and stupidity we had to go through just to row I know it's not worth it. *If I had it all to do over again, I wouldn't do it.*"

That was Mike Staines, of the Montreal coxless pair. This is our silver lining for a man who won a silver medal at the Games.

Listen again: this is Gary Plantedosi, who rowed two in the straight four. "There really wasn't a team—it was just a bunch of boats. The competition was misdirected, it was warped. So many people just wanted to beat the rest of the team, to come in higher than the rest of the fleet, to the point of some boats hoping others did badly. Sure, your friends, individuals, you wished well, but you still didn't want their boats to do as well as yours. I admit I fell into some of that myself. It's hard not to when that's the prevalent attitude." Something is very wrong here.

ABOUT THIS ARTICLE

What follows is, I hope, a chronology of the events which helped set up a situation that shattered a lot of dreams. Our oarsmen do not come by statements such as the above naturally, we breed those attitudes into them.

Most of my "interviews" took place by phone over a period of two and a half weeks in November, after passions had cooled and the involved parties had time for reflection. I admit forthrightly that I did not speak to everyone: discussions were limited to competitors and coaches of the men's sweep team, and not all of them. Further, for reasons that are more or less obvious, several people preferred not to say anything for publication and many more requested that parts of our conversation be withheld.

This article covers only the events until team selection.

There was a great deal of controversy from the end of the trials until the end of the Olympics, which hopefully will be covered in subsequent installment.

Where the writer's prejudices lie is a question he himself cannot answer. I have been a member of Vesper Boat Club since 1970, and am proud still to be. I have attended each national camp since the program's inception in 1972 and firmly believe in the concept. At the schism of this past summer, I cast my lot with those who separated from the camp and coxed them—without regret—until the four trials. Good friends of mine are on each side of every one of the problems.

A rewrite has eliminated every unattributed quote and many that were based on the speaker's conjecture. Conversations with officials and committee members were also edited out, primarily because I did not contact enough of them to present fairly their "Side," if that is a fair word to use. Secondly, it is generally the competitors and coaches who make the greater investment of time and effort and who more directly bear the pain and embarrassment of a poor performance. This, I hope, is their story.

THE SET UP

"The Olympic Committee felt I was physically incapable of handling a large squad," Al Rosenberg said, "and that was one of the major justifications for the reorganization of the camp system. I was the only one who really argued against it, because I still believe they're wrong in that regard; I could handle it with the proper backup support."

The decision to remove the unchallenged coxed four from the eight camp and set up a separate base for the straight four passed overwhelmingly in the fall of 1975. "I told them I didn't want to be placed in the situation of being able to say 'I told you so,'" Rosenberg maintained, "But they seem to have made their minds up even before the idea was discussed."

Dave Weinberg, cox of the Olympic eight, agrees that most oarsmen thought "the reorganization was in part directed at Rosenberg personally. I don't think there's much question about it among the competitors." The critical error, he believes, was the demonstration of the lack of confidence the decision implied. "You either go with a guy or you don't," he insisted. "If you don't believe he can handle the job you don't give it to him, but to cut his feet out from under him like they did was unforgivable."

Mike Vespoli was one of the oarsmen who eventually left the camp, and now views the set of problems that came about as inevitable. "It was a bad idea from the start — it forced the oarsmen to choose. Splitting them, it weakened both efforts." He agrees with Weinberg's analysis that the setup was a "sick compromise." Vespoli admitted that he was speaking in hindsight, and that last fall he didn't believe the eight camp would become as unbearable for him as it did. "At the time it probably seemed logical to some extent. Al Rosenberg had a commitment from the Olympic Committee and Dietrich had a strong bond with many oarsmen. But there really isn't enough depth for that kind of an arrangement: the idea was originally for all the oarsmen and coaches to work together."

That "idea" Vespoli mentioned was formulated at the Pan-American Games in October. Jim Moroney, who has been involved in both camp and club efforts, was designated as a logical choice to draw up the oarsmen's proposal.

"We agreed that the best approach would have been for everyone to be in one group," Moroney said, "and the amazing thing was we were unanimous. The whole Pan-Am team, (Cont'd on next page)

camp and non-camp people, all endorsed the same idea."

Basically, the proposal was for a single effort to be responsible for all sweep boats. "The eight and both fours should be together, we told the Committee, and probably the pairs as well." Moroney continued that the pairs, under this arrangement, might have been left open to challenge by people unable to attend such a camp if the Olympic Committee deemed it necessary, but that the entire squad in Mexico City agreed it was "preferable for everyone to be centralized."



"The matter of redirecting more unrestricted gifts from endowment to operating income is still being debated by the Executive Committee, you see; now the President and Chancellor agree that more emphasis should be placed on raising funds in support of the building program which has been sagging, although the Provost feels if such funds can be raised they should be directed into re-invigorating what he calls a 'monochromatic curriculum.' In private, the Executive Secretary of the Alumni Association agrees with the provost (though he prefers to call the curriculum 'bland' and makes an excellent case for preferring that word) but in public he has to support the chairman of the Ad Hoc Alums for De-anti-quating Athletics who wants heated seats in the stadium (though as a result he takes serious grief from a faction that wants a new hockey rink). So the crunch has come down on crew, see, but coach *insists* he still wants to generate a surplus within his budget (even though it's reduced) to increase the size of the fleet (he has his heart set on a new oar) and so in addition to green stamps and doing our own cleaning in the boathouse, we've, uh, all agreed, see, to, you know, save some bucks on other costs and, well, uniforms add up... you know that, and...uh... any way, here are my betting socks."

That was the proposal Moroney handed over to Dave Fellows, who as team representative offered the plan for consideration. "The next I heard was that it was turned down," Moroney said, "and the reorganization had been decided on. I was told the reason was that Dietrich and Al couldn't — or wouldn't work together. Well, maybe they should have either been forced to or replaced. The leadership should have taken a stand instead of catering to them."

Fellows agreed with Moroney's assessment. "The oarsmen wanted to work together, and they thought it was more important than the personal problems of the coaches. The Board of Directors decided it wouldn't work."

According to Fellows, "the plan they arranged was for everyone to go through the eight process, and after Rosenberg selected his group everyone else would go to the straight four camp. I convinced myself it might work — maybe I was just hoping against hope. But I'm sure many of the Committee thought Rosenberg had his eight picked in advance and it didn't matter. They went along with the charade that all the oarsmen would go to Florida for the eight camp."

"Only those two coaches were considered," Fellows claims, "and they obviously couldn't work together. The Committee thought so, and they said as much themselves."

Another reason for the straight four being made a camp boat was the Committee's belief that college oarsmen would be given more of a chance to make the team. The assumption was that a college program could more easily produce a coxed four than a straight; thus the coxed four should be open for challenge.

"Maybe they honestly couldn't foresee it," Rosenberg said, "but there was only a handful of college entries at the four trial. Essentially, all the decision accomplished was to deprive the eight camp of more candidates for seats in the eight and four with cox."

Many oarsmen agree that once the eight was the only unchallenged boat in Rosenberg's charge, many decided to avoid that camp altogether. Piantadosi's first reaction when he learned of the new system, he said, "was to wonder if Al could attract anyone new or that had not been in the eight before. A lot of people just didn't bother to try, because they assumed the boat was made up in his mind already."

"The two camps were partly to show Rosenberg he wasn't the whole ball of wax," said Pat Hayes, who attended the straight four camp and eventually rowed in the coxed four. "For people like me it was a good situation. The Philadelphia camp gave me an option: I couldn't leave my job to go to the eight camp. But there were other people who decided not to go who otherwise might have gone."

Hayes is an exception among the team members in that he disagrees with the camp system *in toto*. "I prefer the trials system," he said, "because there is more exposure for the oarsmen and it allows crews more freedom in their training. I think trials make faster boats, too. Competition almost always does. The basic problem with the camps this year, though, was the personalities of the two coaches: I don't know if either is the right type of person to run a camp."

THE PLANS

In any event, it was now up to the principals to make the best of the situation. Al Rosenberg, it was decided after a bit of wrangling, would run a two-week "preselection camp" in Tampa in January, and choose sixteen oarsmen to continue with the eight camp. In April, that group would assemble in Seattle, where it would be pared to twelve, and continue then to Madison where the eight would be named. The last four

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"released" were then free to compete in the four trial.

Dietrich Rose planned to keep his base of operation home, at Vesper Boat Club, where he had produced a number of straight fours through the trials system. During the winter months he would remain in contact with candidates by mail and periodic weekends when all would travel to Vesper for workouts. In April, Vesper would become the official camp site — his candidates would be trimmed to twelve, then eight, and finally selection of the four.

Both men also had other ideas on the backburners. Rosenberg hoped to take his eight through a series of high and low altitude training sessions in Colorado just before Montreal. Rose wanted to take the four to Europe immediately after selection for a baptism of fire.

Al Rosenberg believes that his itinerary points out one of the camp's biggest difficulties. "We were like beggars, depending always on some other program to supply us with equipment, meals, rooms. Not only is it hard on them, but we have to accommodate to their schedule as well."

"For instance, no one can understand until they've been through it what a problem adjusting your workouts to an inconvenient meal plan can be," he said. "You run on their schedule, or you don't eat. That's just one of so many details that wears everyone down in our kind of situation."

In that respect, Dietrich Rose was luckier. Although there was resentment among some Vesper members that the club was now a camp site, a comfortable schedule was easy to arrange. Food and sleeping arrangements were less of a problem since the candidates were in large part responsible for themselves.

As Hayes put it, Philadelphia was already a "rowing center that became a camp. One reason Dietrich got the camp is that he was the camp—he had what he needed readily available. What he got was the official title."

Thus, Camp Backyard and Camp Vagabond began their separate stormy paths to Montreal.

EARLY DANGER SIGNALS

It did not take long for the first signs of trouble to appear. Rosenberg struggled to assemble sixteen oarsmen in Tampa, much less than 24 he hoped originally to invite. Dick Cashin, of his '74 and '75 crews, was summoned from England when only seven ports arrived for the preselection process.

"Tampa was a success as far as it went," Weinberg believes. "It was good training, and good rowing by the end of the two weeks — but there was just no depth at all."

Others agree that if there was a turning point of the eights camp's effort it was right at the start of the process. "That the two camp setup was doomed from the beginning," said Ves-

poli, "should have been apparent in Florida. It was an excellent period as far as the development of that specific group, but things started to fall apart when not enough top-caliber people showed up."

Gary Piantedosi was also present in Tampa, but as an outsider. After driving a boat trailer down, he and Peter Simone lived with the eight camp and trained separately in a pair. "I really couldn't see why everyone seemed pleased with the way things were going in the camp," he said, "Because I thought if they stepped back and looked back at it objectively, it was pretty obviously not the type of top notch, competitive group that had been envisioned."

"Maybe the oarsmen there were hoping so much it could succeed that they convinced themselves," he continued, "but even beyond that the purpose of the camp still seemed unclear to me. Was Rosenberg really looking for new talent or just getting the ones he knew he wanted into shape? I still don't know — but I saw nothing to change my mind about Rosenberg's having the boat already set, either."

The belief that the Tampa group was too thin remained largely subliminal among the candidates, rarely mentioned if at all. On the surface there was for the most part a confidence, almost a braggadocio, that all it would take was buckling down and going after the gold. Yet the need for more depth was felt keenly enough by the coaches that Randy Jablonic, acting on behalf of the Florida staff, proposed to the Olympic Committee at the January meeting that something be done to rectify the situation. He asked the Committee to reinstate the coxed four to the eight camp, or failing that a pair: anything to infuse more participants into the process. The Committee members were told directly that the talent was not deep enough to ensure a fast crew.

"They looked around like we were crazy," Rosenberg said. "Here they were, with everyone involved in the camp — myself, the assistants, several oarsmen — telling them it wasn't working, but they changed the subject."

"Just as happened later on in the summer, it proved more expedient politically to let the situation run its course and worry about picking up the pieces later."

There were several oarsmen, including Fellows who eventually made the eight, who did not come to Tampa but were still under consideration for the boat. Rosenberg received a great deal of criticism from many at the site for not requiring universal attendance. His defense is that theirs were reasonable excuses in his interpretation, and that he did not want to limit his options six months early by demanding candidates to attend under undue hardships or forfeit their chances. Further, no one was listed as absent but still in consideration that had not been in the 1975 camp, and thus familiar to him.

(Cont'd on p. 42)



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Friday, Jan. 21, 1977

8:00am	NAAO Executive Meeting	Psychology
9:00	USOMRC Meeting	Ergometers
9:00	USOWRC Meeting	1:30 NAAO Annual Meeting
12:00	Equipment display	5:30 NAAO Board Meeting
1:30pm	EARC Coach's Meeting	6:30 Social Hour
1:30	West Coast Coach's Meeting	7:30 Annual Awards Dinner*
2:00	Masters Committee Meeting	Guest Speaker, Donald R. Peterson, Assoc. Dean of
3:00	Lightweight Committee Meeting	Agriculture, University of Wisconsin
3:00	Judge-Referee Seminar, Clinic and Exams	
5:00	Junior Committee Meeting	* Annual Awards Dinner Tickets: Apply to Neil Halleen,
6:00	NWRA Meeting	Opitz Realty, Inc., 702 North Blackhawk, Madison, Wis-
		consin, 53705 (608) 257-0111.

Saturday, Jan. 22, 1977

8:00am	NAAO Executive Meeting
8:30	Clinics
	Boat Repair
	Water Safety
	Physiology

Sunday, Jan. 23, 1977

8:00	General Meeting of Midwest Rowing Organizations
8:30	NAAO Board of Directors Meeting
9:00	Midwest Rowing Organization Sub-Meetings

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View from the Bridge

or...

in Search of a Hero

by Emory W. Clark

The Head of the Charles is all things to all people: old, young; women, men; light and heavyweight; a wonderful coming together of everyone interested in the sport of rowing. This year in particular after the disappointments of Montreal the Head was a rejuvenation and affirmation of the depth and strength of rowing in America. Who could doubt rowing's vitality when one after another (and often, at the Eliot Bridge, three abreast) the crews swept up the course, a full 680 of them, all between 10 and 4 o'clock. A magnificent sight for your landlocked scrivener, lonesome for the creak of the oarlock, the gurgle of solid puddles.

This fall's Head of the Charles was particularly poignant to me, not only because it represents a kind of annual Thanksgiving celebration for the sport, and not because I was returning to the site of previous tragedy ('67 junior single tipped over under Eliot Bridge), but rather because it was clear the rowing career of my aging hero, Tommy Charlton, (*The Oarsman*, March '73), has, to put it gently, entered its Indian Summer.

You will recall, dear readers, that we last saw our hero two years ago here at the Head of the Charles winning the Schaefer Trophy single-handedly in the bow of a Potomac elite four. So it will not surprise you that Tommy, captain of Yale's now legendary '56 gold medal Olympic Eight, again appeared on the Charles in his quest for eternal youth, scheduled to row three races but finally settling for the pair and the eight.

With him, of course, was his long-suffering partner, T. Swayze (Harvard '59) whose long, smooth, fluid stroke, nicely complements the Charlton short, choppy two-piece drive. As the two paddled downstream from the Harvard dock the melancholy of it all was not apparent, but from the Eliot Bridge, as they labored toward the finish, it was all too clear.

If Tommy is to continue to row in the Head of the Charles he must learn to row port or else take on a less powerful (older) partner, as Swayze, no matter how much he eased up, could not do so enough to allow Tommy to make the long, never-ending Cambridge Boat Club turn. But that is forgivable or at least understandable. Just as Muhammad Ali's legions can forgive any ineptness so long as he retains his vocal chords (and the title), so too can your sentimental reporter adapt his expectations so long as some semblance of a puddle leaves that starboard blade.

But what followed was enough to shake the faith of the most oblivious hero worshiper. For closing fast with each stroke behind the Swayze-Charlton pair was a smooth, long-stroking pair powered along by two trim-looking oarswomen. Woe is me. Male chauvinist I am not. At least I have tried to overcome it. But what faith can withstand such a blow?

That the eternal quest for youth has dissolved into

competing against women half his age (Tommy is pushing 45) must indicate the twilight of this long and hitherto glorious rowing day. Can Tommy be the Bobby Riggs of the rowing world? The very question sets the teeth on edge.

It became clear at that painful moment on Eliot Bridge that I must switch my allegiance, look, in fact, for another hero. As I contemplated that stark reality, a reality my emotions had obscured from my normally objective vision, a variety of candidates made their way around that long turn.

Dave Wight, who was stroking the New Haven elite four, had rowed two in front of Tommy in that '56 Yale Eight and was thus a definite possibility. But it is hard for a long-time resident of the five-seat to be partial to port men. And Dave, with the exception of pulling John Cooke around the Detroit River in the Race That Wasn't (*The Oarsman*, August '75) has done nothing rowing-wise that has come to your alert reporter's attention in the two decades since his moment Down Under. Tommy, at least, had lost a lot of races.

John Welchli also deserved consideration. He too saw glory Down Under, winning a silver medal in the '56 Detroit straight four, and he seems to always (or nearly always) win the Veteran's Singles at the Head depending on what he runs into. But John is from the Midwest and a long way from the water (Jackson, Mich.), and it is unseemly for one under such a disability to do so well. It tends to make those of us under the same disability a little defensive about watching from the bridge.

Harry Parker might do if it were possible to get around the Harvard stigma. As he was manfully approaching Eliot Bridge and apparently refusing to move over for Johnny Higginson in what looked like a potential bumping race, my companion, a young lady of limited rowing experience, said it appeared Harry was smiling. Wondering if perhaps the thought of a decade of Harvard victories was moving Harry to mirth or the plight of Higginson was causing a certain enjoyment, I took a closer look. The field glasses, however, revealed that which I had already suspected: that most men, however fit, do not laugh to themselves in the last mile of a three mile race. The supposed smile was rather Harry's lips drawn tight across his teeth as he attempted to find some air and wondered where the finish line was. In any case the mere thought of that obscene streak of Harvard victories quickly decided me against Harry.

As boat after boat passed under Eliot Bridge carrying one potential hero after another I realized I was unnecessarily restricting my search. Why a hero after all, gentle readers? Why not a heroine? She very soon appeared, providentially also from Yale.

Outspoken, single-minded, tough and *fast*. There are few among our active rowing competitors — men and women —



Anne Warner, Women's Singles winner at the Head.

with the rowing credentials of Anne Warner. In the four seat of the U.S. Silver Medal Eight in Nottingham in the summer of '75, she won the White Stag Trophy stroking the Yale Varsity four at the Head of the Charles that fall and was second among 29 oarswomen in the single sculls.

January of '76 saw her sharing the microphone at the NAAO Annual Dinner in Alexandria with your tongue-tied reporter, proclaiming her crew's independence in a hitherto male-dominated sport, an independence that cannot be doubted.

Taking her clothes off (Tommy never did that) before a shocked dean to gain equality in athletics for women at Yale, (*The Oarsman*, May '76), Anne went on last spring to stroke a fine Yale Eight to a heartbreaking second place finish in the Eastern Sprint Championships at Worcester, only .7 seconds off the pace.

At Montreal she was back in the four seat of the courageous U.S. Women's Eight, winning one of the first Olympic medals ever for rowing women.

And now here she was again at the Head of the Charles sweeping around that long turn, driving toward Eliot Bridge with long, rhythmic, determined strokes this time fast enough to win the Women's Singles.

A senior at Yale where she studies geology (oarsmen didn't study at all in Tommy's day) and conducts the Yale Russian Chorus, Anne is a true athlete — and just a tad more appealing than the vintage Tom. There is no telling what rowing challenge she will next undertake — and conquer. Joan Lind would do well to look over her shoulder. So, if like your sedentary reporter you need a heroine, you could do worse than to hitch your wagon to her star. She can wear my colors anytime — blue, or red, white and blue.

Editor's note: Late word from the Head of the Schuylkill would indicate Emory Clark's report of the decline of "Vintage Tom" Charlton's rowing prowess is somewhat premature. Teaming up with Fred Borchelt, Bob Blakely and, of course, T. Swayze in a four steered by the wiley Paul Hoffman, Charlton won yet another trophy in a long career, beating by less than a second the Penn four that was third at the Head of the Charles the week before. Still fresh, Charlton and Swayze then dashed back up to the Canoe Club and hopped in a double to win their second three-mile race within the hour. The Graduate Double is technically for oarsmen 30-39 years old. Nobody apparently asked Charlton for his I.D. card. Pity he couldn't have performed so well in a regatta attended by his literary nemesis.



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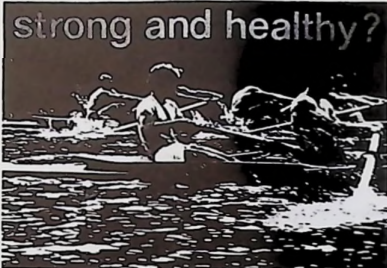
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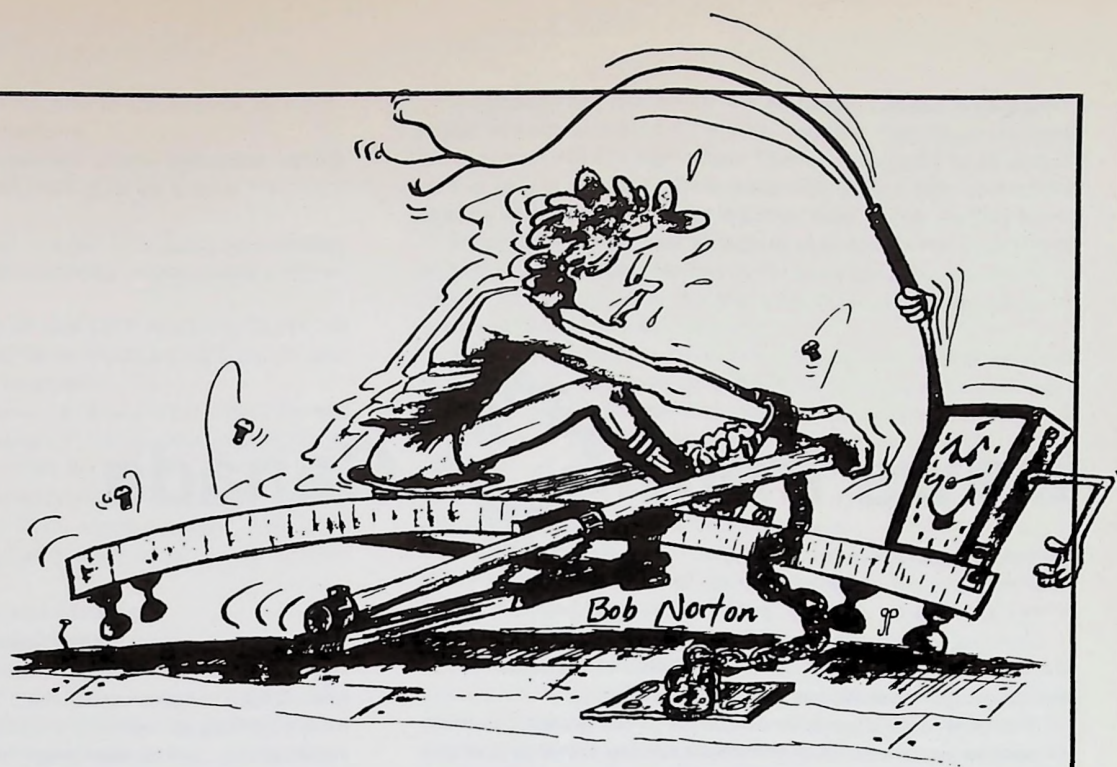
MISCELLANEOUS ITEMS:

NAAO Pin	\$2.25
NAAO Decal	\$1.20
Sculper Decal	\$.90
Oarsmen Decal (P&S at the catch)	\$1.70

COLLECTOR'S CORNER

Centennial Ashtray	\$1.50
Centennial Money Clip	\$3.25
NAAO Paperweight	\$5.75
NAAO Lighter	\$5.25





ODE TO ERGOMETER

Cartoon courtesy of Wichita State Crew

by Tom Johovic

To a U.S.C. oarsman it's a miserable day.
Pain is the price he is going to pay.
Climbing those stairs his fear starts to swell,
He's about to embark on a sojourn in Hell!

Hell's a dank little room with a desk and a chair
Where the Devil sits smiling with hardly a care.
The innocent oarsman enters the room
Fully aware of his imminent doom.

Other victims are there with trembling hands,
Their bodies are held by invisible bands.
In this prison a dropped pin sounds like lead
These people in Hell are already dead.

With dials and cables the ergometer stands
Waiting to crush all oarsmen's plans.
Fairweather paddlers will get a surprise,
The ergo will cause their timely demise.

It's just a machine: A seat and an oar.
To experienced victims it's that and much more.
It's being shot, being stabbed, being poisoned in one.
Whatever it is, it sure isn't fun.

People who like ergo are masochists.
They're the kind that cheer jabbing air with their fists.
"Go jump off the dock," says the coach in good fun.
The masochist complies after asking, "Which one?"

The oarsman jumps on for a short practice row,
Then he says to the coach, "I'm ready to go."
In just a few minutes he'll be gasping for breath,
if he's lucky, the ergo won't sentence death.

"Come on!" yells the coach, "Give it some more!"
"You're a hundred points down from your previous score."
The rower's legs burn, his body craves rest.
"I'd rather be taking a Chemistry test."

"Somebody help me!" His cry is inane.
He has reached what is known as the threshold of pain.
Two minutes are gone, time goes by so slow,
What's even worse, there's four minutes to go.

"Keep going!" yells the coach, "You've got to maintain!"
"Why do I row? I must be insane."
Five minutes are gone, his back's to the wall,
It's time for a sprint, it's time to give all.

Six minutes are over, be proud, stand up tall,
If the oarsman is lucky he'll be able to crawl.
Crawl outside, get the pain out of his mind,
Tomorrow he'll return to the usual grind.

To try to beat ergo is stupid and cruel!
We don't seem to realize the ergo's no fool.
In man or machine, the machine's a sure bet.
Oarsmen have failed, ergo's never lost yet!

News from Canada

Rowing in Canada has a new name. After 96 years, the Canadian Association of Amateur Oarsmen has become the Canadian Amateur Rowing Association.

The new name comes in deference to the growing number of women now involved in Canadian rowing and was just one of a number of constitutional changes to emerge from the weekend annual meeting of the governing body here.

Affecting every facet of Canadian rowing, these changes ranged from a strengthening of provincial voting powers and national team plans to new regatta sanction rules and revised executive composition.

With Friday devoted to discussion of rowing's five-year plan, followed by Saturday sessions covering constitutional amendments and national team proposals, yesterday saw it all put together for formal ratification.

Delegates from 30 rowing clubs and five provincial rowing associations were on hand, bolstered by the executive officers, committee chairmen, area rowing observers and several members of the 1976 Olympic Rowing Team.

One of the best

"It was one of the best sessions in memory," commented CARA president Craig Swayze of St. Catharines afterwards. "A lot of people from all across the country put in a great deal of preparation for the weekend and it was a real working meeting from beginning to end."

"As a result, we got a lot accomplished and some of the changes in structure which everyone has been talking about for years finally got passed."

There was some relaxation as well. It came Saturday evening when the delegates were entertained at a reception and dinner on Henley Island by the St. Catharines Rowing Alumni (Old Boys) and the Henley Island Helpers.

It was at this gathering that Tony Carr of Brentwood College, Vancouver Island, was named Canadian rowing's Coach of the Year and Ben Tekamp, manager of the 1976 Canadian Olympic Rowing Team received the President's Award.

The coaching award is given annually by Catch, rowing's national magazine. Carr has always boated strong schoolboy crews from Brentwood and this past season represented Canada in the eight-oared event at the FISA Youth Championships in Austria.

Tekamp, a former Brockville oarsmen and coach, was also first vice-president and grants chairman of CARA during 1976. But the bulk of his effort was involved in the managing of the National team through training camps, its European tour and the Olympic Regatta.

Kuran appointed

Because of business and family pressures, Tekamp has been forced to resign as CARA's first vice-president and Wes Kuran of Ottawa, retiring president of the Ontario Rowing Association, will fill the remaining year of his term.



CARA President Craig Swayze.

Others honored with presentations at Saturday night's Henley Island outing were CARA Past-President Tom Croston of Mississauga; Technical Co-ordinator Tudor Bompas of Maple, the man in charge of the 1976 Olympic rowing program; and Olympic rowing coaches Stan Murdza and Bill Dick of St. Catharines.

The most important constitutional change coming out of the weekend has to be a change in the makeup and voting power of CARA's board of directors, traditionally made up of members of rowing clubs.

Director's meetings will now involve only provincial representatives and the executive officers. The provinces will have

their votes weighted in direct relation to the number of member clubs within these associations.

At an annual meeting, however, clubs will have voting rights. The provinces, in turn, will give up a vote for every member club on hand.

The changes came in direct relation to funding as provided by Sport Canada for meetings involving coast-to-coast representation at the board level.

The plan for the boating of the 1977 National Team, as presented by Tudor Bompa, is a modified version of last summer's Olympic training program.

It will start much later than in 1976 and will include for the first time Youths and Lightweights. Designated rowing clubs are to become bases for the training program.

Coaching co-ordinators already named include St. Catharines Rowing Club coaches Stan Murdza (elite), Bill Dick (senior), Neil Campbell (youth) and Dave Pinder (lightweights).

Puddles and Splashes

The CARA weekend annual meeting also:

- Approved dates for next summer's **Royal Canadian Henley Regatta**. The 97th annual national rowing championships are to be staged **July 27-31** on the Henley Couse here:

- Approved in principle the **registration** of all competitors. The scheme will be tied in with **provincial** registration in an effort to police the over-all national rowing structure. Catch magazine may be included in the package.

- Learned that rowing authorities in **Nova Scotia** will strike a new trophy in memory of **David Cornelius**, the St. Catharines oarsman who died last August during a workout with an Ontario crew on **Lake Banook** at Dartmouth while preparing for the Nova Scotia Sprints;

- Agreed that the so-called **National Closed Championships** remain a status-changing regatta, but that winning competitors not change status (junior to senior) until Jan. 1 of the following year. This does not affect the immediate change affected by winning a junior race at the **Henley** here;

- Approved a five-year structure plan for CARA operations and aims and a four-year technical plan covering competitive programs leading up to the **Moscow Olympics**. Each is to be evaluated and updated annually;

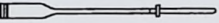
- Endorsed the executive committee's choice of **Alan Roaf** of Toronto as chairman of the CARA Technical Committee. Roaf is a former **British Columbia** oarsman who has been a national and Olympic coach over the past few years;

- Did not elect officers, other than to replace resigning Ben Tekamp with Wes Kuran as first vice-president. CARA officers normally serve a two-year term;

- Received bids from **Calgary** and the **Halifax-Dartmouth** area for next year's annual general meeting. No decision was made, pending written bids from the two sites. Last year's meeting was in **Montreal**;

- Arranged for all **1976 Olympic Team** members to be canvassed for suggestions and criticisms toward improving the 1977 national program. Team members Brian Love, Mike Neary and Carol Eastmure are drawing up the questionnaire.

- Will press for additional federal monies to triple the **CARA Boat Fund**. These monies are used to float loans for the newer clubs purchasing rowing equipment;

- Agreed that the coaching program, as set out by **Peter Klavora**, the CARA coaching coordinator, will determine appointment of coaches to future national teams. **All coaches** will be graded on the basis of courses taken and tests passed. 

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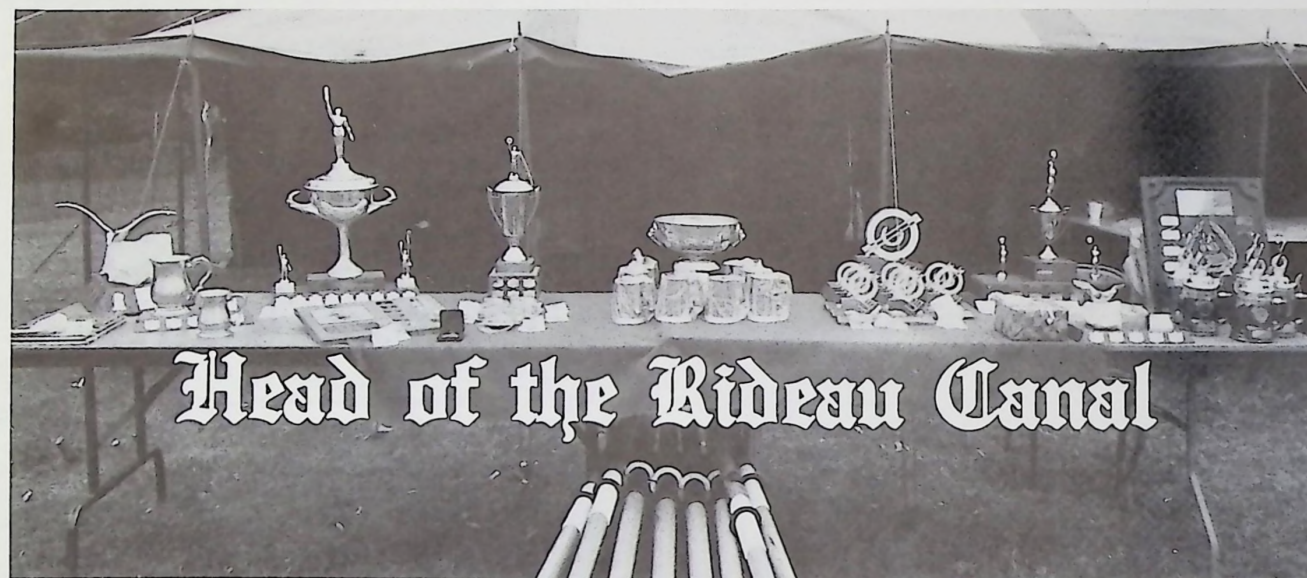
With two years of experience to call upon, the Regatta committee of the third Head of the Rideau was extremely anxious that nothing avoidable should go wrong this year. After all, when people come almost 750 miles to row in competition, they have the right to expect good organization and a well run event.

The previous years had shown how the unexpected can happen to ruin a good event. In 1974, a cruise boat rammed (or was rammed) by the St. Catharines lightweight eight, and had to be boarded in the best piratical style by the Royal Canadian Mounted Police. In 1975, the timing system was powered by a gasoline generator which failed to run when the gas ran out; and (to cap it all) the trailers were parked in a mud hole and left traces in the Ornamental Arboretum which

photos: McElligot

mayor of Ottawa and the reeve of Cumberland (a small township outside Ottawa). The media were represented by members from each of the newspapers and the TV and radio stations in Ottawa. The event was successful, in that the establishment won (by 05.08 seconds) and the media covered the event. Four members of the media immediately joined the club and are currently training every second lunch time.

Entries this year were higher in all categories but eights. In part this smaller number of eights can be attributed to the fact that the Canadian Universities scheduled their first regatta earlier this year, and so conflicted with the Head. The largest entry by far came from Ithaca College with six eights and a four. Normally the logistics of accommodation would present a significant deterrent to such an entry. The matter



were visible a year later. The screams of outrage from competitor and Agriculture Canada alike were heard loud and long.

This year the committee started from scratch. The first organizing meeting was held in February, and started from the proposition that the idea of a regatta on the Canal had merit. All else had to be examined and tested before acceptance and as the time progressed and the committee started to function, it became clear that the ab initio start was a most necessary position.

Practice sessions were held in which the timing system, the communications networks, and the forms' uses were tried out. Several beers were consumed to establish what might happen under real conditions if the system operators found it too cold to work under unrelieved strain. Surprisingly enough, the practice sessions suggested that the system would stand up even under the onslaught of John Barleycorn.

Lest such a revelation shock some of our readers, it must be remembered that the Ottawa Rowing Club was founded in a tavern with the nation's most prominent alcoholic (Prime Minister Sir John A. MacDonald) as its first president. After 110 years an established tradition dies hard.

As a pre-regatta publicity event, a miniature Head Regatta was held near the start line between members of the press and members of the Ottawa establishment. The establishment crews consisted of two members of Parliament, members of the provincial legislatures of Saskatchewan and Ontario, representatives of business and of academia and the

was solved when the entire contingent was sent to jail. The old jailhouse of Ottawa (built to the best standards of the 19th century) has been preserved as a historic building and is used as a hostel. As such it was ideal to take care of the load from Ithaca.

From Cambridge BC came the terrible duo of Dan Healey and Ed Smith . . . who regularly informed us of their approach. Unbeknownst to them, the welcoming committee had not correctly made their reservations, and discovered the error only one hour before the dynamic duo entered the sleeping and unprepared city. Luckily, however, the Sheraton chain was able to cope with the impending disaster. Not so lucky was Chuck Hamilton, who (according to an interview in the Ottawa Citizen) had arranged to stay with friends . . . only to forget their apartment number. He tried and found five open apartments but still spent the night in his car.

Peter Monte, with the experience of last year, arrived in high style and was able to settle down comfortably, in contrast to two members from elsewhere who arrived unannounced and unexpected and slept on the concrete of the drill hall of HMCS Carleton.

That Canada has a reputation for being a cold place seems to have been given mute testimony when Dartmouth oarsmen George Bullerjahn and Bernard Hoffman drove up in an open Jeep, so muffled in Kapok and down that Canadian customs are still quite puzzled as to just what did cross the border. On the other hand, the lone contestant from Potomac must have wondered what had impelled him to leave the sunny climes of

1976-77 ELITE ROWING WEEKENDS

Purposes

- 1) To generate interest among all college and club heavy-weight oarsmen who would like to compete at the elite level.
- 2) Irrespective of whether there is a National Camp, the weekends will *not* serve as a cutting process. The main purpose is to let interested oarsmen know where they stand in relation to their peers and, more importantly, to help guide oarsmen in their future training by identifying weaknesses early.
- 3) To increase interest and participation among college and club coaches in order to pool training and technical ideas which will hopefully lead to better college, club, and elite level rowing.
- 4) Information on suggested training schedules, warm-up and stretching exercises and injury detection and prevention will be made available. Consultation on these subjects with

- the coaches involved will also be available.
- 5) To give technical (stylistic) assistance in rowing tank work.
 - 6) To increase the number of oarsmen rowing at the elite level through education in commitment, training technique, and rowing proficiency.

What Is The Testing?

- (1) Vertical Jump Test — (Avg. of 3 jumps) measurement of vertical height obtained — measured from tip of fingers while hand is extended over the head. (Material describing this test will be sent to all coaches involved). Information gathered from this simple test over the 3 sessions will hopefully provide a means of guiding future weight workouts. Sports such as track and swimming have found a high correlation between the height and explosive power.

WHERE THE CENTERS ARE

Location	Coordinator	Phone (office)			
Boston, Mass.	Hugh Foley Boston University 32 Gaffney St. Boston, Mass. 02215	617-353-2740	Melbourne, Fla.	Bill Jurgens Florida Inst. of Tech. Country Club Road Melbourne, Fla. 32901	305-724-1884
Syracuse, N.Y.	Bill Sanford Syracuse Boathouse Long Branch Road Liverpool, N.Y. 13088	315-457-9879	Madison, Wisc.	Randy Jablonic 1015 Lincoln Street Madison, Wisc. 53711	608-262-4954
Princeton, N.J.	Peter Sparhawk Dept. of Athletics, Box 71 Princeton University Princeton, N.J. 08540	609-452-3550	Seattle, Wash.	Bob Ernst Univ. of Washington Crew House Seattle, Wash. 98105	
Philadelphia, Pa.	Ted Nash Univ. of Pennsylvania Weightman Hall 33rd & Locust Sts. Philadelphia, Pa. 19444	215-243-6143	Berkely, Calif.	Steve Gladstone 5760 Chelton Drive Oakland, Calif. 94615	
Annapolis, Md.	Rick Clothier U.S. Naval Academy Annapolis, Md. 21402		Los Angeles, CA	Dewey Hecht Univ. of Calif, Irvine Crawford Hall Irvine, Calif. 92664	

CATCH

Published by the CAAO, 333 River Road, 10th Floor,
Vanier, Ontario, Canada, K1L 8B9



WANT CATCH? forward cheque or money order for \$5

- (2) 10 minute Ergometer piece with a brake weight proportional to your body weight. (Example: 185-190# = 5 3/8#, 190-195# = 5 1/2#, *Note: Weight in basket.*) Scores will be determined and compared on a horsepower/pound basis. (*Not raw score.*)
- (3) A 3 mile timed run within 4 hours of the erg piece, *if* a certified time from your college or club *has not* been presented when you register for the weekend. The time of this run will be used as a measure of cardiovascular fitness, for a particular oarsman, over the course of the 3 weekends. *No comparison will be done in this area.*

How Do Oarsmen Get Involved?

File a card with the Center you wish to attend. The Coordinator will then send you materials giving you the details on that Center. Dates may vary so we are preparing material for each Center.

Registration Fee and NAAO Funding

We will ask a small registration fee from each oarsman. A non-NAAO member will be charged \$4.00 An NAAO member will be charged \$2.00 The NAAO will match each NAAO member registration with a \$2.00 contribution. The resulting income will be used to defray costs of each session. Payment is due at the beginning of the session.

What Happens To Your Score And Other Results?

National collation of all data will be undertaken by Tim Mickelson. Any questions should go to him or to the Center Coordinator.

Tim Mickelson
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Hanover, N.H. 03755
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| 2. Tie bar | 2.25 |
| 2. Tie tack | 2.25 |
| 2. Cuff links - set | 3.50 |
| 3. Sport coat buttons — antique gold | |
| Set of 7 (3 lge. & 4 sm.) | 4.50 |
| 3. Enameled buttons with colored backgrounds of red, maroon, orange, blue, green or black. Set of 7 | 5.50 |
| 4. Ladies Charm | 1.75 |
| 4. Tie tack — blue rhodium | 1.75 |
| 4. Lapel pin — blue rhodium | 1.75 |
| 5. Charm — blue rhodium | 1.75 |
| 5. Tie tack — blue rhodium | 1.75 |
| 5. Lapel pin — blue rhodium | 1.75 |
| 8. NAAO — USA Shield, red, white, blue | 2.25 |
| 9. 'Munich' lapel pin, blue enamel | 1.25 |
| 10. Official NAAO pin with crossed sweeps | 2.25 |

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STILL ANOTHER PHYSIOLOGICAL STUDY

by Pat Lynch

Hi folks! We've just finished another Olympic rowing camp here at Princeton, and we're poring over reams and reams of data, trying to describe scientifically, "what makes a good oarsman and oarswoman?" No, we don't have the answer yet, but we've got lots of facts and figures for you to drool over.

The first set of data concerns itself with diet. Many people feel that a controlled, well-balanced diet can be the difference between a mediocre and a sterling crew.

In one study we fed oarsmen increasing amounts of peanut butter during a crucial period of seat-racing. How does peanut butter correlate with rowing efficiency? (See Graph #1 for the results.) Notice that above 80 grams/day peanut butter, the oarsmen don't win too many races when rowing against the control boat.

In another study, we tried giving oarswomen a special "high calorie" ice cream diet to see if their power output would be benefited by an increase in sugar intake. This was tested over one six-week stretch. (See Graph #2 for results.) Tooth loss is a linear function of time, and by the end of this study, hardly any of the women could articulate an objection when the coach told them they'd be rowing ergometer pieces that afternoon.

Another area of interest to the thinking man's coach is motivation. In looking at married versus single oarsmen, we posed the question, "how does marriage affect the quality of rowing?" By looking at the marriage frustration quotient, MFQ, for each married oarsman, we discovered a curious fact. (See Graph #3, on the next page.) The number of seat races won is a log function of marriage frustration! So, in looking for the perfect 6-man for your crew, try to find the one with the unhappy wife and three screaming kids.

The MFQ was derived from the following formula:

$$MFQ = k \cdot \frac{100}{s} \cdot \frac{C^3}{V_m} \cdot e^{mg} - D \cdot \log M_t$$

k = the Masters and Johnson marriage coefficient.

s = the% of nights man and wife sleep with each other.

C = the number of children.

M = the mileage on the family car.

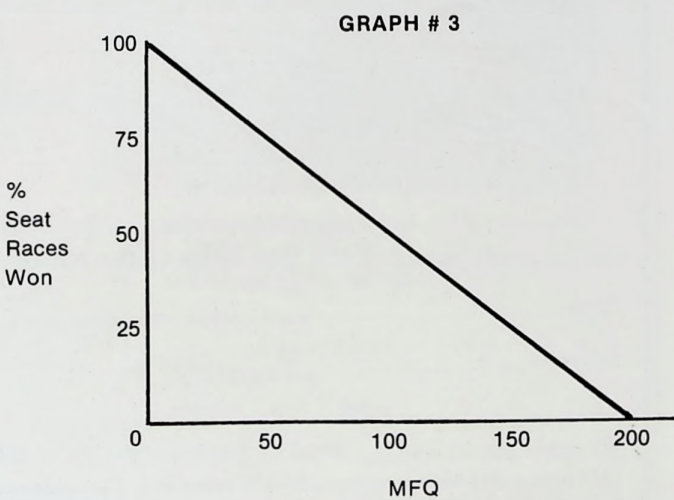
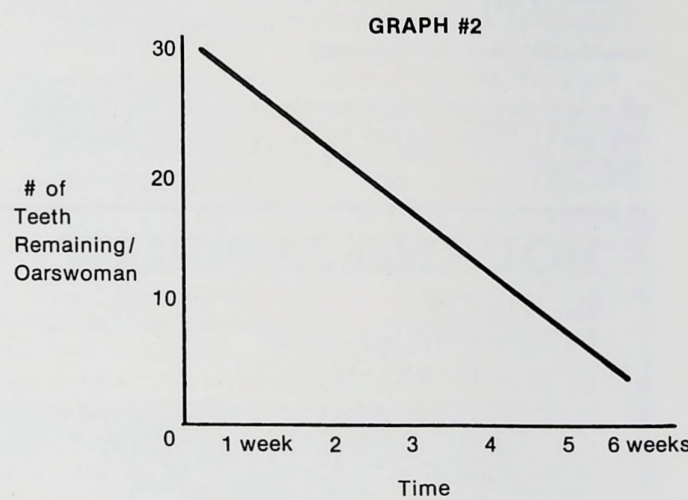
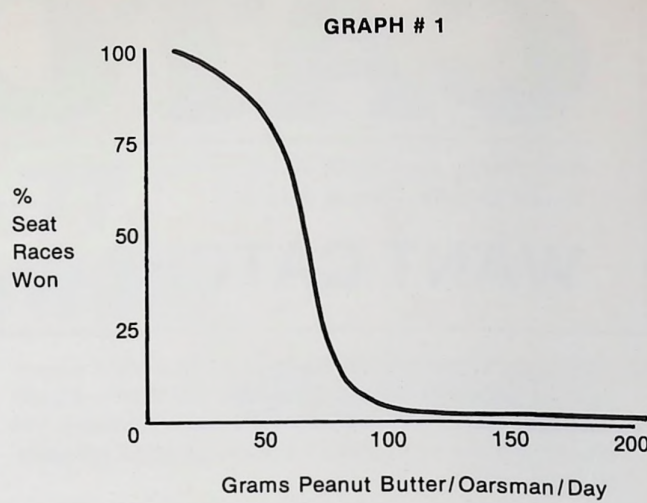
m = the months in any year that the mother-in-law will come to visit

g = a gas constant for the mother-in-law

D = the number of days since the oarsman last saw his wife

M_t = miles traveled by the oarsman to reach the national camp.

That wraps up this month's look at the physiologically fit oarsmen and oarswomen. Next month: coaches! How to tell if your 3-man is really straining under all that schoolwork, or if he's faking it, with the new "exhaustion coefficient" formula!



I. Our Best

Our first memory of him recalls the 1972 National Championships, and his performance there. It was a bright Philadelphia day with a strong headwind stirring up a nearly unrowable Schuylkill; and against the waves and wind, the man demolished a field of our nation's best.

As I followed the race, watching this man powering to a ten-length lead in virtual surf, I recalled the stories I had heard about him: "He can't row in rough water!" had been ventured, yet undeniably he could. "He can't row in flat water, or fast water!" had also been heard, yet he set a course record at Lucerne in very fast water. "Well, he *always* goes well at Lucerne!" is the retort which discounts that performance, then the clincher: "Yeah, well, he can't beat Drea!" Neither, of course, can the detractors. But that never deters them from passing on or creating the latest tidbit about the most visible, most discussed oarsman in America.

The oarsman is, of course, Jim Dietz. Recounting Jim's total record is unnecessary since most people are aware of his past performances. Two items are noteworthy: Jim is one of the few U.S. oarsmen to be champion on both youth and elite levels, testifying to his longstanding superiority; and he has won the big race, the Trials or Nationals, every year for the past seven seasons. Oh, he has dropped a race here and there, (usually to the wily, remarkable Larry Klecatsky) but when it has counted, Dietz has prevailed. There currently is no one in U.S. rowing who can really beat him.

The Corner has long recognized two harsh elements with which Jim Dietz has had to deal during his tenure as U.S. Champion. The first is the rumor constantly circulated about Jim by nearly everyone in rowing. The second is Sean Drea.

As to the gossip, it is understandable that Dietz should be a common topic, since a sculler is a most visible athlete, and remarks about scullers are necessarily personal comments, unlike those about fours or eights or total programs. Many non-rowing conversationalists, faced with the prospect of speaking to an oarsman, seize Jim's name in an effort to put everyone onto a comfortable topic (they never succeed, but they know his name). Within rowing, the tone is different. I have often heard people discuss Harvard crews with a special mixture of fear, envy, malice, and admiration; the same blend often comes forth when people speak of Dietz, and he alone must absorb it. Since he is not deaf, Jim must also hear strangers link his name with all manner of personal and rowing weaknesses, not in personal concern or even technical analysis, but in order to simply drop his name and sound impressive, "with it", exclusive. Even in rowing's most remote outposts, highhanded crew members are slapped

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.

down with, "Who do you think you are, Jim Dietz?" It must astound Jim to realize that these comments presume a character quite different from the friendly, straightforward, good-natured man he is. It must also amaze him that his infrequent losses become instant national news via the rumor mill, complete with dire predictions of collapse. What is so shameful about being beaten by Larry Klecatsky? The woods are full of *his* victims.

For that matter, what is so shameful about being beaten by Sean Drea? While Drea has beaten Dietz on several occasions, their international records are virtually equal, with each boasting a silver medal. It has often been said that Jim never fulfilled the promise that his 1967 World's Youth Championship established; yet if Drea's prowess is as great as rumor alleges, the same can be said for him.

This realization should jar all those individuals who, desperately wishing to identify with a winner, have demonstrated inordinate and perhaps unwarranted support for Drea. It seems odd to recall the tremendous concern of U.S. officials at Lucerne over Drea's collapse and to compare that instance with Dietz's inability to locate a doctor the night before the Moscow finals.

Were Jim a different personality, undoubtedly the gossip about Drea and himself wouldn't really matter. Though Dietz has retained his ingenuous friendliness through his career (his nickname is "Highschool Harry"), the gossip and the Drea bugaboo have hurt him, and not only personally. Were not Jim's every move (or every failure, certainly) instantly out on the gossip wire, it would only be reasonable for him to train with Drea, to the advantage of both. But the pressure of training in a fishbowl prevents such an arrangement.

The Corner hopes its readers will recognize that those who

(Cont'd on next page)

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OARSMEN'S CORNER

deliberately knock Dietz and/or praise Drea, or simply name-drop, are really telling you something about their own weaknesses, rather than those of Jim Dietz. For our part, we feel that Jim Dietz represents the best that America offers, both as an athlete, and as a person. Think of that next time you hear his name.

II. To the tune of a different drummer!

Dear Bill:

Too much is made of the communal spirit of rowing. The thought of some of my boatmates piques me as easily as thoughts of others warm my soul. Rowing has no more power to transform a lout than my sports car has to reverse my pathetic social fortunes. Neophytes thus disappointed sometimes dispense with rowing as quickly as I intend to dispense with my car, usually when some wretch persists in rowing for God knows what reason, and divides his boatmates through sheer nastiness. For these creeps we have some recourse.

It depends upon how good he is. Assuming that your crew will do anything to win, the difficulty lies in extracting his oarsmanship without reinforcing his irritating behavior. A simple solution is for each oarsman to become a separate little island, though this confines the sport to a selfish and humorless exercise. If the crew falls away to splinter cliques, leaving the divider isolated, it risks conflict between the groups. Another, perhaps more successful solution, is through the force of peer pressure in the form of verbal shock

therapy — which either straightens out or rejects the errant one.

There are more direct and enjoyable answers. When the other four are rowing and he's riding along with his oar handle carelessly cradled in his arm, lean back and overfeather his oar; it will crab, and assuming he's bad enough to warrant getting rid of, he'll exit stage riggerside. Smearing vaseline on his oar handle works toward the same general effect as does loosening his backbrace. You could tie his shirt-tail to the cross brace, or sand his wheels square, or hack their axels half through; snip his shoestrings in hidden places, sprinkle sand on his tracks or drive tacks up through his bootstretches. If he doesn't take the hint, blandish him (these guys are always vain as hell), tell him you've admired his sculling technique, or are sure he'd be a good sculler, and convince him (an easy task) that you'd love to row bow behind him in a double to pick up some of his smooth slide control and get a feeling for a really quick catch. Some few days before you go out, remove the rubber tips to your sculls and sharpen the handle ends with a No. 8 rasp, grease, and replace the rubber handles. Once in the boat, make cooling sounds of admiration which will drive him into a maniacally egotistical frenzy accompanied by a commensurately high stroke. . . the next part is not for a novice; slip off and discard the rubber tips one after the other on subsequent strokes and then, rather than taking the next catch, hold the handles about kidney height, the blades nicely feathered, and wait just short of the catch. The rest will take care of itself. It will even allow you a moment to whisper that little thing you've always wanted to say, right in his sweaty ear.

The Phantom Bowman



UNION BOAT CLUB

OARSMEN!

OUT OF COLLEGE?
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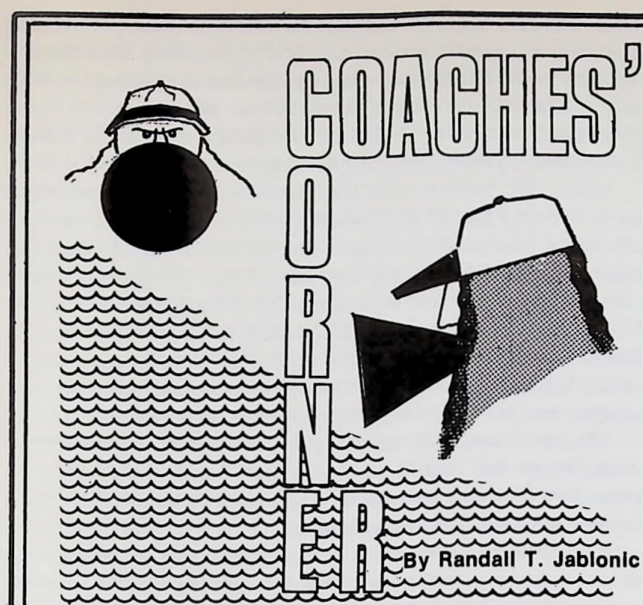
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FRAMEWORK FOR COLLEGE ROWING PROGRAM

FALL

Phase 1

1. Refamiliarization and aerobic base
2. 10-14 days
3. 70-100 miles
4. Stroke 16-26 strokes per minute

Phase 2

1. 16-21 days
2. 120-160 miles
3. Increase workload
4. Begin Land Training (Weights & Running) 2-3 days per week
5. Add some tempo and overdistance work — 1-2 days a week
6. Some small boat rowing
7. Stroke ceiling 26-30

Phase 3

1. 16-21 Days
2. 140-180 Miles
3. Further Increase of workload
4. Steady State should be 40-80 minutes per day
5. Continue Land Training
6. Continue Small Boats
7. Continue Overdistance and Tempo and add some Interval
8. Stroke ceiling — drop to 24 and rebuild to 32-34

WINTER

Phase 1 Pre Christmas

1. 4 weeks
2. Racing Optional
3. Small boats if possible
4. Aerobic Running 4-8 miles
5. Weights — both Strength and Circuit

Phase 2 Christmas Break

1. 4-6 weeks
2. Mostly aerobic work at 'maintenance' level to prevent deterioration
3. Run 15-25 miles per week
4. Calisthenics circuit 2-4 times per week
5. Keep personal log.

Phase 4 January/February

1. Run...primarily aerobic 30-35 miles per week... interval for variety
2. Stairs/Stadium...Sprint or steady pace 100-120 minutes per week
3. Ergometers—Graduated goal attainment.
4. Weights both Strength and Circuit
5. Rowing in Tank or water (drills and long slow distance)

SPRING

Phase 1 Pre-race Season

1. 4-6 weeks (up to 1 week prior to race day).
2. 300-350 miles total (for 6 weeks)
3. Initially short skill/drill session then Long Slow Distance on the water
4. Work Distribution:

a. LSD	60%	60%
b. Tempo/overdistance		30%
c. Interval/Speed		10%
5. Stroke Range 24-34
6. Continue Land work (weights and Running) 150 Minutes a week.

Phase 2 Race season

1. Occasional skill/drill as needed
2. 50 miles per week
3. Work Distribution:

a. LSD (decreasing)	50% — 30%
b. Tempo/overdist (increase)	30% — 40%
c. Interval/speed (increase)	20% — 30%
4. Stroke range 24-48 +
5. Land Training as in Phase 1.

ELITE OARSMEN TRAINING FRAMEWORK

Post Season — Fall (9/15 to 11/15)

1. Aerobic OTW work in small boats.
2. Start weights 2 times a week — strength.
3. Running 3-8 miles (75% aerobic, 25 % anaerobic).
4. Train 5 sessions per week.

Early Winter (11/15 to 1/1) — Base Building

1. Move indoors
2. Aerobic ergometer work.
3. Increase weight work to 3 times a week — strength.
4. Continue rowing

Winter (1/1 to 3/1)

1. Continue ergometer work — variety
2. Weight work noting peak in pounds — 2 times per week. Add circuit program to begin cardiovascular testing once a week.
3. Shift running to anaerobic in preparation for OTW.
4. 8 sessions per week.

Spring (3/1 to 6/1)

1. Weight work diminishes as water work increases — 2 times a week
2. Running — 2 times a week (stadiums or hills).
3. Rowing on the water 5 times a week
4. Rowing on water 5 times a week

80% LSD
10% tempo 25%
10% fartlek 25%

OLYMPICS *(Cont'd from p. 25)*

Another weakness appeared at the end of the two-week period: as had been a problem in the past, Rosenberg found it difficult to set a definite timetable for trimming the squad and then sticking to it. "He hates to cut anybody," Weinberg said. "He gets so involved and close to the oarsmen he just doesn't want to hurt them by telling them they haven't been selected."

"Al just isn't very effective at anything when his mind is occupied by the imminent prospect of cutting," Weinberg continued. "He agonizes over the choices so much it becomes the dominant factor in everything he does. That's when he really needs assistants around to keep the rest of the program moving."

Eventually thirteen were chosen to make up the bulk of the group which would go to Seattle. The anguish caused Rosenberg in this "cut" was unfortunately only a foreshadowing of more difficult decisions in more trying times.

SPRINGTIME IN SEATTLE

Conibear Shellhouse in 1976 was probably more inconvenient by the National Camp than any training site has ever been. Many University of Washington oarsmen went so far as to give up their beds and rooms to camp candidates. The facilities and equipment used were almost entirely Washington's: the camp arrived with oars and the shirts on their backs and little else. In addition, all of this occurred during the height of the college racing season.

Yet Seattle proved to be among the most amiable of training places. To a man, personnel connected with the camp have nothing but positive feedback on the cooperation of the Husky coaches and oarsmen. Problems of scheduling around meals and occasional rough water were comparatively minor considering the six weeks of intensive workouts gained.

The problems that did matter were internal. They hinged on the growing ineffectiveness of the coach/oarsmen relationship and the isolation, real or imagined, from the organizational and support staff of the USOMRC, which seemed on the surface to be doing little or nothing to help handle the increasing tension.

"The key was," Fellows insisted, "that when you get down to it Rosenberg was screwed. There was too much on his shoulders too long, too much pressure. A manager, or an assistant coach, might have made the difference."

Weinberg elaborated a bit more: "Part of the problem, of course, is that Al has the reputation of being hard to work with. It would have been tough to find an assistant, perhaps, but everyone knew it had to be done. The Olympic Committee evidently didn't think it was important — and I guess the rest of us should have been concerned enough to insist on it."

"Things really started to fall apart, especially toward the end of Seattle. Some of us tried to help out with the logistics, but it's really not the candidates' place to start running the camp."

Rosenberg is still somewhat bitter on this score. "It was the major factor causing problems on the squad," he said. "I know what I do well and what I don't do well, and as far as I was concerned coaching was more important — I needed to spend my time and energy doing that. I never claimed I could do both at the same time."

Weinberg believes that the problem is even more basic: "There was a serious lack of cooperation among the major figures from the start, and not just Al and Dietrich. Definitely Rosenberg was too often concerned with other people's busi-

ness and paid too much attention to the politics; it seemed the same thing was coming out of Philadelphia. But beyond that the impression we all got was that the central bodies were not willing to be strong enough to act positively. The Olympic Committee, the NAAO, whatever, committed crimes by omission. They just did not handle the situation."

It was Mike Vespoli who was perceived, rightly or wrongly, as the "ringleader" of the dissatisfied group in the camp. The Memorial Day walkout was seen by many as a personal dispute with Rosenberg's running of the program. "That's one part of it," Vespoli concedes, "but it ignores the crux of the problem. Things became irreparable toward the end of Seattle and it wasn't all Al's fault. He definitely needs a support staff, especially in times of stress—and the pressure on him was building the entire time in Washington."

"The truly unfortunate thing is that there was no higher authority to step in and straighten out the mess. There's no precedent for such a procedure and no willingness by those in charge to set such a precedent."

According to Fellows the responsibility had been implied at the beginning. "I thought Jack Frailey was responsible for running the camp; at least, that was the tacit implication at the outset. When the meeting setting up the two camps was over I believed Frailey was supposed to be the manager and take care of Rosenberg's logistics. He may have tried, but if so it wasn't very visible."

"I called Frailey constantly from Seattle," Rosenberg claimed, "and even now I'm convinced there's a personal hangup between us that got in the way. On the other hand, nobody on the Committee is paid and they all have other responsibilities. You can't expect them to drop everything and rush to the rescue."

Naturally, the day-to-day logistics could not be handled by Frailey or anyone else from across the continent. "This was one example of a problem that was foreseen yet nothing was done about it," Rosenberg maintains. "If Frailey couldn't be there somebody else should have been found. I *can* work with people: 74 and 75 show that. That's an excuse they use, not a valid reason."

THE EASTERN FRONT

Meanwhile, the Philadelphia group was just getting underway in earnest. For several hectic weeks Dietrich Rose was running preliminary seat races to determine which applicants he would invite to the four camp. Early in the process the candidates selected Pat Hayes as an ombudsman, formalizing a great deal of feedback between coach and oarsmen.

"I don't support camps," Hayes said, "but this was better than any other I've seen. The scale was more satisfactory, saner."

Nearly all the straight four candidates agree that within the structure he set up Rose operated effectively, and largely in a fair and open manner. At least in the beginning: in the later stages serious grumbling began. "Around the time he cut to twelve, as the decisions were getting tougher, some of us thought that Dietrich was starting to cut corners on objectivity," Hayes continued. "Most people thought he had preconceived notions that began to show up. At times the seat races seemed arbitrary, subjectively interpreted. I thought a lot of them were a front to make a surface show of fairness."

"Any camp presupposes a coach has certain ideas," said Hugh Stevenson, who rowed three in Montreal's straight four. "A camp isn't a democratic process. I think Dietrich

made mistakes, but overall he handled the format well. Surprisingly well compared to what I expected."

Jim Moroney eventually ended up in bow of the four, after originally not being selected. "When I was first cut I disagreed — I didn't think it was justifiable. Dietrich was predisposed for or against certain people, but I never thought any more so than most coaches."

Moroney maintains that although he thought he had been cut unfairly, he agreed even then that "A coach has to use some intangibles in making a boat. I couldn't argue with him; he never said it was because I lost a seat race I had actually won. He based it on his belief he was making the best boat."

Although Rose gets high marks for his running of the camp, there was one problem area that the straight four candidates do fault him for: using the four as a flagship around which to construct a fleet. "He was given a mandate," Stevenson said, "and tried to stretch it. As I had seen Rosenberg do in previous years, he got caught up in the idea of competing with the other camp and clubs for the trial boats."

Stevenson is one of the minority tht believes the two camps were originally a good idea. "It went bad because Dietrich tried to expand his power base," he said. "He worried about getting the pairs and coxed four, and some of the that time should have been spent with us."

Moroney doesn't agree. "Even when he was involved with the other boats the four had enough direction," he claimed. "It didn't hurt us — we were expected to be able to do a certain amount on our own."

Dietrich Rose himself denies that he spent any time on the other crews that should have gone to the camp. "Of course I was interested in who won the trials but I didn't let it get in the way. I had Woody Fischer handling the boats that wanted our help; I just tried to step in when there were problems."

"Woody did for me what it sounds like Rosenberg needed. He helped behind the scenes and organized a lot of things. The problems some people had with him later weren't his fault — he was invaluable when I needed him."

Rose also finds much of the criticism of Frailey hard to understand from his viewpoint. "He was always there when I needed him — I can't say anything bad about Jack's work last summer. Of course with Woody managing and careful budgeting maybe we didn't have as rough a time as the other camp: we even turned a little money back at the end."

Concerning the question of his fairness, Rose insists that he scrupulously followed the seat racing results. "I did just what the oarsmen asked me to do," he asserted. "A few times I had a bad feeling about it, but went along with the results of the racing as well as I could."

PUSH COMING TO SHOVE

Unfortunately for both squads, the path got thornier, not easier.

Madison was originally to have been host to the eight camp for the month of May. A two week extension in Seattle had destroyed the schedule, and the national camp arrived as the Wisconsin crews were preparing to leave for the Eastern Sprints.

"If Al started to lose control in Seattle," Weinberg said, "he lost it completely in Madison. I think the situation became irreparable there, though I may not have seen it at the time."

Just when the group needed a period of calming, everything seemed to go wrong. Most critically, the winds came. For days the squad was blown off the water and although

strenuous weight and tank workouts were held, the oarsmen — and coach — grew restive, impatient with the loss of water time.

The fact that the conditions were rare was no consolation. The camp split into two factions: one wanted to leave immediately for Dartmouth, the next scheduled host; the other hoped for a break in the weather.

"No one seemed to know what was going on — no one seemed in charge," Weinberg said. "Someone compared the camp to a rudderless ship and the description stuck."

The group seemed to reach a consensus that leaving would be the better idea. Weinberg was instrumental in handling the financial arrangements and coordinating living arrangements at Hanover. The coxswain made the airline arrangements for the squad, loaded the oars on Mike Vespoli's van, and drove off toward New Hampshire.

"Maybe it was wrong to try to influence Rosenberg so much," Weinberg said, "but someone had to do it. The more he was criticized for indecisiveness the more reluctant he became to make any decision. Somebody always seemed to be jumping down his throat, and by Madison he was awfully defensive about it."

Nothing got better with the change of venue. The team was back on the water but other problems continued to fester. The last morale-boosting event for the camp was the arrival of the new Empacher eight and four, but even that backfired into more trouble.

For several days the boats remained in Philadelphia while arrangements were being made to bring them to Hanover. Finally, squad members had to drive Dartmouth's truck down to get the shells, again disrupting practice schedules and exacerbating ill feelings. Many of the oarsmen felt frustrated that neither Rosenberg nor the Olympic Committee had facilitated arrangements in advance.

By now the squad was pressuring Rosenberg to make his selections early, arguing that after an extended period with a small group he should be able to make up his mind. Rosenberg for his part insisted that he was continually working toward selection, and refused to rush into a decision before using every day available.

Finally something broke. After one meeting Cashin challenged Rosenberg's ability to interpret the physiological data collected by Dr. Hagerman, who has worked with every National Camp since 1972. Rosenberg reacted vehemently — many think he overreacted — and a stream of repressed frustrations poured out on both sides. Much of the squad was up late, trying to iron out what could be done to get the camp back to its original purpose: forming a fast eight.

For a sort while thereafter it was a tentative feeling out process. By Memorial Day, several oarsmen decided that there had been no real improvement in the camp — that it was in fact still directionless, going nowhere.

The events of the next few days are difficult to reconstruct. It was a highly emotional period, filled with sudden events and reactions. Essentially Ken Brown, Tim Mickelson, and Mike Vespoli decided to explore the possibility of leaving the camp and rowing elsewhere. The idea had been mentioned previously by each of them. They deny that any one of them talked the other two into the decision: they do not deny that they approached others in the camp with the idea. The three of them wanted to know if the individuals they approached, who had also expressed apprehension with the way things were going, thought the camp could still be a viable program in which to row. If not, they wanted one of the

(Cont'd on next page)

others to join with them to form a four.

Their plan, they say, was to talk to the group as a whole, asking if the camp could reorient itself and explaining their option if it couldn't. By afternoon of Memorial Day, however, while Vespoli and Mickelson were phoning around the country for advice and possible alternatives, Rosenberg was told what was in the wind.

Immediately he called a team meeting. Ken Brown was the only "conspirator" present: the others were still on the telephone. Brown was backed into a corner. Unwilling to speak for the others, not knowing what reaction they were getting by phone, he finally had to answer what he considered a direct challenge to his integrity. Speaking for himself, he outlined some of the major reasons for his dissatisfaction: especially that he had lost confidence in the handling and direction of the camp, and that rowing had become a chore, a distasteful task to be fulfilled twice a day.

Rosenberg's answer was quick and unequivocal. Anyone who had lost confidence in him was no longer welcome to participate in the camp for the eight.

Meanwhile, Vespoli and Mickelson had been advised by Tony Johnson, to whom they hoped to go if necessary for the coaching of their eventual four, not to abandon the squad. When they heard the news that Brown had been faced with an ultimatum and was leaving, they knew the process had gone too far to reverse.

Rosenberg was forced to make a quick decision on releasing one more starboard oarsman, who obviously would have little choice but to join the three who had left or not row at all. Larry Gluckman was the starboard Rosenberg let go, and the coxed four was formed with the "renegade" three living several miles away on the Vermont side of the river.

Most of the instant reaction from the remaining camp oarsmen was decidedly negative. Many sided with Rosenberg in insisting the four leave Hanover and encamp elsewhere. There was a widespread feeling that those who left had failed to live up to their responsibilities to the team and had lessened the chances of everyone for a medal at the Games.

There followed a running battle over two major points: the use of the Empacher four and the right of the coxed four to train in Hanover.

Both sides were applying constant pressure to Hart Perry and Jack Frailey, principals on the Olympic Committee. Interpretations as to who owned the four, who could use it, and who had the right to determine who used it, ate up several precious days when everyone wanted most a "return to normalcy." Finally Dr. Irving Dardik, a physician at the Pan-Am games who had provided the funds for the shell drove to Hanover and hammered out a compromise. The Committee and Rosenberg would agree to allow the four to use the Empacher; the shell would remain at Dartmouth and be available for Rosenberg's use for workouts; the four would schedule practices that would not bring them to the boathouse while Rosenberg's group was there.

The compromise seemed dangerous, but workable. Yet a few days later, while the eight was ready itself to go to Cape Cod for a day off, Rosenberg issued a surprise ultimatum: when the eight returned a day and a half later the four was to have made headquarters elsewhere. The Empacher was free to go with them, but Hanover was off limits.

The crew went to New Haven, but the fight over the Empacher was not over. Both Rosenberg and a number of oarsmen who planned to row in the four trial complained to the Committee that the Empacher was an unfair advantage and should not be used until after the crew was selected.

That was the Olympic Committee's final decision, and two weeks before the trial the crew began the search for a raceable shell. No one seemed willing or able to help. Finally, through Hart Perry's influence a four was rented from the Coast Guard Academy.

The four lost.

Looking back, Rosenberg is adamant that he would handle the situation the same way. "If people cannot function in a group, and there is continual abrasiveness, they should either be removed or remove themselves. The situation was close to anarchy and had to be dealt with firmly and realistically.

"I still don't really know what their motives were. I have my own feelings but they're only conjecture: I've had no contact with them since." All three oarsmen studiously avoided airing their specific complaints about Rosenberg in public, believing that such criticism would only hurt the eight.

Rosenberg insists that "if they had just left, I wouldn't have been as upset. They had a right to leave, but not to destroy as they went. They were completely wrong in talking to others, trying to take them along.

"I was too liberal: that was one weakness of the program. I let too much go and some people took advantage."

As far as the Empacher four is concerned, Rosenberg maintains "the use of the boat was for the camp: once one of them left there could be no camp four and thus no use of the Empacher. The Committee decided the same thing on the basis of fairness."

Fellows, in contrast, believes that "Al handled the Memorial Day situation the worst way possible. I found it hard to believe they were really leaving, but I guess now they were sincere. I do know that after Rosenberg's meeting they had to leave, whether they had already decided to or not.

"I don't think what they did was right, although I can see why they did it," Fellows continued. "I felt I owed something to the camp — obviously they felt their responsibility had been stretched beyond the limit. I don't question their motives — they had plenty of reasons to leave. I just question their methods."

Fellows believes that he, as team rep, should have called a team meeting to "clear the air." Weinberg agrees a meeting should have been attempted, but doubts that much could have been accomplished.

"Al didn't handle the walkout well," Weinberg said. He reacted characteristically. He saw it as a challenge to his authority and thought he had to dramatically reassume control.

"The way I felt by then was to let them go. Give them the boat and let them leave: I wanted the eight to get down to business and try to forget them."

As to whether the three were justified in leaving, Weinberg still is convinced they were wrong. "But I guess they were being honorable about it," he admits. "If I didn't know them so well I wouldn't think so, but they aren't the type to do it without what they believe to be good reasons."

Vespoli maintains that "there weren't many alternatives for us that day. The idea was to get all the oarsmen together and see what we could do about the situation in general. It was pushed to a confrontation too soon, while most people didn't yet know what was really going on. Al overreacted, and made it impossible for us to stay in the group.

"We weren't doing it in an effort to hurt Rosenberg or the others. We felt we had to do it to be honest with ourselves."

The break, Vespoli believes, is not the major reason for the failure of the eight to medal. "We couldn't win the trials

and the eight didn't make the final," he said. "Something very basic had to be wrong. Whatever it was: how we rowed technically, motivation, the lack of competition in the group, or something else, there was a good reason neither boat did well.

"It was an emotionally charged week," Vespoli said, "but the lack of speed was due to things that had been going wrong since 1975."

PHILADELPHIA: THE FOUR IS NAMED. TWICE.

A few days after the eight camp split, the boat was named in Philadelphia. The combination of Brooks, Stevenson, Piantadosi, and Wood was designated as the straight four, and scheduled to leave for Luzern's Rotsee Regatta within a week.

Not long afterward, Jim Moroney replaced Tiff Wood in bow of the four, a move for which Rose received some criticism.

"It was the single worst mistake Dietrich made," Pat Hayes said. "After so many seat races and so much time he picked the boat and then changed it on the basis of a few pieces in one workout.

"I have no regrets about who ended up in the boat," Hayes claimed, "but to change his mind so suddenly after justifying his process all along was bad judgement on Dietrich's part."

Others agree, but Rose insists that "any coach has the right to do that. It's happened before and it will happen again. That's what extra people at camps and designating spares is all about."

Hugh Stevenson concurs. "It wasn't going that well in practice, and when Moroney was put in it went better. Perhaps it looks like Tiff got a bad deal, and I'm sure he was disappointed, but it was done solely in an attempt to make the boat faster.

"Dietrich was caught in something of a bind," Stevenson continued. "The oarsmen told him they wanted the boat chosen early so the others could get into combinations for the trials, but at the same time they wanted the selection to go longer if it looked like that meant they had a better chance to make the four."

"Dietrich's right," Staines said. "He did exactly what we asked him to do and chose the boat at a specific time, based on the seat race results of the previous week. The drawback was that the results that week were screwy—there were several people who had a bad period because of circumstances they couldn't control.

"He made selection mistakes, I think, but he had little alternative under the groundrules he and the oarsmen laid out," Staines concluded. "Within those limitations he did a decent job."

Concurrent with the final camp selection at Vesper was an all-out effort at the set of trials. The combination taxed the club's equipment and personnel to the limit. Things grew more complex and strained when a number of oarsmen, including those who eventually won the straight pair and coxed four trials, opted not to row for the coaches and program at Vesper but go next door to Ted Nash instead.

"At first Dietrich and Woody didn't mind that much," Staines said, "because they had picked crews they thought would win. The people in boats they didn't think were favorites were getting little attention anyway."

"Cal Coffey and I weren't happy with the available coaching so we turned elsewhere. For anyone to say Ted was

trying to steal oarsmen from Vesper is ridiculous: he gave help only when people asked for it."

"We were nothing but pawns," Hayes insisted. "They were only concerned with us *after* we won; Ted helped us *to* win. It was clear from our treatment during the straight four camp and while we were forming crews for the trials that they didn't think we were going anywhere. When we doublecrossed them by winning suddenly we were the ungrateful ones."

Who would finally coach the small boats developed into a major headache between team selection and the Games. At long last, though, the boats for the sweep team were chosen.

Traditional rowing wisdom has it that at this juncture the past is put behind and all energies are devoted toward the performance in competition. Unfortunately, the troubles were far from over.

To be continued

ADDENDUM

The preceding article attempts to provide as fully as possible the oarsmen's and coaches' story of most of the major events of last summer. The approach is valid, I believe, because whatever these two groups perceive as happening to them, or whatever the actions of other persons or groups affecting their situation appear to be, is probably as important as the actual facts of the matter.

One individual, however, Olympic Men's Rowing Committee Chairman Jack Frailey, is mentioned by name several times. In fairness to him, his reply to certain statements or implications is appended herewith. In fairness to the continuity and integrity of the story of the others, it is not integrated into the narrative itself.

Frailey makes two major points. First, the splitting into two camps and the subsequent rejection of Coach Jablonic's proposal after Tampa to include another boat in the eight camp, were not done in a "callous or irrational manner." The Committee did not separate the four from the eight camp because of personal differences with Al Rosenberg or because they "thought he was physically incapable of handling two boats." The decision, Frailey says, was based on the fact that "the Olympic Committee believed it was the oarsmen's wish that the four with have a separate coach. No one with any credentials could be found that could operate within Rosenberg's itinerary: they all were committed elsewhere. There was no practical way to give the four its own coach except the plan that was finally adopted."

The Committee, according to Frailey, did not feel the problem was severe enough to alter the plan when Jablonic made his proposal at the January meeting. "It sounded at the time like a typical request from any coach that there wasn't enough manpower. Most of a gold medal eight from 1974 was available at the Tampa camp. We assumed all of that eight would eventually be in Seattle."

Second, as for allegations by many oarsmen that there seemed to be no one in charge to "deal with the mess" as it occurred, Frailey insists that "no one on the Committee was ever told that the situation was deteriorating so badly. We were never informed that things were falling apart and there weren't enough hints that people outside the eight camp could pick up to guess that was the case.

"I myself found out things were going badly only when Dr. Dardik called me, after the walkout in Hanover had already occurred," Frailey said. "If someone had told me or anyone else on the Committee, I assure you we would have taken appropriate action."

LETTERS (Cont'd from p. 2)

Ed Lickiss has been rowing and coaching for some 40 years. His son Pat has coached for 17 years. He's been ranked as high as No. 2 man nationally in singles competition. Both men dedicate their lives to teaching young kids and adults to row. Both do it without being paid. They get nothing in return except satisfaction in seeing us improve. They spend their own money to buy the equipment we use.

Our club dues are only \$40 per year. It is used for insurance, building rental, gas for the motor boat, and miscellaneous items. If there is any thing left over it goes towards a new shell. Our high school still doesn't recognize crew as a school sport, so they don't help finance us.

There are other high schoolers who are into rowing. In the 1976 N.W.R.A. championships there were six boat clubs entered. They were just the ones who could afford to come out to California.

Before anyone goes asking why not teach high schoolers to scull, they should know that there are clubs and coaches who do teach us high schoolers to scull. At my club they do a darn good job of it too!

I'm proud to belong to the Oakland Strokes and to have two great coaches like Ed Lickiss and Pat Lickess.

Sincerely,
Jodi Lidwig
Orinds, CA

November 29, 1976

Dear Editor:

I feel it important when looking at the success of American rowing to look at more than just our Olympic finishes. It seems to me that along with recent international setbacks, we have witnessed a regrettable deterioration in club rowing. I believe the two are not unrelated.

For the past three years I have been fortunate enough to have participated in the Syracuse Chargers Rowing Club. I have come to believe that, at Syracuse, Bill Sanford has developed a rowing program that could provide a basis for long-term grass roots and international success.

The organizational look is the pyramid, the objective is development of a large pool of experienced youth talent ultimately to feed the elite levels of competition. At the top of the pyramid is an overall program coordinator and coach for the elite competitors. At the base are some 200 nine to

fourteen-year-old novices. In between, nearly twenty elite level competitors act as instructors for no fewer than four categories of youth rowing. Each level provides a coach and a model for those below. The program at Syracuse has involved five parks and recreation departments, Syracuse University and its alumni rowing organization, as well as Liverpool High School and a vigorous parent's booster organization. The program is now approaching self-support. What these Chargers need are rival groups to provide added competitive spirit. The club enthusiasm and loyalty are exciting. We take our nine-year-olds and their regattas seriously and wish others would join us.

The N.A.A.O. should provide the funds for the next 4-8 years (at the expense of immediate international travel) to establish similar programs across the United States, asking only that each club so created participate in local, regional and national regattas. Based on the enthusiasm at Syracuse, I feel the kids would be eager to oblige. Provide the officials, course, launches, and trophies for all levels of youth-club competition at regional and national regattas and the resulting pool of youth talent available for international competition will surely defy comprehension. To utilize the loyalties and common experiences of, as well as maintain the strength of, clubs, I suggest limiting the use of the "camp concept" to two years of every four; for surely once we animate large clubs of youth and elite oarsmen, American rowing will experience the sought for resurgence.

Sincerely,
Jay Printzlau

Dear Editor:

I wish to express my appreciation for the wonderful surprise Retirement Dinner at Syracuse last June, especially to Wendall Badger, Jim O'Hara, and Dick Horstman.

I am very proud of my plate and have it displayed for all to see.

I regret that the time to retire had to come so soon — as to me, every year was something to look forward to — with fun times, and meeting all concerned in Rowing. A great bunch.

Best luck to all, and thank you.

Nellie Cox

Dear Editor:

You mention that The Oarsman is looking for a new Title — It's Sweeps & Sculls. Can give you all the logical, illogical and other reasons why this is a good name, if necessary, but for now, at least, I'll just leave it in your good hands.

Sincerely,
Stuyvesant B. Pell

November 12, 1976

Dear Editor:

Why on earth would you consider changing *The Oarsman* title? We have always thought it was perfect for the subject.

So, unless you are going to introduce a new subject, we would suggest that you leave it be — and get on with telling it like it is — or ought to have been.

Very truly,
Frank P. Jashron

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GREGG'S RACE (Cont'd from p. 7)

get so nervous I wonder why, and I just want to go home." Why, then?
"I worked and worked in swimming and was 10th in New England. In this I'm national champion."

The indistinct noise of the crowd meant the beginning of the grandstand. One-hundred meters to go. Extremely tired, Montesi labored to hold his position. Crossing the finish line in rain and spray, he looked wearily around. He was, in fact, third.

The two German boys were chatting happily across the rough water. Pete Kersten of East Germany had won in 5.20.63 minutes. (Montesi was 2.92 seconds back.) Presently it was Montesi's turn at the grandstand dock. After an official asked him to remove his striped engineer's hat, a bronze medal was placed about his neck.

Moser tells a story. He had flatly ordered Gregg not to work with any other coaches at Villach. Gregg tried another coach's routine for one day, then reverted to Moser's program. (The other coach's boats raced badly.) Moser: "I gave him three slaps on the wrist and told him never again. Actually," he says with a laugh, "I was glad in a way. Despite what has transpired, the idea has never been to produce a champion. I basically just want Gregg to figure things out for himself."

At best, sport is an alternate route, a different possibility. A medal is not an end, it is part of a process. The play of a boy solidifies into the core of a man.

"Confidence," says Moser, the coach and teacher, "is the whole thing."

At the boathouse, Montesi sought out Peter Kersten. Lacking a common language, they simply shook hands.

The next day the teams left. Montesi arrived in Providence on a Tuesday afternoon. Wednesday he resumed training.

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EDITORIAL

by Emory W. Clark

With the election of Jimmy Carter the continued influence, even existence, of the President's Commission on Olympic Sports seems in jeopardy. But even if it does not survive it will no doubt have a successor under the new president whose athletic prowess and/or interest so far remains unknown. Whatever his attitude, there will always be those, both in sport and out who think government (with taxpayer's dollars) can do a better job. I submit we had better begin to prove those people wrong.

I have stated my belief that the United States should not win every event every time. This belief is based on the feeling that our athletes should compete first as individuals, secondly as Americans and that their athletic individuality and freedom should not be tampered with.

I developed another underpinning for my thesis this summer in Montreal, a concept which had been eluding me for some time, but one which was articulated succinctly by John Lecky, a thoughtful Canadian, himself a member of the 1960 silver medal Canadian eight. Lecky points out that as a matter of national policy Americans should not want to be first in sports. His thought, to which I subscribe, is that we do very well without federal aid and if our prestige in sports slips a bit, it will not jeopardize our position on one end of the international balance of power in the eyes of the rest of the world.

Deciding to prove we are first in sports as a national policy with a national organization with national money is a mistake. The richest and most powerful are always envied, many times hated, and their successes can always be rationalized away by pointing to that very wealth and power — just as many Americans (falsely, I believe) rationalize the East European victories by saying they are professionals, of course, and do not have to work for a living. In terms of impact on world opinion a U.S. victory cannot compare to, say, that of the East German in the marathon, or the Finnish sculler over the West German. The East German return on a dollar spent on athletics is phenomenal in terms of world wide recognition. That same dollar in the United States is just more money spent by the richest country in the world and has a negative rather than a positive effect on other less wealthy countries, in fact resulting in a backlash of opinion against us.

This is not to say individual American sports organizations must not put their houses in order. Nor am I saying that every time an American crew goes off the line I don't want it to win — I do. But as a matter of national policy the United States can better order its priorities. It would be bad if every American crew won every time.

The East German motivation is nationally decreed, universally subscribed to and uncomplicated by other attractive

alternatives or opportunities such as are available in the United States. The East German athletes may even enjoy their training and competition, but while that may be the last consideration for the Communist athlete it is often the first for one in free world. And so it should be.

To win in spite of our democracy and decentralization without a nationally decreed motivation, but rather one which springs from a free individual desire, is an achievement in the American tradition and one which goes miles further in terms of making a propaganda point internationally.

Having seen a vivid demonstration in Montreal of how sports and politics mix, how politics means tragedy for the individual and works to tarnish the competition for those remaining, the President's Commission on Olympic Sports should face the issue of politics squarely in deciding on a solution for amateur sports in America. If a government agency is created to govern amateur sports, then without question we have invited politics into the picture and must recognize that whatever our individual effort or ability, it is secondary to the political whim. The same must be true of any non-government agency funded with government money. No politician worth the votes that elected him is doing a responsible job if he does not inquire into and control the money spent by his government.

When the U.S. was playing the political game with Canada over Taiwan this summer, President Ford was quoted as saying among other things that he did not have the power to stop the U.S. from competing. I wonder how many U.S. athletes heaved a sigh and said, "Thank God for that."

The Commission envisions federal funds with no strings attached. I am skeptical. I hope that whatever mechanism it or its successor recommends will have safeguards built in to shield it from political pressure and control.

Whatever way the Commission decides to go on the issue of sports and politics in the U.S., it is playing the ostrich if it does not recognize political control in other countries. As we order our priorities and suggest new systems we should not ignore the many foreign athletes who lived and trained in the U.S. prior to the Montreal Olympics.

Guy Drut, French gold medalist in the 110 meter hurdles trained in the United States just because of our free system, and in an interview aired on ABC noted that France had no school system which encourages and nurtures athletes like that in the U.S. When he looked for an example he pointed westward not eastward for a viable system.

Perhaps the eloquent plea of Jessie Owens: "Leave athletics to the athletes — no system in the world is any better than what we have..." (July 29, 1976) deserves more consideration than the President's Commission is now giving it. No doubt it is not that simple, but Mr. Owens, with a lifetime in sport, is true in his instinct.

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