

THE

OARSMAN

Official publication of The National Association of Amateur Oarsmen

September/October, 1977



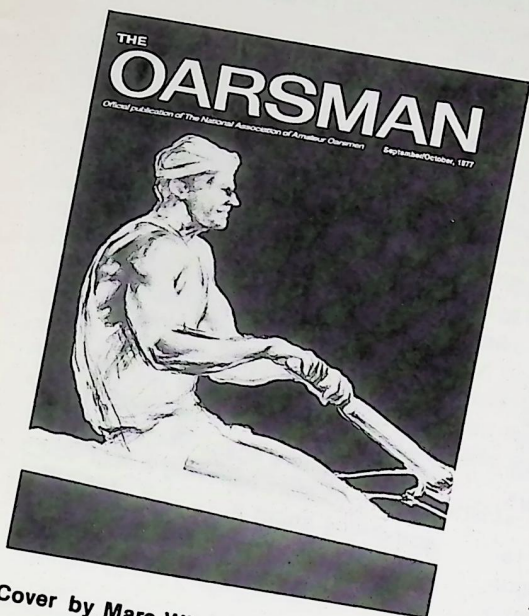
COKE ADDS LIFE, Trade-mark® WHATEVER YOUR ENDEAVOR.



Whether you're hitting the books or cleaning up
your room or out on the water perfecting your stroke,
nothing sets you up for the task at hand like the
bright, refreshing taste of Coca-Cola. Because Coke
adds life to just about everything you do.

Copyright © 1976, The Coca-Cola Company. "Coca-Cola" and "Coke" are registered
trademarks which identify the same product of The Coca-Cola Company.

Co
Sus
Life
Life
Orga
Non-M
Back
Indi
NAA
address
Exec
No. 4
Philad
Area C
All edi
Editor by t
publication
sified Ads)
ager by the
publication.
Second C
19130 and ad



Cover by Marc Winer

Marc Winer's a graduate of Boston University (1964), the Skowhegan School of Painting and Sculpture (1966), and is presently a Research Fellow at Harvard University's Carpenter Center of Visual Studies. He coaches Harvard's Winthrop House crew and uses rowing as a subject for numerous paintings.

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

NAAO Membership Categories

Life	\$4/yr.
Regular (non-competing members)	\$10/yr.
Junior	\$200
Consecutive annual payments of \$50 each	\$50/yr.
Library	\$10/yr.
Additional Copies	\$2.50/copy
Changes should be directed to:	
Secretary, NAAO	
Post Office Box	
Philadelphia, Pa. 19130	
(215) - PO 9-2068	

All materials must be submitted to the Editor at the end of the month immediately preceding the month of publication. Advertising materials (including Classified) must be submitted to the Advertising Manager at the end of the month immediately preceding the month of publication. Postage paid at Philadelphia, Pa., and at other mailing offices.

THE OARSMAN®

Volume 9, Number 5

Table of Contents

September/October, 1977

	Page
LETTERS TO THE EDITOR	2
PRESIDENT'S MESSAGE by Jack Fralley	3
FROM THE EDITORS	4
OARSMAN INTERVIEW: PAUL HORVAT	5
PLANNING A TRAINING PROGRAM by John A. Ferriss	8
CIRCUIT TRAINING FOR ROWING by Charlie Butt and Allen Rosenberg	13
JUNIOR ROWING by Lisa Hansen and Michael Hughes	14
THE WOMEN'S WORLDS by Bob Jaugstetter	16
THE MEN'S WORLDS by Gregg Stone	20
A SINGLE SCULLER'S VIEW by Emory Clark	25
THE WINNING, OR THE TAKING PART?	27
BRIGANTINE R.C.	28
THE 62ND LABOR DAY REGATTA	29
A ROWING ROOKIE'S DIARY by Zenas Block	30
NWIRA REGATTA by Karl Twedt	32
USOMRC COACHING CLINIC by Anne Elsenmenger	34
DILLATORY SPILLATORY by Jack Franklin	35
SPORT SUPPORT by Molly Upton	36
OARSMEN'S CORNER by Bill Mahoney	38
USOMRC DEVELOPMENT AND SELECTION MEETING MINUTES	40
REPORT OF THE AUGUST FISA CONGRESS	44
CLASSIFIED ADVERTISING	44
INDEX OF ADVERTISERS	44

Editor: Peter H. Raymond, 105 Beacon St., Apt. #6, Boston, Ma. 02116 (617) 267-2347
 Asst. Editor: Robert Jaugstetter, Box 131, St. Joseph's College, 54 & City Line, Philadelphia, Pa. 19131 (215) 879-7681

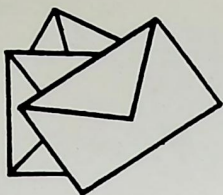
Advertising and Production Coordinator: Daniel T. Langdale, 40 Brookside Ave., Newtonville, Ma. 02160. (617) 253-4791 After 6 p.m. 332-4076.

Feature Editors:

At-Large — Emory Clark, Wilder Rd., Metamora, Mich., 48455 (313) 678-2619
 College — Hugh M. Foley, 32 Gaffney St., Boston, Mass., 02214 (617) 492-6335
 International — W. Hart Perry, Jr., Kent School, Kent, Conn. 06757 (203) 927-3501
 Sports Medicine — F.C. Hagerman, 31 Briarwood Dr., Athens, Ohio, 45701 (614) 593-6367
 Technical — Peter A. Holland, Pierce Boathouse, M.I.T., Cambridge, Mass. 02139 (617) 253-6245
 — Michael Vespoli, Wichita State Univ., P.O. Box 8084, Wichita, Kansas 67208, (316) 689-3250
 Veterans' Rowing — Jerome Olrich, 158 Harvard St., Newtonville, Mass. 02160 (617) 332-7395
 Youth Rowing — Richard F. Davis, St. Paul's School, Concord, N.H., 03301 (603) 224-7664

Regional Editors:

Canada — Craig Swayze, c/o St. Catharines Standard, St. Catharines, Ontario, Canada
 Midwest — Peter W. Zandbergen, 1227 So. 18th #1, Lincoln, Nebr. 68502 (402) 475-3207
 Northeast — Gall Cromwell, 24 Tanager St., Arlington, Mass., 02174, (617) 646-3159
 South — William Jurgens, F.I.T., Marine Facilities Development, Melbourne, Fla., 32901 (305) 724-1884
 West — Peter Lippett, 407 Sansome St., San Francisco, Ca. 94111 (415) 433-4060.
 — Kent Fleming, 1332 Walnut St., Berkeley, Ca. (415) 841-0202.



Letters To The Editor

Your comments on any issue related to rowing are welcome. Address all correspondence to Peter Raymond, Editor, *The Oarsman*, 105 Beacon St., Apt. #6, Boston, Ma. 02116.

Two things disturb me very much in a recent publication of the N.A.A.O. First is the elimination of an issue of *The Oarsman*; I constantly declare to all interested parties that the publication of the Magazine is one of the finest services to U.S. rowing that our National Association provides.

I wish to bring to your attention and I hope your support against the proposal to raise the dues to \$100.00 for the member organizations. I'm against it because it will tend to drive all the small clubs and small schools out of the NAAO, especially those of us on the far West Coast who cannot afford the travel expense to the sanctioned regattas which are always held in the north-eastern states. About all we get out of our \$50.00 membership at the present time is our copy of *The Oarsman* magazine; any active member with \$4.00 can get that.

I particularly enjoy the articles by Emory Clark and the technical information by Peter Klavora. Generally speaking, the magazine is terrific.

Wishing you and the staff of *Oarsman* every success in the future.

Robert Cumming
Marin Rowing Assoc.
Kentfield, California

Perhaps the Kansas sun got a little too hot at the 74th Annual Northwestern International Rowing Association Regatta in August.

Perhaps lining up women's fours is the most grueling task in the whole world; however, the performance of the official starter on the bullhorn, calling the women" [expletive completely deleted]'s" does challenge my vomiting abilities.

What truly wonderful hospitality can be offered to us and our Canadian neighbors? Are my midwestern values showing?

Virginia Wabbe
Univ. of Minn. Women's Crew

XII NWRA Championships Regatta Committee

To all who were a part of the NWRA Championships:

Thank you for hosting a very fine national regatta. Your efforts certainly produced results.

As a past national competitor I can appreciate the high caliber of rowing this regatta attracted. It certainly encouraged me to get back into competitive rowing after my two years as a coach.

Again thank you..and I'm sure I represent the feelings of our fine Oregon State University oarswomen who competed in Philadelphia.

Best Regards,
Judy Kitzmar
OSU Crew

The pressure is on and so is the challenge. Participation in the World Championships is a thrill in itself but medaling and doing well are the desire of all who participate. The 1977 World Championships in Amsterdam were

very disappointing. The medals awarded to USA crews were few and I believe less than half of all boats entered made the Grand Finals. Weights and shapes of boats and oars will get the once-over and wild schemes will develop, and old Yankee ingenuity will supposedly outdo the Easties and make us fast.

The basic problem of most crews in the USA is that they don't row enough miles. The reasons and excuses may be justified and accepted, but until rowers start putting in the mileage necessary to compete in world-class regattas (between 18 and 20 instead of 5-8) the disappointments will continue. It's our challenge to organize ways to support elite crews and to encourage people who have the ability and experience to come back year after year with their best efforts. America has the greatest potential and qualified people to become winners again. We need a few winners to start believing it and doing something about it.

Mac Good

"What do you do for an encore?" is the question asked by Jerry Olrich after rowing the Montebello Marathon.

May I suggest that the encore for the Montebello Marathon is participation in the "Great Catalina-Marina del Rey Rowing and Paddling Derby" which will take place again in August 1978. This race course is only 32.6 nautical miles

(Cont'd on p. 43)

COLD HANDS ?



**POGIES® ARE UNIQUE
HANDWARMERS DESIGNED
ESPECIALLY FOR ROWING.**

Sweep.....\$10./pr.
Scull.....\$10./pr.
Comb. Set.....\$15./set

Burgundy or Blue

- New GORE-TEX® laminate construction
- Windproof! Waterproof! and *Breathable* too!
- Direct hand to oar contact

Please add \$.50 shipping to total and mail check to:
The Bonnie Hot Pogie®, 600 Bloodbrook Rd., Ely, VT 05044

**the
bonnie
hot pogie**

The President's Message

Dr. Riley



The prospects for dramatic changes in the nature and scope of Olympic Committee support for rowing, which I addressed in my last message, have been confirmed.

On September 25, the NAAO presented its proposals to the USOC Development Committee asking for development funds during 1978 and providing the required supplementary supporting information. Thanks to the superior groundwork laid by the Women's and Men's Olympic Rowing Committees, under the able chairmanship of Pete Lippett and Julian Wolf, respectively, and to the effective presence at the presentation of Julian and Anita De Frantz, our grant for next year approaches \$200,000 — to be exact, \$193,400. This is more than three times what we were given four years ago, with good prospects for a grant of at least this size again next year.

Here are the titles of the approved projects:

Women

- World Championships
- European Racing Tour
- Junior World Championship
- International Team Selection Processes
- Technique and Training Development Camp
- Junior Team Selection Processes
- Purchase of Development Shells
- Coaching Instruction Video Tapes
- Apprentice Coach Project
- Olympic Development Regattas
- Summer Novice Youth Programs

Men

- Coaching Development and Special Development for Oarsmen
- Sculling Development
- Regional Sweep Camps
- Major Equipment for Regional Sweep Camps
- Expansion of Participation in North American Regattas
- World Championships
- National Sweep Camp
- Research and Development

Detailed descriptions of these projects will be provided in the next issue of *The Oarsman*, since the definitive Olympic Rowing Committee meetings mentioned below will not have been held before this issue goes to press. But I hasten to call to everyone's attention that *these projects embody four new or expanded features of great significance*. Foremost of these in my mind is that regions, such as *the Far West and Deep South are being aided significantly for the first time*. Olympic Development Women's Regattas will be held in August in each of four regions, one in the East, but the other three in more remote regions. The Men's Regional Sweep Camps will be held in at least the same number of regions, quite likely more — and it is planned to make funds available to pay all reasonable expenses required to bring selected boats for these camps to the site of National and Trial Regattas.

Secondly, *major equipment purchases are planned, resulting in the availability of much needed first-class*

equipment, predominantly singles and straight pairs, to organizations and individuals who qualify according to certain standards of eligibility.

Next, *we initiate support for novice rowing* through the Women's Summer Novice Youth Programs. This is envisioned as a "day camp" activity, patterned somewhat after the Syracuse Charger program, and geared to girls between 10 and 14 years of age.

And lastly, *major support is being provided summer regatta organizers* through the Men's Program entitled "Expansion of Participation in North American Regattas." These plans include providing funds to defray certain expenses of perhaps as many as 30 selected athletes from the western and southern regions, enabling their participation in such regattas as Independence Day, Henley, and National and Trial Regattas.

These four features of the overall Master Quadrennial Plan exemplify our desire and our ability now to help where help seems to be needed; a) in regions other than the East; b) for purposes other than solely for camps, clinics and team selection (equipment, for example); c) for oarsmen and women other than elite (youth and novices, for example); and in support of summer regattas so necessary to a full, competitive annual racing schedule.

Yet, we continue to seek your ideas for further improvement of the NAAO's services to *all* its constituents. I trust you will feel free to write me your thoughts on this most important question.

The Men's and Women's Committees will now meet again during the latter part of October for the dual purposes of a) studying the feasibility of making the funds stretch farther by judiciously combining their efforts where possible — clinics are an obvious target for this tactic, and b) deciding how to split the available funds among the various approved projects. Five weeks will have elapsed between the conception of the plan and this review, and it seems likely that some rearrangement in priorities or redirection of funding effort may be in order. It is my personal hope that these committees will, for example, propose an approach to the funding of teams to the 1978 World Championship Regatta in New Zealand which will relieve the heavy financial pressure we've exerted these last few years on the National Rowing Foundation. If we're successful in this, perhaps we can reasonably hope in the future for NRF support of other important NAAO programs not of interest to the Olympic Committee such as Masters, Lightweight, Recreational rowing, etc.

I should like to conclude this message by extending a warm invitation to all our members, both to organizations and to individuals, and to all others who share interest in our sport, to attend our Annual Convention on December 3. It will be held in the Southeast, as many of you are already aware, at the Langford Resort Hotel, Winter Park, Florida. Under the leadership of Dennis Kamrad and Bill Jurgens, plans are being developed in which you will all be greatly interested, I'm sure. Details will be mailed to all organization members as they become firm.

FROM THE EDITORS

No editor likes criticism, which is why we are plural on paper, hoping that a plethora of targets will discourage readers from taking any shots at all. But the recent move to our new spacious offices with cat and an uncracked OED has also been to a new perspective which points out the steady decrease in names on the *Oarsman* masthead, as though we few who really do anything are doing anything different than before except taking a greater proportion of what praise comes in. The fact is, and this is in the tone of an expose (for want of a new victim, we attack ourselves), the *Oarsman* magazine is genuinely a phenomenon of our community and not the mob, the cat and the rest of us, who crowd the title Editor 'n Chief.

In the first years we were editors, following the suggestion of our predecessors H. Boyce Budds, we diligently mailed requests for articles, lined up regatta editors and generally dished out responsibility with the raw authority of a terrified novice gnawed upon by visions of what might happen if nothing happened. We've since left off this inane gesturing because nearly nothing requested arrives and nearly everything that makes the *Oarsman*, in our opinions, worth reading arrives on angelic wings of whim that seem to lead our innumerable *Oarsman* writers to their desks, the vast majority of whom are never whim-ed again.

We've tried to take credit for it all. But perhaps because our salary has halved, doubled and squared without changing itself, we lack that certain authority when screaming at some irresponsible writer "You're FIRED" which might evoke something other than the contemptible and invulnerable "So?" that

plagues any director of volunteers. Firing our writers wouldn't change *their* salaries either.

For instance, readers may have noticed that the 1977 U.S. National Rowing Championships, reputed by an attending official to be "the pinnacle of an oarsman's rowing career (God forbid), was covered in the July/August *Oarsman* with a few photographs and that glum block of numbers called race results, meaningless even to most participating competitors. That most significant of all regattas was to be covered by a high official of the NAAO — how much more responsible a writer could editors ask for? — then into the inexcusable and never explained vacuum which he left leapt a competitor on the national team, with twenty-four hours, a time trial and a practice, etc., before leaving the continent, swearing he'd fill the gap, which of course he couldn't. His postcard from Amsterdam was priceless. This sort of thing happens, in this instance delaying the mailing two full weeks, and yet not a new gray hair appeared on our heads. Maybe because at other times the fingerbone of guilt, had it been pointed, would have aimed at us. The point is that there's really nothing to be done, either about such flascos as the Nationals or the success for which we make no claim; we can only applaud in wonder this organic, self-willed thing that is a remarkably faithful mirror to the NAAO's foibles and strengths.

So, expose-ed, we wash our hands (as many sets as we can fit in the sink) of all responsibility, enjoy the abused license to see our names and words in print, and await the whim of November/December.

PLANNING A REGATTA FOR 1978?

Please send your schedule for 1978 to Regatta Schedule Chairman:

Ted Hoag
824 Amies Lane
Bryn Mawr, Pa. 19010
(215) 525-0770

WANTED

Manager for combined U.S. Men's and Women's Rowing Team to New Zealand World Championships, November, 1978. Application must be in by December 1, 1977. Contact:

W. Hart Perry, Jr.
Kent School
Kent, Ct. 06757

A WATERPROOF DURABLE JACKET

THE WEATHER-SHIRT

Designed and Manufactured By An Oarsman
For The Rowing Environment

For a complete line of protective clothing
please inquire to: Stevenson Enterprises
4104 Locust Street
Phila., Pa. 19104

- Functional gussets in the shoulder orbit to eliminate binding at the catch.

- Knitted turtle-neck that zips open for comfort.

- Knitted cuffs and lower back warmer of 100% sanforized cotton fleece.

- Drawstring waist and long-tuck-in-tail to prevent exposure.

- Constructed in your organization's distinctive color combination.

- Custom fabrication, please allow 6 to 8 wks. delivery - all orders are postpaid!

THE OARSMAN INTERVIEW:

I rowed the pair with Brian Colgan in Villach in '76 and we got pretty tubed. We weren't that fast to begin with and really folded up in Europe, though our first race wasn't that bad. We just missed going into the semis, but when the first race didn't come out the way we wanted it to, it was downhill from there. Racing in Europe is funny. In '76 I was just interested in making the trip and getting over there, which I think is a problem with a lot of the youth teams, so that they tend to get overwhelmed. We weren't really up to that level of competition.

The biggest problem was that we rowed the pair for less than a month. We had some good races now and then, but it was erratic; in youth rowing, everybody rows for his high school during the year and then for a club or a composite crew such as Murray Beach's. You meet a bunch of guys with all different styles and in a month or a month and a half you're expected to adjust; then you waste the first two weeks just learning the style of your club coach. You're also being coached to make the trip; you have to be fast enough to win the trials. I think the European boats are more successful because a lot of crews row together for a long time and race quite a lot. I met some guys from the Netherlands four who'd been racing at all the different championships for schools and whatnot, as a four, for the whole spring season, and they knew pretty much what the competition was.

At Vesper we got together the first week in June, right after Memorial Day when everybody was out of school, about 15-20 guys, and rowed and eight and some fours for about three weeks before Hugh Stevenson figured out one four (Jim Cushwa, Ashton Richards, Dave Lowden, Horvat and Mike Mulholland.) He thought it was one of the best boats out of the club, and began working on it. We raced at the Junior Nationals in Washington after we'd been together a week and didn't do too well, coming in second to the Canadians, which wasn't a true representation of how well we could row later on — we raced too low, 31-32. As a four we had maybe a month of training before going overseas, racing in the Nationals and the trials, and that was was it. I guess that was part of the problem.

But it felt really strong; we could pull away from any crew whenever we wanted to. We turned in times over here in the 4:50's (for 1500m); we could be under five minutes, which is pretty good, really, and we had good control, racing well against other crews. We won the trials by open water over the New England Composite Crew. There was some good experience in the boat; Dave Lowden had gone the year before in the eight and Jim Cushwa had trained every summer; we'd rowed a pair that spring at St. Joe's. Ash Richards was a year younger than all of us, but generally we had a good attitude while we were in the states.

We broke the time standard, which was 5:03, by ten seconds, and wound up getting \$250 apiece (from NRF). We had to raise the rest of the money ourselves, which was quite a hassle. Most of it came from home, but we raised some going to different organizations asking if they could support us. If (the NAAO) is going to set the standards at all, they might as well say that if you win the trials and make the time

Paul Horvat,

Paul Horvat, now a freshman at Princeton headed for a degree in mechanical engineering, rowed four year's at St. Joe's Prep in Philadelphia and the past two summers at Vesper Boat Club under Jim Glavin in '76 and Hugh Stevenson in '77. He raced the coxless pair at the Junior World Championships last year and the coxed four this summer. He's 18, 6'4" and weighs 185-190 pounds.

In the following edited interview, he reveals a frustration that might be common not only to our youth oarsmen but to all the U.S. men and women who found '77 overseas competition bewilderingly mature, competent and experienced.

U.S. Youth Oarsman

standard, you're still going to have to pay so much money and if you don't we won't give you any, but they shouldn't say "We'll give you some support" or something as nebulous as that. It cost a thousand bucks just to get over there. The feeling (on the part of the crew) wasn't too good. We felt that we should have gotten more money. (But) people would have rowed even if there had been no money. It's just one of those things; you're caught between a rock and a hard spot: you want to go over there and you want to row, to be there, to see what you can do.

Over there, things began to change. First of all, Hugh didn't come over with us because of business. He wasn't able to get over until a couple days before the racing began. It was really good to see him because it's one thing to row with guys and then to go off and work during the day, and another thing to go overseas and live together.

There wasn't a lot of friction, just little things, and I think we could have taken our problems to Hugh. It was a bit bad with the other coaches because they were outsiders to our boat and couldn't be expected to understand our situation.

We went over, (suffered) the jet lag, and then the boats didn't come in for a while, which I think was really bad. We waited three or four days for the boats and then had to waste

(Cont'd on next page)

Croker Oars Australia

FOR QUALITY OARS & SCULLS



Croker Oars/108 Bowden Street/Meadowbank

2114 Sydney, Australia/Telephone 80 5145

a whole day rigging. We'd have been better to come in later and take a day or two to adjust to the time change.

In the first race, the heats on Thursday, we had a really strong tailwind and buttoned the oars 2 cm. heavier to compensate for the wind; it was a bad move. I think we should have left them the way they were because we were rowing with 12' 8" oars, which are kind of big to begin with. We'd never rowed with that button setting before though we'd changed the spread around a little back home, but not in a racing situation.

So it didn't go well the first race. We just missed the semis by a little bit, and came in fourth. The stroke was a little low and the slide was rushed. It was a real disappointment. We took a chance and it didn't pay off at all. We were rowing with something strange. Hugh thought we could handle it, but we really couldn't.

In the reps, though we were planning on winning, we came in third and only qualified for the semis. We'd made a point of really wanting to get it, but it just didn't go. It was that way for all four races; it just never went the way it should have. The semis weren't a bad race either, probably our best, but we still didn't go right, and didn't qualify. I think we could have made it, should have been in the finals — but people always say that, so it's a tough place to be in when you *know* you're a good crew, or think you are, and wind up over there and really get socked. I know for a fact that we never felt as good over there as we did in the States.

In comparison to the pair in '76, I felt I knew much more what was going on. I just landed in that pair, heard about what I'd be doing, but then I got up to the line and saw all these guys who were really fast — it really gives you the spooks. I wasn't in their league at all, but in the four I thought



509 N.E. Northlake Way
Seattle, Washington 98105
(206) 633-1038

Only a four month wait on many types of shells. Selected women's shells available now.

Fiberglass singles, wherries, oars and sculls in stock.

"I'm as good as these guys, but how much do I want it?" I can say for sure that the more times you wind up on the line there, the better you're going to be able to take the situation in hand so your nervousness won't really affect you. One shouldn't be psyched out by all these guys, the East Germans and the Russians, these big guys; you say "My gosh, they are professional athletes," but you've got to realize they're rowing just as you are, and they can be beaten. I'm sure they can be beaten — there's no doubt about it.

The big thing is time. Rowing just in the summer (makes) it very difficult to produce crews which are really effective all the time. You can have hot steaks, go out there and really rip along for a couple of days, but then in another situation really begin to drag. I think the more time a crew spends together, the more they learn to row with each other and the faster they become.

It would be great to have a camp for youth oarsmen but in my opinion it's pretty impractical. If they had a camp and I was offered a position in it, and they had good people, I think I *might* give up my work and the money to compete. If I thought my not working would have made us go a lot faster, I wouldn't have worked. I might have been able to afford it, but for a lot of guys it's a physical impossibility. If the Nationals were earlier, with a month between the Nationals and the trials, (the NAAO could) look at who's there and say "We'd like to do this . . .", — I could have been able to do that kind of thing, but not just go blindly into the camp situation after school.

I would like to have rowed with those guys for a lot longer time. Maybe it wasn't the best four I could have found, but it worked pretty well the way it was. There's so much inner fighting between the clubs that a lot of good oarsmen are

never able to make the boats, oarsmen who ought to. Look at the camp (New England Composite) eight: they got beaten by the Washington crew, and there were a lot of good guys in the camp boat, and they just didn't make it. It's the way things work, but we've got to use our assets.

This summer West Germany picked up three gold medals and East Germany only three. The East Germans and Russians are professional athletes, but the West Germans have a different attitude about rowing; the athletes aren't supported by the state and they still do well. So it shows that with the right type of coaching and the right program, these countries can be beaten. You can win there, but things have to be done correctly. A month or two of rowing together just isn't going to do, unless there's some exceptional instance like the '76 coxed four and coxed pair which both medaled; that was very interesting because they'd only been rowing together for a month, month and a half, but they were a really racy crew. They were able to race just as well as they could have and that's why they did well. Unless you have an attitude like that, you need the time together in order to be confident enough.

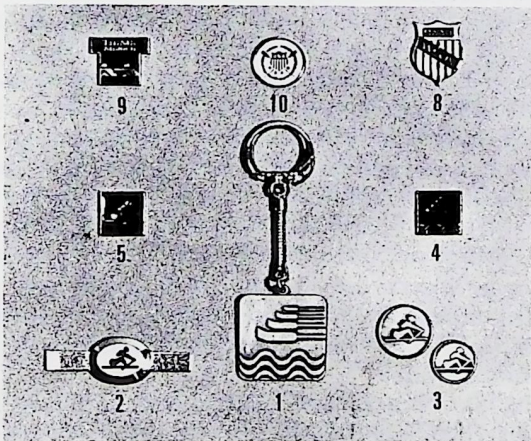
It's good to row for your country — the national idea is an ego-booster, but I felt more that we should row well just because we were good enough to row well. I wasn't really rowing for the United States. You're out there with the crew but you're not rowing for anybody — you've got to want it yourself. Wanting it for someone else, in my opinion, just doesn't really make sense. You're the one hurting. You're the one that's doing the 1500m or 2000m, and whoever you might be racing for, it's nice, but they're not going to win the races for you. I felt that I was racing more for myself and to beat the other teams.

ROWING JEWELRY

Rt. 1, Box 83

Buchanan, Michigan 49107

Phone: 616-695-9637



Please send me the items I have circled.

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

Name _____

Address _____

City _____ State _____ Zip _____

Enclosed please find ☐ check ☐ money order for a total of \$ _____. All prices include postage if ordered in U.S. (Michigan Residents please add 4% sales tax. For orders outside the US and Canada, please add \$1.50 for postage.)

- | | |
|---|---------|
| 1. Key chain — blue enamel | \$ 2.25 |
| 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 |

"MISSION '76 MONTREAL" T Shirts

Order in sizes S, M, L, XL

Imprint color: Red or Blue

1 shirt \$ 3.95 1 dozen \$45.00

New Women's Design

Same prices, sizes and colors

Specify men or women



PLANNING A TRAINING PROGRAM

by John A. Ferriss
Cornell University

INTRODUCTION

The development of a training program is one of the most important and most delicate tasks for any coach. It is important because it provides the guide for the individual workouts and it is delicate because it must change to meet changing needs of the team. When the coach has a well planned training program and executes it efficiently the team becomes more disciplined and has greater respect for the coach because he is using their time in the most economical way. Coaching rowing is both an art and a science. As a science it is a combination of mechanics, physiology, psychology, kinesiology, etc. The application of all these areas to rowing is the artistry of coaching. What is most enjoyable is that the coach need not be conscious of what he is doing every minute in order to make it all work. He does his job spontaneously, according to what the moment demands, and it works because the training program guides him. Each coach develops his own training program often over years of rowing and coaching.

The science of physiology can offer the coach a great deal of help in planning his program. The specific area of exercise physiology deals with how human beings and animals function in order to do work. This involves the operation of the cardiovascular, nervous, muscular, and skeletal systems; the ability to do work depends on the efficiency of these systems. The muscular contractions that do work are stimulated by nerve impulses and can continue because the cardiovascular system supplies the fuel and removes the wastes that are produced. Our bodies are able to provide energy from two types of chemical reactions and in rowing every training program is designed to improve the efficiency of these energy sources. Furthermore, some events demand more energy from one source than the other, so the training program should be designed to meet the needs of athletes training for a particular event.

All rowing programs involve phases, or periods of time, where there is emphasis on some particular aspect of training for the sport (9, 10). Within each period the individual workouts are arranged in cycles so that there is a day of rest between the cycles. Each cycle usually builds on the preceding cycle. A critical factor in the success of any program is the arrangement of workouts, cycles, and phases so that the program meets the needs of the crew, the major need being to improve the weakest aspect of their performance at a particular time.

PHYSIOLOGICAL BASIS FOR TRAINING

Physiologists are actively researching the biochemistry of

muscular contractions, but they have identified three sources of energy that can cause muscular contractions. In all cases the last step is a reaction involving the breakdown of adenosine triphosphate (ATP) to produce energy and adenosine diphosphate (ADP). Of the three initial reactions, two occur with reserves that are present in the body and can be sustained for only short periods of time; the third reaction is a source of energy available for several hours of mild exercise. When there is a need for energy, the first reaction will provide it for 10 to 15 seconds of muscular contractions. This reaction in the muscle fiber involves the combination of ADP and phosphocreatin (PC) to produce ATP. The second source of energy can respond for 30 to 45 seconds and involves the combination of glycogen and ADP to produce ATP and lactic acid. When lactic acid accumulates in the blood it causes the sensations of fatigue and pain. Lactic acid is converted back to glycogen in the liver, which supplies fresh glycogen, but the conversion is a slow process and isn't of much help in the 3 to 8 minute crew races. These two energy sources are referred to as anaerobic because they occur without the addition of oxygen.

The third source of energy involves the combination of glycogen, free fatty acids, ADP and oxygen to produce water, carbon dioxide, and ATP. This reaction can continue as long as the ingredients are available. Energy produced by an abundant supply of oxygen is referred to as aerobic, and the ability to produce energy in this way is the aerobic power of the athlete (5 or any Physiological Text). Frederick C. Hagerman, a physiologist who has conducted extensive tests on American oarsmen, feels that aerobic metabolism is the main source of energy for rowing (7). However, in any all-out exercise energy will be derived from all three sources. This means that a coach should plan a program that will train all three energy systems, but that the major emphasis should be on the aerobic system.

Training of the anaerobic energy sources consists of working at a high intensity over a short period of time. The pulse rate of the athlete rises to 170-200 beats per minute, lactic acid accumulates in the blood, the athlete gets out of breath, and if he doesn't slow down his muscles will stop working because of the excess lactic acid. The goals of anaerobic training are to increase the efficiency of the anaerobic energy systems, and to extend the ability of the oarsman to perform very intense work, for example sprint rowing at a high rating.

Aerobic training involves work of relatively low intensity over long periods of time (20 minutes to several hours) with a

pulse between 120 and 170 beats per minute. In *Aerobics*, Dr. Kenneth Cooper describes a few important results of aerobic training which he refers to as the "training effect" (6). They are:

1. Greater endurance in muscles used in rowing
2. Improved function of muscles of the ribs and diaphragm for breathing
3. Increased lung capacity
4. Increased blood supply
5. Larger, more pliable blood vessels
6. Vascularization, an increase in the number of vessels to and around the muscles.
7. Reduction in the percent of body fat.
8. Larger stroke volume of the heart.

All of these effects result in a greater ability to move oxygen from the lungs to the muscles where it is used.

Some of these results are also achieved by anaerobic training, specifically interval work where the pulse is not allowed to drop below 120 during the rest period. Unfortunately, too much high intensity training may increase the chances of overtraining and is believed dangerous for young athletes.

PRINCIPLES OF PLANNING A TRAINING PROGRAM

It may be helpful to state some principles which guide coaches in the construction of training programs. The principles are divided into three categories: 1. Physiological, 2. Psychological, and 3. Tactical. The physiological principles deal mainly with concepts that are basic to any type of exercise. The psychological principles focus on the relationship between the athlete and the training program as it is formulated by the coach. The tactical or strategic principles cover areas that interface training and racing, so that training prepares the athlete for racing, and racing helps to clarify the goals for further training.

1. Physiological

- a. The body adapts to stress by improvement of the functioning of its major systems.
- b. Training must put stress on all three energy cycles so that they all become more efficient.
- c. The degree of stress, or work load, should gradually increase as the athletes improve.
- d. Training must be designed to prepare the athlete for the type of performance which is his goal.
- e. Anaerobic training should follow long and careful preparation by aerobic training.
- f. The program should include training for both strength and endurance, and the proportions of each will vary with the different phases of the program.
- g. Cycles are used so that there is variation in stress or load over 4, 6, 10, or 14-day periods.
- h. The total demands on the athlete (training, occupation and private life) must be in equilibrium with the regenerative processes (eating, sleeping, rest, recreation).

2. Psychological

- a. The training program must be considered enjoyable by all the participants, both coach and oarsmen.
- b. The type of work should vary from day to day.
- c. The oarsmen should know what they are expected to do each day.
- d. Surprises should be included; the surprise should be fun and a relief from the training.

- e. The coach must structure the program so that there is a healthy respect for other aspects in the life of the athlete.
- f. The training program must prepare the athlete for the emotional stress of racing.

3. Tactical

- a. Low-stroke endurance training should come early in the season before the pressure of races. Slide control and rate control is stressed.
- b. Tempo or race pace endurance training, and speed training at or above the race stroke dominate the later part of the season, but it can become boring if not integrated with low-stroke work of high quality.
- c. Problems identified by competition often can be solved through modification of the training program.
- d. The training routine must aim to improve the weakest aspect of the team's performance. As the oarsmen improve, their weakness changes from technique to circulation, to endurance, and finally to motivation.

AEROBIC vs. ANAEROBIC TRAINING

The training program begins with a concentration of aerobic work. If training begins on land there will be a lot of running, but all the benefits of aerobic work (the training effect mentioned earlier) are best achieved by rowing and won't be realized until water work is well along. Aerobic training requires rowing for longer than 40 minutes with a pulse of over 120 beats per minute, where a pulse of 150 is a good target (2, p. 82).

Typical aerobic workouts are:

- a. Steady $\frac{1}{2}$ to $\frac{3}{4}$ pressure at a low stroke (20-24)
- b. Steady full pressure at a very low stroke (14-22)
- c. Steady $\frac{1}{4}$ - $\frac{1}{2}$ pressure alternated with intervals (stroke, distance, or time) at full pressure using different ratings.
- d. Intervals (stroke, distance, or time) at a low stroke (24-30) with controlled paddling between the pieces so that the pulse rate doesn't drop below 120.

An extreme workout of this nature, enjoyed by Penn oarsmen of the late 60's was six 3-mile races at 22-24 strokes/min. with 1 mile of paddling between each race. These were done on Saturday mornings and were a sure cure for Friday night. The mileage figure achieved in this way (24 mi.) corresponds to the 40 Km figure used by East Germany as an example of their workouts (2, p. 80).

As the racing season approaches, the coach should begin to alter the components of his training program (distance, intervals, rate, and time), making them more intense so that they simulate competition. This is best done gradually so that the crew can adjust to the higher strokes, shorter intervals, and more intense work, and not lose the slide control, timing, efficiency, and boat handling skills that were acquired at the lower strokes. During this period more anaerobic training is introduced into the program and the question that often comes up is how much of each type of training is best for the event for which the team is training.

There are several ways to approach this problem. One is to examine the time the crew spends in each type of work during the race. For example, during a 6-minute race a crew will typically sprint at the start for about 45 seconds and at the end for 45 to 60 seconds, for a total of $1\frac{1}{2}$ -2 minutes of

(Cont'd on next page)

anaerobic work. The middle is done at a hard pace, but is basically aerobic work. So 25-35% of the energy for the race comes from anaerobic sources and 65-75% comes from aerobic sources. Another way is to find out how the best oarsmen in the country depend on their aerobic and anaerobic energy sources and use that figure. F.C. Hagerman has reported that M.F. Connors found that 1973-74 U.S. National Team candidates derived 70% of their energy from aerobic sources and 30% from anaerobic sources (7). A third way is to ask a physiologist. P.O. Åstrand offers some guidelines in *Textbook of Work Physiology*. He presents a graph and chart which show the percent of total energy required from aerobic and anaerobic sources for maximum work efforts of varying duration (Figure 1, Table 1). For 6 minutes the energy source breakdown is 24% anaerobic and 76% aerobic. A fourth way is to find out how national teams from

because it helps us to see that maximum work of varying duration requires some energy from each source. Scheduling workouts for each cycle of the training program should be done with attention to aerobic and anaerobic components of each workout, so that the total is commensurate with the requirements of the event. Estimates for various workouts can be found in Table 3. Quantity of work is not considered

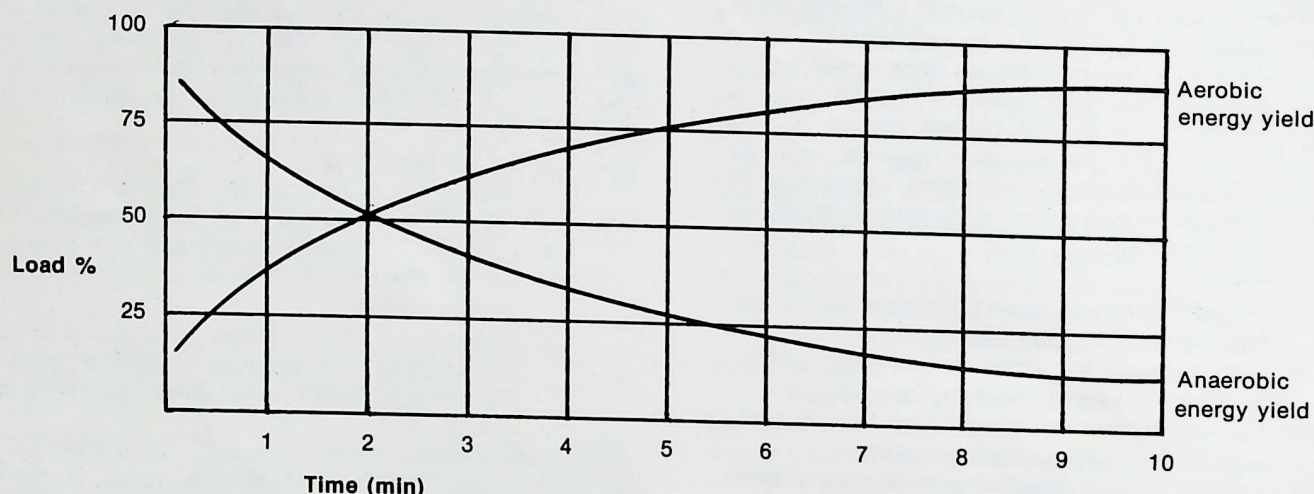
Table 3: Estimated Aerobic and Anaerobic Demand

Workout	% Aerobic	% Anaerobic
Stroke play (20-30)	30	70
1 min, ¼ mi, 40 str	35	65
2 min, 500 m, 50-60 str	50	50
3min, 1000m, 100str	60	40
5 min, 1 mile, 1500 m	75	25
Long Steady Rowing	97	3

Table 1: Aerobic and Anaerobic Contributions to Energy Output for Maximal Effort (5)

Process	Time:	10 sec	1 min	2 min	3 min	4 min	5 min	6 min	10 min	30 min
Anaerobic %		85	65-70	50	40	30	27	23	12	5
Aerobic %		15	30-35	50	60	70	73	77	87	95

Figure 1: Relative Contribution In % of Total Energy from Aerobic and Anaerobic Processes



various countries combine aerobic and anaerobic training (Table 2). Unfortunately the source (1) gave no indication of how these figures were determined. In any event, the ratio of

Table 2: Percent Aerobic and Anaerobic Training (1)

Country	Aerobic	Anaerobic
W. Germany	35	65
Holland	35	65
New Zealand	80	20
USSR	20	80 (During Competition)

70% aerobic to 30% anaerobic energy dependency seems to represent a pretty good estimate for a 6-minute race. Åstrand's chart gives estimates for other events.

PLANNING A TRAINING PROGRAM

The next aspect of designing a program is to make the energy demands of one cycle conform to the energy demands of the race. Åstrand's chart is of considerable value here

here, but must be included in overall planning, so that it increases as the season progresses. The application of this scheme to planning a typical week of workouts will be shown later.

It cannot be stressed enough that the greatest benefits from anaerobic training are possible only when there is a very firm groundwork of aerobic conditioning. Furthermore, anaerobic training should be introduced slowly and increased up to the levels determined for the event. Finally, it is often desirable for the amount of anaerobic work to exceed the amount specified for several weeks late in the season, especially if the coach feels that the anaerobic power of the crew needs further development, or that the crew needs more practice rowing at higher ratings.

It was mentioned earlier that the coach has to give careful consideration to the quantity of work that he expects of his team. The quantity must increase over a series of cycles, and within each cycle light and heavy workouts have to be combined so that the athlete can recover from the hard work and

Figure 2—14-Day Training Cycle (11)

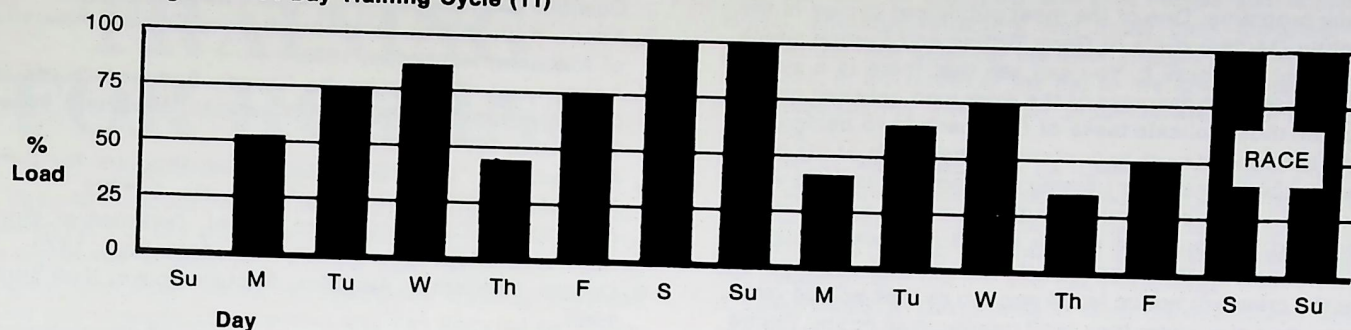


Figure 3: 6-Day Training Cycle

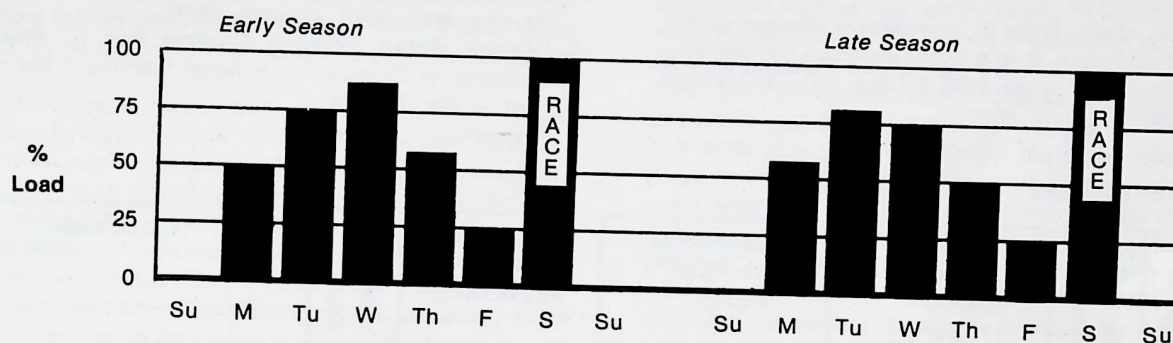


Table 4: Sample 6 Day Cycle Programs

1. Early in the Racing Season				
Aerobic %	Anaerobic %	Day	Appr Mileage	Workout
		Sunday	0	None
95	5	Monday	10 mi	½ pressure w/200 HS (10's + 20's)
75	25	Tuesday	12 mi	5 x 5 min at 24-30 str/min
30	70	Wednesday	10 mi	600 HS at 30-36 str/min
65	35	Thursday	8 mi	3-4 x 4 min at 32-34
50	50	Friday	4 mi	2 x 500 m at 34-36
75	25	Saturday	3 mi	Race at 32-34
		Sunday	0	None
65	35	Average	47 mi	
2. Late in the Racing Season				
		Sunday	0	
85	15	Monday	8 mi	6 mi at ½ pres. w/ 2 min at full 32-34 each mile
60	40	Tuesday	10 mi	4 x 1000m at 34-36 str/min
30	70	Wednesday	8 mi	600 H.S. at 36-40 str/min
50	50	Thursday	6 mi	4 x 500 m at 35-36 str/min
50	50	Friday	4 mi	2 x 50 str + warm-ups
75	25	Saturday	3 mi	Race at 35-36 str/min
		Sunday	0	
60	40	Average	39 mi	

increase his ability to handle the next work load. Commonly used cycles involve 4 to 14 days between days of rest. The traditional sysem of resting on Sunday imposes a 6-day cycle on many programs. One of the most publicized cycles is the fortnightly (14-day) cycle of Great Britian and Europe which is illustrated in Figure 2. You can see that there is a systematic increase and decrease of the work load between races. One of the most delicate tasks of the coach is to design the amount and type of work to conform to the needs of his team at a particular time in their training program. If it is done well, the crew will experience fatigue but then recover and be ready for the next workout, and over a period of weeks realize a gradual improvement in speed. If it is not done properly, either the crew will not be taxed enough or they will be over-taxed to the point where they can't recover in 48 hours. Figure 3 provides examples of two 6-day cycles, and Table 4 shows how workouts are arranged to achieve those cycles.

The art of structuring the training program is gained mainly by experience. Trying a sequence of practices, watching the oarsmen respond, and observing race execution will provide the experience necessary to formulate or revise the training plan for a particular group of athletes.

CHART OF WORKOUTS

The following chart (Table 5) classifies a number of different types of workouts. It is a slght variation on one presented by B. Janousek at the 1975 F.I.S.A. World Coaches Conference. 

BIBLIOGRAPHY

1. Adam, Karl, "Notes on the Relationship between Aerobic and Anaerobic Work in Training for Rowing," F.I.S.A. Coaches Conference, Magglingen, Switzerland, 1972.
2. Adam, Karl, et. al., *Ratzburg Rowing Clinic*, University of Alabama, Huntsville, 1970.
3. Anonymous, "Balancing the Oxygen Budget," *Guide to Distance Running*, World Publications, Mountain View, California, 1971.
4. Anonymous, "West German Training Program for Elite Oarswomen," *The Oarsman*, Vol. 5, No. 2, 1973.
5. Åstrand, Per-Olof, and Kaare Rodahl, *Textbook of Work Physiology*, McGraw-Hill Book Co., New York, 1970.
6. Cooper, Kenneth H. *Aerobics*, Bantam Books, New York, 1968.
7. Hagerman, F.C., et. al., "A Summary of Physiological Testing at the 1974 U.S. National Rowing Camp," *The Oarsman*, Vol. 7, No. 2, 1975.
8. Hagerman, F.C., "Physiological Definitions," *The Oarsman*, Vol. 5, No. 5, 1973.
9. Jablonic Randall T., "Framework of Training," F.I.S.A. Coaches Conference, Murren, Switzerland, 1975.
11. Janousek, Bob, et. al., "Rowing Training Supplement," *Rowing*, May, 1974, London, 1974.
12. Klavora, Peter, "Interval Training Part II: Anaerobic Aspects of Rowing and Interval Training," *The Oarsman*, Vol. 6, No. 3, 1974.

Table 5: Chart of Workouts

Method of Work	% Aerobic % Anaerobic	Length of each work Interval 1. Time 2. Distance 3. Strokes	Quantity of work per outing	Quality of work Stroke rating	Work:Rest Ratio	Comments
Stroke play or Speed training	30/70	1. ¼ to ¾ min. 2. up to 250 meters 3. 5 to 30 strokes	1. 10-15 min. 2. 400-600 str. 3. 1½ to 2 times	High 38-45 str/min	1:3	Develops speed, strength, and technique at a high rate
Short or Intensive Intervals	40/60	1. ¾ to 1¼ minutes 2. ¼ mile - 400 m 3. 30 to 50 str.	1. 10-15 min 2. 2-2 times length of race 3. 400-600 str.	High 34-40 str/min	1:1	Localized Muscle Endurance Anaerobic Metabolism Strength and Speed endurance
Medium length or Extensive Intervals	50/50	1. 1¼-2min 2. 500-600 m 3. 65 str.	1. 12-15 min 2. 2-2½ x race length 3. 400-600 str.	High above race speed at race rate	1:2	Same as above but with more stress on cardiovascular function
Long Intervals or Tempo Training	60/40	1. 2-4½ min 2. 1000 meters 3. 70-130 str.	12-18 min 2. 2-3 x race length	Medium near race speed near race rate	1:2 or 1:3	Cardiovascular function Endurance Experience of race pace Simulate Race Conditions
Over distance Training	75/25	1. 6 to 12 min 2. 1½ to 3 km.	2-4 times (repetitions)	Medium Below race speed 26-32 str/min	1:1 or 1:½	Aerobic Capacity General Endurance Familiarization with racing dist High demand on Will power
Alternate Training	85/15	1. 2 to 8 minutes	Continuous work for 30-60 minutes	Medium to low Variation of pressure and rate	none	Rythmical change of Speed, pressure, rate Less boring than steady state
Steady State Training	95/5	Continuous steady rowing	40 to 120 minutes	Low ½-¾ pressure 18-26 str/min	none	Basic type of endurance work Technique training Coaching is essential

CIRCUIT TRAINING FOR ROWING

by Allen Perry Rosenberg

The use of varied training regimes is important in the full development of the athlete and serves to provide a break in the otherwise tedious and routine daily work. The use of weights and other forms of resistance training provides power and strength development and can likewise be implemented in a variety of ways. For example, a few basic exercises can be employed for a series in the same general order with the goal of repetitions within a period of time or to achieve a few maximum lifts before proceeding. This series can be considered a form of circuit training in that the results sought are increased reflexes, muscle endurance and stamina. The critical factors, as in other forms of exercise which bear attention, are time, repetitions and resistance. One or more factors can remain constant while the third can be varied so that the number of "times" around the circuit is variable.

I have designed a circuit with special emphasis on the lower back and other muscle sets used in the rowing movements. These can be employed in even the most austere gymnasium or club since they rely in part on the athlete's own body weight. These eleven stations are designed so that at the completion of one set, those particular muscles used in the set may be exhausted but, by the time that same set is repeated, sufficient time should have elapsed to permit some recovery. Of course, as the circuit is completed, the body will be progressively more tired and, as the repetitions of the circuits are completed, total exhaustion will be likely to occur. Heart rate will vary from a low rate in the more specific and sedentary activities like rope climb or chin-ups (e.g. 140) to the more vigorous ones like squat thrusts (e.g. 180). The number of repetitions should be maximum that can be done with perfect technique and movement within 50 seconds. This allows 10 seconds to get to the next station and begin. A timing-person is essential in calling when the last 15 seconds arise and when the new set begins.

This circuit can be done at midday on those days when a heavy weight workout is done. The number of circuits is of course variable depending on the physical state of the athletes. On other days when no heavy weights or high repetition weights are planned, this circuit can be done up to six times (one hour's work). It can be followed by a light run of up to three miles after a brief period of cooling down.

The number of repetitions which can be attained is the goal of the individual athlete and it is only by hard work and constant effort that progress can be made. Thus, each person should keep an overall score on each circuit and try to equal or better that score from workout to workout.

As with all other exercises, strength comes only with good form and proper execution. Since there is no rest between stations, attitude and aggressiveness and firmness of purpose will help you gain the most from each day. A light jog and/or static stretching with some light rope-skipping will help the warm-up and no exercises should be done cold. Similarly, a warm down period should precede the shower and an opportunity to relax should always be made available.

1. SQUAT THRUSTS: Develops the extensors and the flexors of the spine, hip, knee and ankles. This is a 4-count exercise.

2. BENT OVER ROWING: This develops the forearm flexors, the extensors of the upper arm (the triceps and latissimus dorsi), shoulder retractors and upper back muscles. The bend at the hips must set the back straight and parallel with the floor. In the return of the bar to the full extension, bend the knees slightly. The weight should be started at about 135 pounds.

3. DORSAL RISE AND LEG EXTENSION: By lying prone on the mat, simultaneously raise the head and arch the back and legs fully extended. The arms rise perpendicular to the body and return to the mat with the legs and chest. This develops the abdomen and the hip and back extensors.

4. LEG PRESS: At 200 pounds to start, the quadriceps, knees and ankles will be developed.

5. ROPE CLIMB: To develop the upper body and the arm flexors, shoulders, chest, back and abdomen. Try to climb without using your feet and lean slightly away from the rope to force you to use the strong back muscles. If this is unavailable then pull-ups with hands away from you and in a tuck position will be a good substitute.

6. JUMP STARTS AND SPREAD EAGLES: As you jump off the floor as high as you can go from a standing position with arms straight down, the arms will extend to parallel with the floor and straight as the legs raise up so that finger tips and toes touch in mid-air. This will build up hip extensors, hip abductors and knee and ankle extensors.

7. V-SITS: Curl the head toward the chest from a lie-down position and gradually raise the shoulders and the head at the same time with the hands extended toward the feet. It is important that the back be slightly rounded before the hands and feet are drawn together. This whalebone position will most approximate the rounding on the finish of the stroke and must be relaxed to provide strength to the abdominals and the hip flexors.

8. SQUATS: These $\frac{3}{4}$ squats will develop the thigh, lower leg and foot extensors. This is done at relaxed position with a board under the heels and assuming a starting weight of about 200 pounds with a max of 250.

9. RECLINING LATERAL RAISES: One of the most important exercises to develop the posterior shoulder, supraspinatus, upper back and neck and the latissimus dorsi. Done with 10-pound dumbbells in each hand, the oarsman will lie on a training board with stomach down and legs secured or held down. Raise the dumbbells out to the side until they are higher than the shoulders at the same time arch the back, breathing out when the arms are lowered and the back relaxed.

10. BENCH STEPPING WITH WEIGHTS: Keep the stepping position as nearly in right angles with the thigh and lower leg and calf as possible by having a step at least 21" high. This is best described as the Harvard step procedure and is one of the best developers of the quadriceps, extensor muscles of the hips and the gluteus maximus. Important that upright and relaxed posture be maintained with the weight set securely on the shoulders with the hands and arms also loose and relaxed. The weight should be started at 110 pounds.

11. UPRIGHT ROWING: With the same weight from the previous station, pull the bar up to the chin with the elbows always higher than the hands. The hands should be spread not more than 6 inches apart and when fully extended, the weights should rest lightly on the thighs. This will best develop the deltoids and the upper back. The technique is important but you must always try to exceed the number done on the previous set even if the last few are not technically perfect. 

THE JUNIORS

Nationals

by Charlie Butt

The trial race for the FISA Junior Singles US representative was held in Washington, D.C. just before the Junior National Championships, which were held in conjunction with the President's Cup Regatta. The Junior Singles Trial drew only four entries, the smallest number in recent years. Greg Montesi's proven international ability may have discouraged a few potential entries. Chris Louis of Marin Rowing Association in California wanted to have a go at Greg and as soon as school was out drove East with his single and brother Augie for copilot. They arrived in Washington on Sunday, June 19 with no rowing for four days. Chris was the first West Coast entry in the annual trials for the FISA Junior World Championships and did a good job as he was leading Greg by a small margin as the singles approached the middle of the race. However, Greg drove through in the last 500 meters and defeated Chris by about a length and a half. Charlie Bracken of Fairmount was third. No time was taken but the Potomac did provide fair racing conditions.

The Junior National Championships were well attended but we certainly hope for more entries in the future. We had a number of Canadian entries including all FISA Junior races but the quad. Of the seven events they entered, they won all but the coxless four which was won by Potomac (made up of half the eight). The closest race of the regatta was the coxless pair won by the Argonauts, followed closely by Viking, Groton and Mexico. The Mexican team was not large but gave a good account of themselves. It was interesting that almost all of the crews which made up the US FISA Junior team in Tampere, Finland rowed in this regatta.

TEAM ROSTER — 1977 US CREWS AT FISA JUNIOR WORLD CHAMPIONSHIPS AT TAMPERE, FINLAND

4+ B. James Cushwa, 2. Ashton Richards, 3. David Lowden, S. Paul Horvat, C. Michael Mulholland
2+ B. Robert Hadow, S. Charles Gardiner, C. Michael Magee
4- B. Jerome Jacobi, 2. Thomas Doeblin, 3. Rodney Buerger, S. Edward Burke
2X B. Charles Lange, S. Charles Bracken
2- B. Robert White, S. Joseph Welsh
8 B. Burgess Smith, 2. Stephen Schmitt, 3. Dale Graves 4. Thomas Larson, 5. Richard Califf, 6. Mathew Shands, 7. Charles Butt III, S. Peter Harrison, C. Michael Magee
SPARES Mathew Fesler, Garrie Losee, Stanley Gray

The only U.S. winners of the Junior Nationals:

Coxless four B. Matt Fesler (Ft. Hunt) 2. Matt Shands (J.E.B. Stuart) 3. Steve Schmitt (Washington & Lee) 4. Charlie Butt III (Langley)

Worlds

by Michael Hughes

After grabbing four gold and four silver out of a possible eight medals, the East Germans may appear a bit ridiculous in showing signs of disappointment. But perhaps the picture clears a little when we recall their seven gold medals last year. This year the DDR took the gold in the coxless pairs, quad, coxed four and eight, with silvers in the double, single, coxed pair and coxless four. Hardly a poor day!

The eight's final produced an excellent duel between East Germany and Russia. At the first 500m mark the DDR had Russia by 1.38 seconds, but as they approached the last 500 m. the German lead was cut to half a second and the Russians were coming on well. With 250m to go, the Russians looked as though they had the race, but the Germans were busy putting together a world class last twenty that delivered the silver to Russia by a margin of 1.05 seconds and avenged the Russian victory that halted the East German sweep of the 1976 Junior Worlds.

The West Germans also posted an excellent showing with three golds in the double, single and coxless four; two silvers in the coxless pair and quad, and a bronze in the eight. Together the two Germanies conquered the world of youth rowing. Usually strong Russia took two silvers in the eight and coxed four and two bronzes in the quad and single, while the rest of the Russian fleet finished no better than sixth.

The USA didn't have it's winningest year, either; its best showings were in the coxless pair, the coxed four and eight. The pair posted an eighth by coming from third to second in the petite final to finish 3.44 seconds behind Russian and .08 in front of Poland, who had had the lead coming into to last 500m.

The coxed four came from fourth to third in their petite final race to take a ninth, finishing 3.07 seconds behind Canada and .37 ahead of Austria. The eight also finished ninth, 1.49 seconds behind Italy and .24 ahead of Canada.

The spirit on the 1977 team, although temporarily stymied by discipline problems, was excellent. This attitude was fostered by cooperative coaching efforts headed by team manager Charlie Butt, who quite often had the team working as a unit. Before the boats arrived the team trained on land twice a day together. After the boats were in hand and rigged, training resumed on the beautiful FISA course, Kaukajarvi. The crews continued to train together until the racing began August 4.

The US coxless four, double and coxed pair were eliminated in the first two days of rowing after coming up against some extremely fast competition. No US quad was entered due to financial problems among the oarsmen in the qualifying boat, and no single competed because Greg Montesi was ill and could not be there to try to turn his '76 bronze into gold.

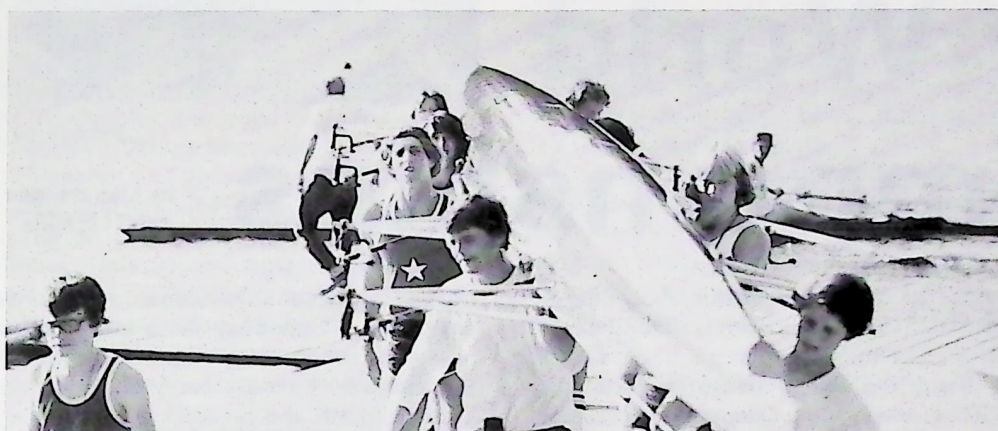
All in all, the trip was an excellent educational experience for oarsmen and coaches alike. It is obvious that future US teams need something more. This very simply may be more miles *together* earlier in the season. It was interesting to note that after every day of racing when almost everyone else went home, the East German boats set out for drills and a paddle at half-pressure down the course, but when the finals were over they were packed and gone before most crews ever started.



Team practices together



Pair without



The eight after practice



JUNIOR NATIONAL CHAMPIONSHIPS

Novice 135lb. 4 + 1. PBC 5:34, 2. Blood Street 5:44.2, 3. Crescent 6:30.3, 4. West Side
Champ. 145 lb. Single 1. Ecorse 5:25.9, 2. Mexico 5:34.6, 3. NYAC 5:59.9, 4. Malta
Champ 4 + 1. St. Catharines 4:59, 2. Vesper 5:06, 3. PBC 5:11, 4. Blood Street, 5.
 West Side, 6. Crescent **Champ. 2-** 1. Argonaut 5:48.9, 2. Viking 5:50 3. Groton
 5:50.3, 4. Mexico, 5. St. Catharines, 6. Penn A.C. **Novice 135 lb. 8 1.** Potomac B.C.
 5:17.6, 2. West Side 5:23.7 **Novice 4 +** 1. Blood Street 5:39.3, 2. West Side 5:49.7
Novice 8 1. West Side 5:00.9, 2. Penn A.C. 5:34.3, 3. Crescent 5:43.1, **Champ. 135 lb.**
Single 1. Narragansett 6:06.2, 2. Malta 6:09.9, 3. Ecorse 6:25.5, 4. Fairmount, 5.
 NYAC **Champ 145 lb Single** 1. Simsbury 5:24.8, 2. PBC 5:30, 3. Crescent 5:48.8, 4.
 Blood Street, **Novice 18 yr. 2x** 1. Riverside 5:30.7, 2. NYAC 5:47.9 **Champ 4-** 1. PBC
 "B" 4:55.9, 2. West Side 4:58.4, 3. St. Catharines 5:05.9, 4. Vesper 5:07.3, 5. PBC "A",
 6. Crescent **Girls 4 +** 1. Simsbury, 2. PBC **Champ. Single 18 yrs.** 1. NYAC 5:40.2, 2.
 Mexico 5:44.6, 3. Ridley College 5:52.2, 4. Riverside "A", 5. Riverside "B", 6. Malta **Champ. Single**
18 yrs. 1. Narragansett, 2. Marlin, 3. Fairmount **Champ 2x** 1. St. Catharines 5:52, 2.
 Fairmount **Champ 2x** 1. St. Catharines 5:52, 2. Fairmount 6:07, 3. NYAC 6:07.7 4.
 Riverside 6:09 5. Blood Street/Narragansett **Champ 2+** 1. Argonaut, 2. St.
 Catharines, 3. West Side, 4. PBC, 5. Blood Street **Champ 4x** 1. Fairmount 4:58.1, 2.
 Mixed 5:05.8 **Champ 8 1.** St. Catharines 4:17.1, 2. PBC 4:25, 3. Blood Street 4:30.6, 4.
 Crescent 4:34, 5. Vesper, 6. Penn A.C.

Junior World Championship Results: finals and petite finals 8/7/77

Conditions: varying cross-tail wind
Petite 4 + NDL 5:07.58; CAN 5:08.28; USA 5:11.35; AUT 5:11.72; NOR 5:14.15;
 FRA 5:15.78 **Final 4 +** RDA 4:51.31; URS 4:54.72; TCH 4:55.42; RFA 4:56.21;
 ITA 5:04.58; GBR 5:06.55 **Petite 2x** URS 5:07.40; CAN 5:08.85; POL 5:10.90;
 ITA 5:11.75; BEL 5:12.70; SUE 5:15.23 **Final 2x** RFA 4:54.23; RDA 4:56.67;
 NOR 4:58.46; NOR 4:58.46; YOU 4:59.78; FRA 5:00.54; BUL 5:05.21 **Petite 2-**
 URS 5:18.98; USA 5:22.42; POL 5:22.50; GRE 5:26.40; FRA 5:28.90; SUI
 5:31.80 **Final 2-** RDA 5:07.86; RFA 5:13.77; NOR 5:14.74; ESP 5:15.36; BUL
 5:19.78; TCH 5:20.07 **Petite 1x** SUI 5:23.96; YOU 5:25.85; NDL 5:27.33; BEL
 5:28.84; GRE 5:34.85; CHI 5:37.22 **Final 1x** RFA 5:10.30; RDA 5:14.38; URS
 5:16.17; CAN 5:23.34; FRA 5:29.50; SUE 5:32.50 **Petite 2+** YOU 5:25.31; RFA
 5:26.30; FRA 5:30.81; DAN 5:34.77; IRL 5:35.62; SUI 5:38.88 **Final 2+** POL
 5:16.91; RDA 5:19.40; ITA 5:19.80; GBR 5:24.83; GRE 5:25.30; URS 5:25.93
Petite 4- URS 4:36.27; AUT 4:40.48; DAN 4:43.64; SUI 4:49.09; POL 4:49.57;
 FRA 4:54.45 **Final 4-** RFA 4:34.62; RDA 4:34.92; GBR 4:40.97; ITA 4:42.29; TCH
 4:44.03; YOU 4:44.05 **Petite 4x-** ESP 4:37.29; GBR 4:38.69; ITA 4:38.70; FRA
 4:40.48; TCH 4:40.90; SUI 4:46.87 **Final 4x-** RDA 4:30.30; RFA 4:31.28; URS
 4:36.86; NDL 4:39.81; POL 4:42.06; BUL 4:43.21 **Petite 8** GBR 4:19.38; ITA
 4:23.37; USA 4:24.86; CAN 4:25.10; CHI 4:31.64; FIN 4:38.65 **Final 8** RDA
 4:14.24; URS 4:15.29; RFA 4:19.77; ESP 4:22.13; YOU 4:22.15; FRA 4:22.30

Women's World Championships



Photos by Jurgen Plagemann

by Lisa Hansen
and Liz Hills

Beginning again after a highly successful showing in Montreal in the Olympic Games was a difficult task for the US Women's Rowing Team, yet they seemed to rise to the challenge and tackle it with the anticipation of an exciting summer ahead. The 1977 World Rowing Championship Team had been earmarked by the USOWRC in their January meeting in Madison as experimental, choosing the small boats first, with the quad and eight coming from camps formed after the single, double pair and four trials. The small boats benefited from this procedure, but the eight was weakened significantly, showing that women's rowing in the US does not have the depth to field a complete, experienced, mature, and internationally competitive team. Perhaps this past year can be labeled as a year for development, yet it is discouraging to see the US having to rebuild its team every two or three years. Lack of financial support must also be considered in reviewing the summer. Oarswomen interested in competing in Amsterdam were warned there would be little or no financial support. When statistics show only eight of sixteen sweep oarswomen and six of the eleven scullers returning from Montreal, it is evident that this must be an underlying factor.

Yet despite these hurdles, a full team of thirty women arrived in Amsterdam, all showing enthusiasm and a readiness to race. The World Rowing Championships opened on a rare sunny day on the Bosban in Amsterdam, Holland, and despite the anxious anticipation of the day's races, there were smiles to be seen as the morning promised perfect racing conditions. The first races were held Saturday, August 20. The afternoon sky cleared off and the wind lightened to a very slight headwind. The first event was the four. Our entry of bow Barb Franks, Sue Morgan ('76 pair), Nancy Storrs ('75 eight, '76 four) stroke Jackie Backman ('75 spare, '76 bronze eight) and cox Carle Byron showed experience and strength. They felt they had been getting faster since their trials in early June and were ready to be tested. They drew the first heat, racing against Russia, East Germany, Australia, and Canada. At the start, Russia led East Germany, followed by

Canada and Australia. Keyed up and unsettled by pre-race problems, the US boat had a little trouble off the line and never got swinging throughout the remainder of the race. Russia won, East Germany was second, Australia third, Canada fourth and the USA fifth. Russia and Bulgaria (the winner of the second heat) advanced to the final, while the others waited for five days until the repechages on Thursday for their last try to make the finals.

The double comprised of Liz Hills ('76 quad) and Lisa Hansen ('74, '75, '76 quad) was the next of the afternoon races. Rowing together out of LBRA, this double, along with the single and the quad, had traveled to Europe in late July to race in Munich in the German International Regatta, and a gold medal there gave Liz and Lisa extra incentive to work toward a good performance in Amsterdam. The heat race was a good beginning, against East Germany, Czechoslovakia, France and Canada. Off to a slow start, they battled for second place with France for 500 meters, while East Germany held a comfortable 2 second lead. At the finish, East Germany won in a very fast time, with USA second, France third, the Czechs fourth, and Canada fifth. Last year's gold medalists from Bulgaria won the first heat, and West Germany won the third and slowest of the three heats. These three winners advanced to the semi-finals, and the rest to the reps.

Anita DeFrantz and Anne Warner, both from the Montreal bronze eight, decided to go for the other end of the spectrum this year: the pair. An uncontested boat in the trials, the pair looked powerful. It had the racing 'know-how', and therefore was one of the hopeful US entries. Their heat was with Canada, Romania, Great Britain, and France. As had been the case for the 2 previous USA boats, our pair had a slow first 500, with Canada and Romania pulling out one and two. But typical to Warner style, they picked up the stroke, passed 2 crews, and by the finish, crossed the line third behind Canada and Romania. Great Britain was fourth and France fifth. In the second heat, the Easties won easily over Bulgaria and Russia to qualify for the finals.

The wind died even more as the afternoon continued to be ideal for racing. Next on the line were the eleven singles entries. Split into 2 heats, Joan Lind found Belgium, Norway, Denmark, Romania and Russia in her first heat. Joan had also traveled to Europe early in the summer and had won an impressive gold in the German Regatta in Munich. Joan, a veteran sculler, arrived at these races in Amsterdam with a background of 5 World Championships, beginning in Brandenburg in '72 and most recently including a silver medal in the '76 Olympics. In her race on the Bosban, she took off out of the start and established an early lead, which she never gave up. But the Russian didn't let her win easily, with a strong last 250, the Russian came within .11 of a second of catching her, and only the finish replays showed USA first with Russia second. Romania was third, Denmark fourth, Norway fifth, and Belgium sixth. In the second heat Christine Scheiblich from East Germany won, and so she and Joan qualified directly for the finals, which meant they did not get back on the starting line for a whole week. Joan groaned, "I almost have to start training hard again."

The quad was the next boat on the spot. Stroked by Jan Palchikoff ('75 quad, '76 double), the quad included three other west coast women: bow Debbie Rozowski; two, Nancy Hilliard ('75 double, '76 spare); and coxswain Chris Gerlack.

Three was the formidable Judy Geer ('76 four) a Dartmouth alumnae. The US boat drew the first heat along with Great Britain, France, Holland, and Bulgaria. The USA quad had a respectable start which placed them in mid-field. An impressive second 500 thrilled the American cheering section and in the last 30 strokes moved them to within 4/10 of a second off second place Russia. Bulgaria won the first

heat, Russia was second, the USA third, Holland fourth, France fifth, and Great Britain sixth. The second heat was won by East Germany, so they moved with Bulgaria directly to the finals. Meanwhile our quad remained unpanicked by their showing and reviewed their race in preparation for the repechage.

The 1977 eight was a young boat lacking the international racing that benefited most of the other crews they were to meet on the line. The boat: bow Terrie Gellner, Carolyn Hegge, Peggie McCarthy ('76 eight), Cathy Thaxton ('76 spare), Debbie Oetzel, Sue Tuttle, Ann Boucher, stroke Lisa Rhode and Cox Holly Hatton. They met perhaps some of the most seasoned crews in the heats. With only seven eights, the US drew Russia, Canada, and East Germany, second, fourth and first respectively in Montreal. The outcome was not quite as predictable as had been expected. Russia stayed strong the whole way to win the race, throwing East Germany into the repechages along with Canada (third) and USA (fourth). The US boat trailed the field by only 2 seconds, giving them the motivation necessary for the Thursday repechages. There was to be only one repechage. Romania won the second heat, leaving Bulgaria and Holland to face the three remaining eights.

The first day of racing had drawn to a close, and with it, mixed feelings of success and letdown were felt as coaches and crews withdrew to review their results. A lot of questions had been answered on Saturday. The East Germans were as impressive as ever, displaying not one weak spot in any event. Holland was doing a good job of representing her hosting country, and Canada was showing the results of her country's strong backing. As for the USA, all that we could

(Cont'd on next page)



Women

Single — Joan Lind

Pair — Anita DeFrantz, Anne Warner

Double — Elizabeth Hills, Lisa Hansen

Quad — Deborah Rozowski, Annette Hilliard, Judy Geer, Jan Palchikoff, Kristen Gerlach (cox)

Four With — Barbara Franks, Susan Morgan, Nancy Storrs, Jacquelyn Backman, Carlye Byron (cox)

Eight — Terrie Gellner, Carolyn Hegge, Peggie McCarthy, Cathy Thaxton, Debbie Oetzel, Sue Tuttle, Ann Boucher, Lisa Rhode, Holly Hotton (cox)

Jackie Backman, Nancy Storrs, Sue Morgan, Barbara Franks and Carlye Byron.



Cox Chris Gerlack, Jan Palchikoff, Judy Geer, Nancy Hilliard and Debbie Rozowski.

do was hope for some great races in the repechages. The potential and determination were there. Along with thoughts of racing, these few days between races provided moments for reflection on the past year's events. It had been a difficult year for many, with most maintaining a full-time job or a full academic schedule between workouts. One wonders how it can be done successfully, yet when the World Championships suddenly arrive, past problems of fatigue, dragging days and endless workouts disappear, and each person is consumed by the desire to race.

The double was the only boat to race on Monday. They won their race, and so qualified for the semi-finals, scheduled for Thursday, the same day as the reps for everyone else. As the week progressed the weather steadily worsened. The double had had rain and a strong headwind on Monday, and it never improved. By Thursday it was still raining, though the wind was kind enough to calm down for the late afternoon races.

The day's results were not exactly encouraging. The pair and the double were the only boats to join Joan in the grand finals. The four, in what they felt was their best race of the regatta, missed second place and a finals position by half a second. The quad also finished third. Although they had a good first 500, they were not able to capitalize on it, and Romania and Hungary beat them. The eight was probably the biggest disappointment of the day. With seven entries, only one was to be eliminated from the finals. East Germany rowed to a new course record, followed by Canada, Bulgaria, and Holland. The USA finished fifth, and was now eliminated from any further racing on the Bosban.

The eight was coached by the mastermind of women's rowing in Wisconsin, Jay Mimier. As a novice international

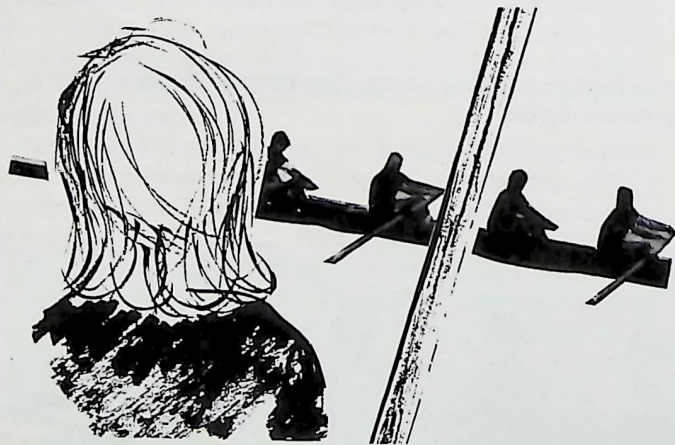
coach, Jay was faced with a perplexing situation of few tools and no team rigger to help in adjusting an unfamiliar boat. Inexperience behind the international oar greatly hampered a good strong eight with boundless potential. Hopefully, those eight women and their coach have all gone back to their respective colleges and clubs determined to show that potential in the coming years. Rowing is a cumulative skill. With consistently good training, speed and finesse improve each year. It just has to be learned that there are no limits to how fast and fine an individual can row.

On Saturday there would be only three boats in the finals: the double, the pair and the single. The four and quad would battle it out in those most nebulous of all races, the petit finals. The four, along with the pair, was coached by John Hooten (one of the first men to walk on the moon). Both boats had trained out of Vesper Boat Club in Philadelphia where John is head women's coach. John (along with Jay Mimier) had assisted Harry Parker in the Olympic eight camp and had continued to Montreal as coach of the finalist women's four. Unfortunately this four in Amsterdam did not meet with the same success as the Montreal four. Coming up against West Germany, Holland, and Great Britain, the US team again showed difficulty in the first half of the race, but were able to pull together a strong second 500 to match the times of the other crews. With a ninth place finish, it can only be said: "Well, maybe next year." East Germany began their sweep with a gold medal, Russia won the silver, and Romania the bronze in the four grand final.

John Van Blom and Tom McKibbin, each a familiar face as both competitor and coach, combined out of Long Beach to coach the double and single. Hansen and Hills were next

*Want to know what's happening in
women's rowing as it happens?*

Become a FRIEND OF WOMEN'S ROWING
and receive your own copy of the NWRA newsletter



... a great way for friends, parents,
post-collegiate oarswomen and
women rowing on their own to keep
in touch.

Contact:
Cathy J. Brown, NWRA Membership
340 East 80th Street, Apt. 14F
New York, New York 10021

SUPPORT WOMEN'S CREW • NWRA SUSTAINING MEMBERSHIP - \$10



Anita DeFrantz, Anne Warner.

to launch for their final. If times were an indication, they were hoping to finish in the top half of the fleet. Off to what was becoming a pattern of slow starts, the double found themselves at the 500 meter mark barely in that category. East Germany held the lead they had obtained at the start, and Bulgaria showed a strong second. At the finish line the Easties (yes folks, they do put their pants on one leg at a time) won the gold with a new course record, Bulgaria the silver, and the U.S. double, showing aggression and teamwork, came through with the bronze. Until their heat race, Liz and Lisa had been skeptical of their ability, particularly when they learned that there would be a field of 16 to contend with (the largest event of the women's races). John and Tom had been encouraging throughout the summer, and deserve credit for their part in the outcome.

Warner and DeFrantz, coached by John Hooten, had in their pair final Canada, Romania, Holland, East Germany and Bulgaria. The pair had been plagued with illness throughout the week of races, and had done all that was necessary to reach the final. Now that they had made it, they found themselves up against the toughest. Despite determination and a very high stroke for the full 1000 meters, they were not able to catch the faster boats. East Germany established a 3 second lead over Romania, with Canada, Holland, Bulgaria, and the USA third through six. East Germany won its third gold, with Holland coming through in a beautiful finish to take the silver for the hosting country. Canada took the bronze, and our pair finished sixth.

Joan Lind, coached for the 7th year by Tom McKibbin, had the difficult task of racing with a reputation of a silver medal from the year before. Qualifying a full week earlier by winning her heat race, Joan was on the line in the final with East Germany on one side and Russia on the other. The first

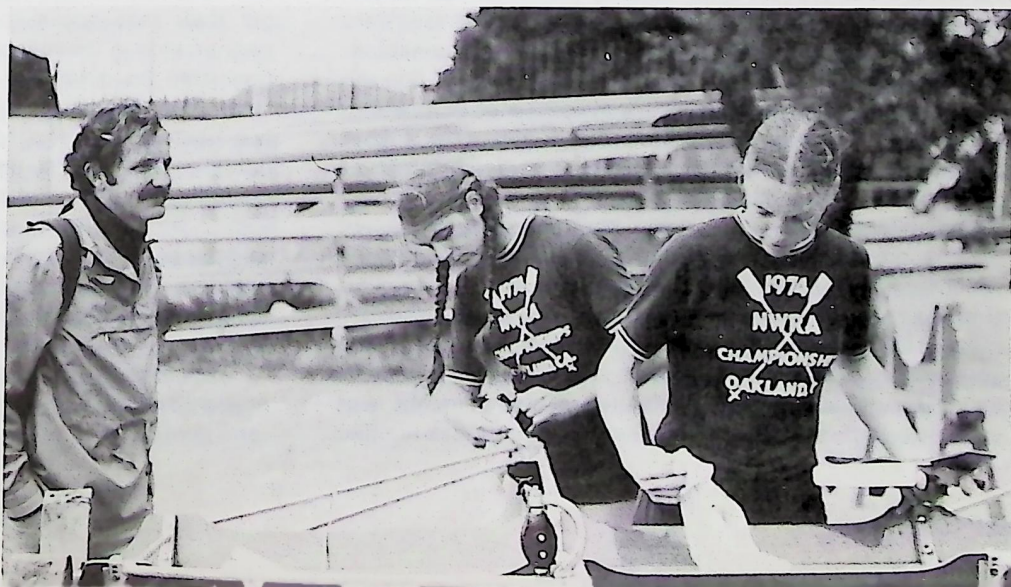
500 set East Germany with a solid lead followed by Russia, Bulgaria, Hungary, USA and France. Joan was never able to break through, and finished fifth, with Christine winning the gold for DDR, Bulgaria pulling up to take the silver, and Hungary the bronze. Joan had rowed well and hard, but perhaps a year divided between teaching full time and training hard had left its mark, giving further evidence that the US needs to reassess its support of its world class athletes.

Peter Cortes, chosen by the USOWRC as coach of the quad, was another new-comer to international coaching and women's rowing. Bow in the '76 men's quad, Peter had difficulty with the more technical aspect of handling this boat, yet did an admirable job of combining the diverse skills and styles of his camp. The petit final showed a USA quad smooth and strong fighting with Holland for the lead position. At the finish, Holland just beat them by 8/100 of a second, with France and Denmark behind. East Germany won the finals, Romania the silver, and Bulgaria the bronze.

In closing, Debbie Ayars and Dan Backinowski merit credit for their efforts as team managers. The job was made difficult by financial problems and scheduling. Their patience and fortitude through behind the scenes regatta meetings and daily inquisitions from team members deserves a round of applause from all those who were present.

Perhaps some of the final results of this year's races were not quite as successful as had been hoped, but the potential for the coming years is obvious, and the momentum toward Moscow has begun on a solid foundation. It is a difficult task ahead, as each year crews get faster, and equipment more sophisticated. For women in the US, it is painful to sacrifice so much and still remain unrewarded, but we should not put limits on our potential.

The authors and Tom McKibbin.



U.S. National Eight

Bow — Tiff Wood, Harvard-Vesper, 2 — Kurt Somerville, Dartmouth, 3 — Mark Umlauf, U. Washington, 4 — John Brock, Harvard, 5 — Chip Lubsen, Cornell, 6 — Michael Hess, U. Washington, 7 — Bill Purdy, Syracuse, 8 — Bruce Ibbetson, U.C. Irvine-College B.C., Cox — Bob Jaugstetter, St. Joseph's R.A.-Vesper



MEN'S WORLDS

by Bob Jaugstetter

For the third consecutive year, the prevailing mood of the American squad at the conclusion of the world championship regatta was disappointment. Three heavyweight crews—the coxless pair, the double, and the eight—had made the final, but none had come close that last day. The other five crews, meanwhile, had performed well below expectations.

This was a young U.S. team, whose eagerness, confidence, and abilities might well have been outweighed by their lack of experience at the championship level. Only the double and coxless four were made up predominately of veterans, while the single, quad, coxed pair and coxed four were manned entirely by newcomers to the FISA championships. But neither the number of "rookies" in the crews nor the performances in the time trials back in the States correlate to the finishing positions in Amsterdam, where each boat except the two pairs had been predicted to finish fourth or better by the time standards.

The major problem of the team was inconsistency. Every crew in the fleet had at least one subpar race, a mistake which usually proves fatal in fields of such high quality. Granted, there were surprisingly unequal conditions for a course with the Bosbaan's reputation for flat water and prevailing light tailwinds. There also seemed to be an unusual number of colds and other related ailments. But most often voiced as an explanation was the phrase familiar

in rowing circles at all levels: the crews often simply "don't know" exactly what went wrong; they just didn't have their best row.

COXED FOUR: DAN SAYNER, MITCH MILLAR; MARK MILLER; ROSS PARKER, CHRIS WELLS, COX

The opening event saw the American four sandwiched between the Russian and DDR crews, expected to be the two best in the field. This may have been the worst possible draw for the inexperienced U.S. crew, which found itself overpowered at the start as the two powerhouses waged a full-pitched battle with Bulgaria for the one qualifying spot.

In the first of what was to be many impressive DDR performances, the East German four, a full length back to the Russians inside the 1750 meter mark, put on an incredible sprint to win by a half length over the obviously stunned Soviets. The U.S. crew, sixth at each mark, never managed to get their race going, and could only hope for a better performance in the repechages. The Czechs advanced to the final from the other heat.

The repechage was, unfortunately, the same pattern. With two boats out of five to qualify the American crew, after holding fourth for a time, fell back by 1000 meters and couldn't mount a challenge. The West Germans led wire-to-wire, with the second place Russians not seriously threatened by the Poles or Norwegians. Bulgaria won the other rep, qualifying along with the Yugoslavians, whose sprint managed to carry them by Ireland in the last few strokes.

The petite final salvaged some of the young crew's pride as they managed their first real competitive row. The Irish took control of the race early, with the U.S. in second for

by Pete Gardner, Coach, on the 1977 National Team Eight

Four of the eight rowed for Youth teams — Wood, Brock, Lubsen and Purdy. Seven of eight rowed in high school — only Ibbetson started in college. Six rowed in college in '77, Wood and Ibbetson the graduates. Two were sophomores — Purdy and Somerville. These two, with Ibbetson and Brock, had never rowed at the international elite level before, and therefore should be considered new talent for the future.

They were six seconds from the bronze medal in the final,

but still sixth, a disappointment to all. Had they rowed their best they could have been fourth, conceivably third, but that's doubtful.

Fifty oarsmen tried out for the team but not too many from the top college crews — in fact, of the top six IRA finalists, only three oarsmen tried out: two from California and one from Cornell. none came from Oregon State, Pennsylvania, Princeton, Wisconsin or Yale, and one from Harvard.

We need more participation.



nearly 1000. Poland and Italy pushed through in the third 500, but the American boat held off Norway for a tenth place overall finish. Holland trailed far behind.

The DDR overcame an early Russian lead to take the gold in the grand final, with a gutty West German boat rowing the race of their lives to finish a length behind. Bulgaria outdueled the Soviets in the second 1000 for the bronze, while the Czechs and Yugoslavia were no factor in the medal chase.

DOUBLE—BILL BELDEN, JIM DIETZ

The U.S. double considered themselves medal contenders, and showed evidence of good speed by leading the Czechs and British for nearly half the course. The Hart and Baillieu combination came through to take over the qualifying spot; not pressing, Belden and Dietz ended up fourth, with good prospects for qualifying in the reps.

The DDR, surprised by the West Germans (and the crosswind) in their heat, led the repechage to qualify handily, with the Americans holding off a moderate Swiss challenge to advance as well. France finished a distant last.

Hopes ran high as the final saw the U.S. crew go off a well-placed third to the 500, within striking distance of the early leaders, West Germany, and just behind the DDR. But the British double, rowing a superbly paced race, moved from fourth at 500 meters to third at the 1000, to second at 1500, and overhauled the East Germans in the last quarter to take the gold. The Soviets were well ahead of the West Germans for third. Belden and Dietz, far in front of the Czechs, were a disappointing fifteen seconds out of the medals.

STRAIGHT PAIR—MIKE TETI, DARRELL VREUGHDENHILL

Although this crew had not qualified in its time trial, the

pair felt they had been improving steadily and would do much better than expected. Certainly, after 500 meters of their heat, their hopes looked reasonable as they led the field of five despite having the worst lane in the crosswind. At halfway the Swiss and Poles were moving back, but with three to qualify for the semis there seemed to be little cause for alarm. When the Finns drew even at 1500, the U.S. pair countered the challenge and qualified easily.

Another fast start saw this pair leading the DDR and British pair slightly at the start of the semifinal, and confirmed the suspicion that they had indeed developed some speed. Although the DDR pushed through the British to win the semi, the third place U.S. had no difficulty stopping Sweden, Poland, and Holland to make the final.

The start, the strong point for this crew in their first two races, was their undoing in the final. Left at the line, the U.S. was out of contact with the field almost instantly. A strong push brought them back into the race at the 500, but it was too much to sustain, and the pair remained sixth down the course.

The Soviets, helped a bit by the crosswind, led all the way and won handily. A surprising, tough pair of Britons overcame East Germany for the silver, with Yugoslavia fourth and Bulgaria fifth.

SINGLE—GREGG STONE

Olympic champion Karppinen and Diamond Sculls winner Crooks were both in the same draw as Gregg Stone, with only one to advance to the semis. The Finn took command in the first 500, with the U.S. sculler close on the heels of the Briton. At the 1000 meter mark, there was about a length between Karppinen and Crooks, with Stone another length back. Gregg coasted in third, well ahead of the other two entries, greatly encouraged with his performance against two of the world's best.

In his repechage, the American rowed masterfully, as first the Austrian, then the New Zealander, and finally the Norwegian sculler challenged for the lead. Stone won by not quite a length, with the Norwegian qualifying behind him for the semifinal.

The draw was again unkind, as Karppinen and Crooks qualified easily in Gregg's semi. The third qualifying spot was a dogfight: the American came from nearly a length down to miss catching the Italian by less than half a second, with the Polish single another length back. It was a case of too little, too late, as it appeared Stone would have qualified had the race been a few meters longer.

In the petite final, Stone had his poorest race, running fifth all the way ahead of the Swiss single. The Pole came from behind to defeat the Swede and the Bulgarian, with Norway fourth. Joachim Dreifke of the DDR charged out of the blocks in the grand final to lead Karppinen by a length down the course, pulling away to almost two lengths in the last 250 meters. Dovgan of the Soviet Union took the bronze

THE YALE ROWING CLINIC for HIGH SCHOOL COACHES

GUEST LECTURER: BOB JANOUSEK
Great Britain's former National and Olympic Coach

November 18, 19, 20, 1977

For Information write: Yale Rowing Clinic
402A Yale Station
New Haven, Ct. 06520

ahead of Crooks, with Sean Drea of Ireland fifth ahead of Italy's Blondi.

COXED PAIR: KEVIN SAUER, KIRK HOWARD, FRED CRUMLISH, COX

The coxed pair, like the pair without, did not make the time standard but hoped to show that they were capable of better performances. Unfortunately, bowman Kevin Sauer came down with a respiratory infection which made it difficult for him to sustain any effort during the second half of the race.

Bulgaria dominated the heat, followed by the Russians and the Brazilians a distant third for the three qualifying spots. The U.S. pair, after leading the Italians for 1000 meters, faded to fifth.

The story was much the same in the repechage. With three boats to qualify in a six boat field, the Americans again led the Italian pair early, but dropped back in the second half, well out of contention. Romania, Great Britain, and an inspired Holland crew advanced to the semis, with Italy fourth and Finland fifth. It was a disheartening experience for the U.S. crew to have been unable to race at their peak.

The Bulgarian pair, aided by the crosswind, blew out of the starting line to take a huge lead over the field in the grand final. The DDR, on the far side of the course, was seven seconds behind in second place with 500 to go. With a savage sprint, ignoring the wind and chop, the East Germans charged back to within a length. Czechoslovakia was third, holding off the Dutch sprint by half a length in the highpoint of the day for the local crowd. Romania and Poland trailed.

STRAIGHT FOUR: J.J. FORSTER, PAUL KNIGHT; MARK BORCHELT; FRED BORCHELT,

The coxless four had qualified early in the summer, and although they did not think they had achieved much more

speed since the time trial they believed they were at least as fast as the fourth place standard had indicated. Their heat was one of the most exciting of the day—a genuine seesaw battle among four boats for three qualifying spots. Bulgaria led from the start to the 1500 meter mark, when the West Germans, British, and Americans began their sprints. The U.S. crew pushed into second, fell back into fourth, and spurted again into second just before the finish line. West Germany came from third to win the heat in the last few hundred, while the British toyed with second, third, and fourth place before nipping the astonished Bulgarians by a few feet. The Finns in fifth were the only crew to maintain a position for the whole race.

The U.S. effort was both encouraging and unsettling. The four showed it could row competitively, yet inconsistencies during the race had prevented them from taking charge. They went into the semis still confident they were finalist, if not medalist, material.

The Semifinal, however, was a rude shock. A start the oarsmen could only later describe as "abysmal" put them out of the race almost as soon as it began. DDR, Holland, New Zealand, and Norway fought for the three finalist spots before the Norwegians faltered, and the sixth place U.S.A. showed little resemblance to the crew which had come through with a tough performance on the first day. To their credit, this crew refused to use a series of heavy colds as an excuse, though it was readily available.

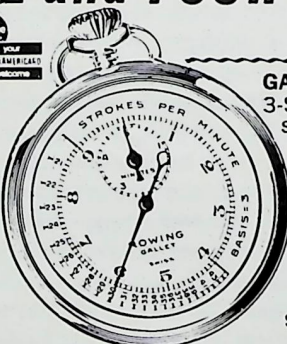
The crew approached the petite final with the idea of showing the semi to have been a fluke, but unfortunately the same pattern persisted. Rowing with the leaders for 500 meters, the Americans then fell to last in the second 500 and never managed to come back on the field. The Russians, surprisingly out of the final, beat the Norwegians and West

THREE and FOUR STROKE ROWING TIMERS

HIGH GRADE 7 JEWEL



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



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



HEUER 403.914
4-STROKE Large size
New fiberglass lightweight
water protected case.
List \$89.50 **\$71⁶⁰**

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

SPECIAL — FREE Stopwatch Repair Forms upon request . . .

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

FREE UPON REQUEST: Brochure showing three and four stroke rowing timers as well as total time stopwatches.

Germans to win the petites, with the British fourth and Romania fifth. The Czechs took the early lead in the grand final, but a relentless DDR attack carried them through to another gold medal, one length ahead of New Zealand. The fading Czechs held off Holland for the bronze, with Canada ad Bulgaria well back.

QUAD: TED VAN DUSEN, JOHN BANNAN, CASEY BAKER. BRAD LEWIS

The East German quad won their heat by an incredible 24 seconds over the Russians to advance to the final with Spain, surprise winners over Bulgaria in the second heat. West Germany and Denmark followed the Soviets in the first heat, with the U.S.A. a surprisingly distant fifth, ahead of Belgium. Certain they had a better row in them than they had exhibited, they entered a tough repechage draw and still hopeful that the final was within reach.

Czechoslovakia led the rep all the way, with France and the Russians battling for the second qualifying spot. The Americans hung within striking distance for about 1000 meters before faltering, as France upset the Soviets to knock them out of the final. The U.S. performance was improved, but well off the pace by the finish.

The petite final saw the British and Russians duel head-to-head down the course, with the Englishmen taking the decision. Again the U.S. stayed closed, this time for nearly 1500, but faded to finish about two and a half lengths behind the leaders. Denmark, which had beaten the Americans soundly in the opening heat, was fourth and Belgium fifth.

The DDR, to no one's real surprise, took the gold over the Czechs by a length and a half. Bulgaria was third, and the Spanish quad rowed through France and West Germany for fourth.

EIGHT: TIFF WOOD, JOHN BROCK; MARK UMLAUF; KURT SOMERVILLE; CHIP LUBSEN; MIKE HESS; BILL PURDY; BRUCE IBBETSON; BOB JAUGSTETTER, COX

The eight approached the starting line relaxed and confident after a remarkably well-run and turmoil-free selection and training process. Though chosen quickly and with a little time together as a crew, the members of the eight were determined to prove wrong those who had written them off early in the year as a "left-overs" crew, and again after two close losses at St. Catharine's just after the boat was formed.

Taking the lead in the first 250 meters, the U.S. crew surprised the West Germans, who obviously had been banking on getting away early and never being challenged. The Bulgarians engaged in a brief duel for the lead before falling back in the second half, while the leaders fought to the wire. The Germans, after taking over at about 500 meters, held off the American challenge by three quarters of a length. The U.S. and Bulgarians qualified for the semi ahead of Hungary.

The Soviet Union pulled away from Great Britain to win their heat, and the East Germans beat the Czechs by an awesome ten second margin to establish themselves as unmistakable favorites.

The semifinals figured to be real battles, and disappointed no one. The DDR took a narrow lead over West Germany in

(Cont'd on next page)

Inviting Applications for the position of



EXECUTIVE DIRECTOR OF THE NAAO



The NAAO Board of Directors is presently evaluating candidates for the position of Executive Director. The search is still on for a person of unusual ability and demonstrated interest in our sport. As the top administrative official of the NAAO, the successful candidate will have to combine many of the following qualities and capabilities:

- **Administration** — Proven ability to handle assignments, people and funds
- **Communications** — Public speaking and organizational communications
- **Fund Raising** — Imagination, organization and follow-up
- **Public Relations** — Experience with use of media
- **Knowledge of Sport** — Juniors, lights, women, men — grassroots to elite
- **Budgeting and Planning** — Experience in quantifying the future
- **Membership Development** — Experience with membership solicitation and organizational development

Interested parties should submit detailed resumes, expressing willingness to transplant to Philadelphia, indicating availability, and stating salary requirements to:

**Boyce Budd
385 Church Rd.
Philadelphia, Pa. 19333**

Please submit resumes by November 20, 1977

the first 500, then drew away in the second half. Meanwhile, Britian's sprint knocked out Bulgaria.

Russia took the lead in the second semi with the U.S., Canada, and Hungary close behind. By the 1000, the Soviets led the U.S. by only a quarter length, with the Czechs another third of a length behind and Canada and Hungary on their heels. Only the Belgians did not figure in the race. Russia pulled away to a length and a half at the finish, as first the Czechs, then the Hungarians, and finally the Canadians attacked the U.S. position in vain. Czechoslovakia qualified third, with the other two contenders virtually even three quarters of a length back.

As had the double and straight pair, the eight came up with their bad piece on the last day. A bad start put the U.S. in poor position right away, and though they challenged the Czech and British late in the race the crew was six seconds out of the medals. The DDR, with no warmup after a half-hour delay for broken equipment, nevertheless took a slim early lead over the Russians, and then put on a superb display in the middle 1000 to tuck the gold medal away by an unbelievable two lengths. West Germany took bronze, two thirds of a length behind the USSR, with the Czechs another length back, just ahead of Britian. The U.S.A. finished two thirds of a length behind the British.

CONCLUSIONS

Though the results were certainly far less than had been hoped, there were some positive aspects to the Amsterdam world championships for the U.S. rowing effort. Nineteen new competitors were exposed to elite FISA competition, an exposure which hopefully will bear fruit in future years. This large new group of internationals and the renewed confidence in the eight camp should prove valuable as far as development is concerned for the next few years.

The value of choosing good spares was also pointed out, with starboard oar Jay Franklin, in the period of one day, being on "hold" for the eight, coxed pair, and four during midweek of the regatta. The ineffectiveness of the time standards was never more dramatically demonstrated than in Amsterdam: four funded crews failed to reach the final, much less take fourth place, while a coxless pair that paid its own way qualified.

Perhaps no one on the squad returned home fully satisfied, but the general impression remains that the 1977 regatta was a much healthier experience for the competitors and coaches than the previous summer. At the very least, this squad may have provided a basis for improvement in future years, as the U.S. rowing community continues to try to pull itself out of the international doldrums. 

Lightweight article by John Dunn not received

Single — Lawrence Klecatsky

Pair — Richard Stehlik, Fredrick Dulin

Four — David Turnquist, Scott Roop, Charles Leonard, John Fletcher

Eight — John Chatzky, Robert Lynch, Hull Fulweiler, Scott Donaldson, Mac Good, John Dunn, Richard Henriques, Brian Lynch, Timothy Massey (cox)

THE KEEP OARSMAN® COMING

To: Executive Secretary, NAAO, No. 4 Boathouse Row, Philadelphia, Pa. 19130

- ☐ Please (enter) (continue) my subscription to *The Oarsman* as a (competing) (sustaining) member of the NAAO. (If already a member, I understand this request will extend membership one year beyond the scheduled point of termination.) My check for (\$4.00 — Competing) (\$10.00 — Sustaining) is enclosed.
- ☐ Please continue my subscription, but change the mailing address to that shown below.

Name _____

Street _____

City, State, Zip _____

For whom do you compete? _____

NAAO ANNUAL MEETING

The next annual meeting of the NAAO member organizations will take place at the Langford Resort Hotel, Winter Park, Florida, during the period of December 1 through 3. Reserve the dates on your calendar now!

The annual banquet on Saturday night will conclude the

activities and we are very fortunate in being able to present as our principal speaker for the evening, Mr. Robert J. Kane, President of the United States Olympic Committee.

Further details will be mailed to all organization members.

Amsterdam is a beautiful town...

How the World Championships looked to a SINGLE SCULLER

by Gregg Stone

Amsterdam is a beautiful town, perhaps due to its surprisingly human scale. There is almost no modern architecture or buildings. Like the country, everything is small, well thought out, intricately detailed, and wet. There are over 600 miles of canals, 16 main sea locks, over 100 bridges, 3000 houseboats, 150 cars that fall into the canals per year (if it happens to you, dive in after it, it all will be far cheaper in the end due to some screwy city ordinances), 2000 unregistered houseboats, 5 MacDonald's, the number on the mayor's house is 502. (You see, we all will remember these incredible facts forever after taking a night tour on the canals and then running a contest in front of a very overcrowded bar to discover who had the best recall (Mac Good, almost total) and who could make up the best facts (Brian Lynch). Two pukie dolls went to both of them.)

Other points to be mentioned are the museums, which are super, the food, which was not, the humor of the waiters at our hotel (put Ebenezer Scrooge to shame), the excellent company we provided each other, and the mood, which was continually optimistic and full of fun despite any realistic assessment of the team's chances.

The Racing

Contrary to *The New York Times* report by one Norman Hildes-Heim, 1977 was not the worst U.S. showing ever. While we certainly couldn't hope to reproduce the success of the mid-sixties, when almost everyone got a medal it seems, we were well above the low points of 1971 and 1975.

Heats: Because I was thrown, by lot, into a heat with Karppinen, last year's gold medal winner from Finland, and Crooks, a very successful Brit who was considered a sure medal winner (or, as sure as that kind of thing gets at this level of competition), I decided to row through the heat. I went at a moderate pace to the 1000, found myself about 4 seconds behind Crooks, and cruised in third, well behind at the finish. I learned, and was more than slightly surprised by, just how fast these front runners are. Much faster than anyone in the U.S. (except Dietz, of course) ever dreamed. Before going over, I had beaten a theoretical fourth place time standard of 7:20 by nine seconds in still conditions. The front runners, Crooks, Karppinen, Dreifke (E. Ger.), Dovgan (Russia), and Drea (Ireland), all can row between 7:02 and 7:06. 7:20 wouldn't put you in the semi-finals. Once again I realized what a dream world the U.S. officials live in.

Reps: Through poor luck in the draw I was faced with the hardest rep of the day, having either to beat Alf Hansen of Norway, triple gold medalist in the double, or Grant Roberts, a New Zealander who had done fairly well on the European

circuit and for whom the Kiwis had extremely high hopes. Fortunately, I had one of the best rows of my life. Because I am not a muscular sculler, I must look for my speed in the middle of the race. I am not strong enough to accelerate quickly off the line or sprint hard at the end. In this race all four boats (an Austrian rounded out the field) were even at 500, I moved into a deck lead at 750, 1/2 length by 1000, a ten there took me to open water ahead, 3 seconds at 1500, and then they started coming back. I beat Hansen by 1 second, and the Kiwi caved in with ten strokes to go. My time 7:16 into a slight headwind, was the fastest of the day.

Semi's: Again I drew Crooks and Karppinen, which meant that I had to beat the Pole, Italian, and Swiss in order to make the finals. I thought it quite possible, and planned to match race the Pole down the course, as he, my reports said, was clearly my competition. We started in a driving downpour that made visibility impossible and the boats sluggish due to water in the cockpit (and under the deck in mine). While I managed to match the Pole well enough, the Italian didn't play by my rules, and with 750 to go he was five seconds out on me and not dying like he was supposed to. I went after him (what else could I do?), discovered a sprint that I haven't had since school days, but failed by 3/10's of a second. The fans enjoyed the show, my time was good, only two seconds behind the Finn and Crooks, but I failed to make my personal goal and set myself up for some very restless nights.

Petits: For some unknown reason(s) — nerves, fatigue, psyche, inability to reproduce races, lack of experience — it just didn't go. I finished fifth, losing to the Pole and Norwegian I had beaten earlier.

Aftermath: Two continuous days of partying and grabbing up all the sights (or some of them anyway) that we had overlooked. Amsterdam proved a fine place for both. As usual, the oarspeople who had done little but train for the past three months made the most of it. Some ended up in the hospital, others in jail, but a fine time was had by all. This all followed by an eight hour flight, eight more hours extricating our oars, eight more for the boats (it all has to add up to twenty four), and a quiet drive home. (The radio in my car broke.)

The summer has certainly been one of the most fun, and maybe most rewarding as well, in my life. I'll not easily forget the surprise and pleasure in "finding my speed" in the single and winning the trials, the long morning rows on a glassy calm Connecticut in Hanover, the friends, nor the exceptional level of rowing in the world championships. Many things could be better. In comparison with other countries and sometimes even members of our own team, the American scullers compete with almost no support from our country, press, or even our friends. We incur a phenomenal expense just to train for one summer, and the lack of sound physiological advice, coaching, and race experience is critical. But, on the other hand, rowing on a day to day level continues to be wonderful fun, there is always the chance that supreme individual effort will overcome the frailties of the American system, and that some day American rowing may awaken, the way New Zealand, British, and Spanish rowing all have in the past few years. 

[Editor's Note: There follows heavily edited portions of a speech given by Emory Clark of Vesper's '64 Olympic Eight at the Annual Northfield Mt. Hermon Athletic Banquet.]

In Tokyo, after seeing blank disappointment on the faces of the autograph seekers, I quickly learned to bring smiles by the harmless counterfeit of signing the names of Al Oerter, then twice a gold medalist in the discus, Don Schollander, who was to win four golds in the pool, or Bill Bradley late of the New York Knicks.

America is a nation obsessed with sport. Obsessed not as are the East Germans, for whom sport is regulated by the government, and athletes, while fine individuals, are exploited for foreign policy purposes by the politicians. No, sport in America is a cultural and social phenomenon. Our lives are saturated with it. It appears nearly seven days a week on our television screens. Millions of Americans look at the sports page of the newspaper before finding out what new war our President has committed us to or what new tax burdens we must bear. Our sports characters are popular heroes, the highest paid and best known among Americans, and evoke the strongest emotions. I daresay twice as many Americans know Muhammad Ali as Cyrus Vance, and of those who know both, more have strong feelings pro or con about Ali.

Indeed, if you are good enough, funding problems notwithstanding, there is always someone who wants to buy you a blue blazer and a plane ticket to wherever the competition is, whether it be in ping-pong, basketball or rowing. And that is not all bad; you can learn a lot from international competition:

In Tokyo you learn not to look up at opening ceremonies if they are going to turn pigeons loose.

In Amsterdam you find, if you must lose, it's best to do it early in the week so you can see the town and perhaps give a Dutch girl a chance to take pity on you.

In Cairo you learn to hold your nose if your oar disturbs a dead camel floating in the Nile and you are careful not to eat the salad unless you have a copper-lined plumbing system.

In Sydney you do not expect to remain sober as Australians inhale beer and communicate only over a schooner of the local brew.

And if you happen to be rowing on Hong Kong's Repulse Bay, Chinese-Communist junks *always* have the right of way.

America is not only a nation obsessed with sport, it is a nation obsessed with winning. The public and press demand winning. The public and press expect winning. In the United States the Olympic silver has lost its significance and its recipients are rarely accorded the acclaim due their tremendous achievement. Imagine Bruce Jenner with the silver. In other countries less obsessed or at least less sated with winning, a silver medalist is a national hero. I admit there are light years between gold and silver in one sense, but the actual distance may be too small to measure.

Losing is equated with failure. Listen to the slogans we live by:

Nice guys finish last.

Show me a good loser and I will show you a loser.

And if you tell me I "can't win 'em all," it still makes me mad. I always expected to win them all and still do. In Vince Lombardi's immortal line, "Winning isn't everything, it is the only thing." That is part of the American core and fiber, and we believe it.

The Winning, or the Taking Part ?

by Emory Clark

But listen to the Olympic Creed:

"The most important thing in the Olympic Games is not to win but to take part, just as the most important thing in life is not the triumph but the struggle."

That sounds almost un-American, and I must confess that when it flashed up on the stadium scoreboard in Tokyo, over-awed as I was, my first thought was "Bulls--t, I'm here to win."

I have thought a lot about the seeming conflict between the American/Lombardi philosophy of winning and the Olympic Creed since I first saw it on that scoreboard halfway round the world. That conflict is present in every amateur contest, every race, every game, every match, every competitive event we participate in — and causes untold confusion, misunderstanding and tension in athletes, coaches, administrators and parents.

Certainly every athlete must have a winning attitude. One cannot be content with merely "taking part" or one will surely be content with coming in last. One of my few real hatreds was for a boy whose goal was to make the Yale Varsity boat and thus earn his big blue "Y." To him the Harvard Race was irrelevant (by seven lengths). I'm sure in retrospect I'm being unkind, but a competitor knows little charity for that kind of attitude.

Certainly there are pleasant exceptions such as the Boston Marathon where the idea is to finish and losing is an irrelevant concept for all but a few. But I submit the Olympic ideal of "taking part" does not suggest you go simply to wear your U.S.A. blazer and walk in the opening ceremonies. It never suggests that you do not do your personal best or, if need be, better than your best. The Olympic ideal, like the Boston Marathon, places value on the effort, but implicit in this value is that that effort is superlative.

Here I believe the conflict may be resolved. There *is* value in the effort, and losing isn't always failure. Winning was all important to Vince Lombardi but I do not think he would have been disappointed if every one of his Green Bay Packers played their individual best every second they were in the game. Such an effort is grand in theory but practically impossible, so the "unattainable" ideal of winning every game is essential as a star at which to aim.

How many of you have ever lost and felt deep down that you had done your best? It only happened to me twice. Once as a Yale freshmen in a practice race against the varsity at Derby coming home over the last mile. They eventually beat us but we rowed them dead even most of the way. I remember having to crawl out of the boat and sit on the dock before being able to stagger up to the boat house with my oar.

The second time was in Tokyo where we drew the German's favored Ratzenburg Eight in our first heat. We had seen them beat the Russians in Amsterdam earlier that summer in record time and, as I was being fitted for my Olympic uniform and given my Tokyo plane ticket, I felt deep down in the pit of my stomach where the truth usually hides, that we could not beat this magnificent crew.

But two things happened to change that feeling before I had to row for the gold, one almost as soon as we were airborne where I found myself sitting next to a seemingly medium sized black athlete. I asked him naturally what sport he was in, and, when the reply was boxing, what weight. On learning my seat mate was the U.S. Heavyweight I then bluntly put the question uppermost in my mind: "Do you think you're going to win?" To this rather impertinent query, Joe Frazier cheerfully replied, "I don't see any reason why not." He didn't know it, but Joe lent me a large measure of confidence with those few words and they stayed with me throughout the endless hours before our race. When he won his gold with one hand (he broke a finger of his right hand in the semi-final but didn't tell anybody), I had a special reason to cheer for Joe Frazier.

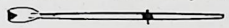
The other thing that happened before rowing for the gold was that first heat. Flat water, maybe a little tail wind, with Germans three or four lanes to our port. From the "Partez!," for the first time in ten years of rowing I did not look out during an entire race, never looked over to see where they were, concentrated on each stroke individually, the solid first three quarter, the quick half, another three quarter, then a little bit more, full on the fifth, up for another fifteen, swing out long for the settle (all the way down to 38 or 39) and then punching out each stroke with as much as I could get on it as

if each one was the last. When Robbie Zimonyi, our coxswain, called for a power ten it didn't mean anything, I was already doing tens. When he told us we were even with 200 meters to go I didn't believe him because even out of the corner of my eye I couldn't see the German's wake. But I did not let up and am enormously proud of pictures taken in the last 100 meters showing a good bend in my oar. Notice I speak in the first person, of me, not the others. My concentration was so fierce I might have been alone in the world. I don't recall being conscious of any of the other members in the boat until the race was over. We lost by 28/100 of a second — in the best race of my life.

Losing is a numbing proposition, particularly when you are rowed out, and I didn't realize then that it took the Germans half an hour to get their boat out of the water. In about 20 minutes, however, I felt the strength begin to flow back into my arms and legs and with it came the confidence, the sure knowledge that the German boat could be beaten. That cold "truth" in the pit of my stomach disappeared, to be replaced by an exuberance, and eagerness for the final. That loss had not been a failure. The Olympics were a success for me then although I did not know it at the time.

Looking back on it, the final was probably a foregone conclusion as to a man the boat shared my conviction we could beat the German crew. And I suspect, when we were again only a fraction of a second back at the 1000 meter mark, the German crew felt the same way. That final race, rowed in the dark in choppy water in a headwind with the Germans to our starboard, with me looking out every stroke, nearly catching a crab in the third 500 meters (I found myself at the catch with the blade backwards), that final race had nothing like the effort, the concentration, the sheer beauty of the first heat. (I will confess to being more than willing to trade a lot of beauty for the gold that night.)

But in the years since we stood in the dark on that platform watching the Stars and Stripes slowly rise I have come to acquire a lot more appreciation for the Olympic Creed. Certainly a competing athlete can only subscribe to the Lombardi ultimatum, but if the will give of his best each time out he will find no conflict between the two. Of my two races in Tokyo, the final I remember as a race to be grateful for when finished with the Germans mercifully behind us; while the first heat, the "losing" effort, stays with me as the closest I have yet come to perfection of body and spirit.

Winning may be the only thing, but once you have won you will find there is a whole lot more — and if you lose, there better be a whole lot more. 

COFFEY CORPORATION

Our products include: singles, pairs, doubles, fours (with and without coxswain) quads (with and without coxswain) and riggers.

We are now producing fiberglass and kevlar racing shells for delivery five months after receipt of order.

For more information contact:

COFFEY CORPORATION,
1 A Hillside St., Maynard, Mass. 01754 (617) 897-3096

The R.C. of Brigantine is born

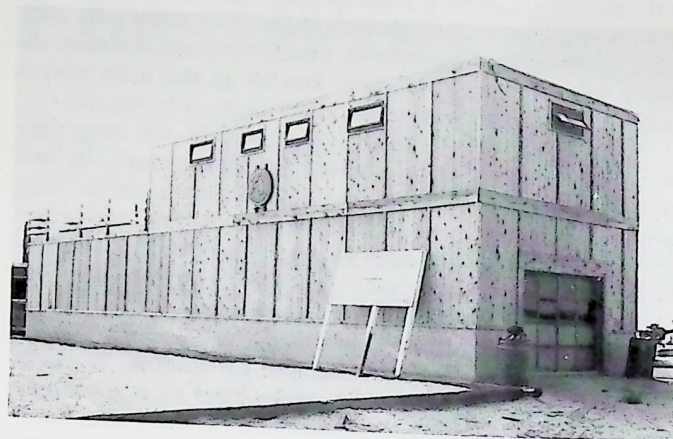
On August 28, 1977 a new rowing club in the southern New Jersey area was officially born. After three years of fund raisers, planning, and stubborn determination, the Brigantine Rowing Club dedicated its newly constructed boathouse in a quiet cove called Baremore Quarters in the back bay of Brigantine, New Jersey.

Mayor John Rogge of Brigantine, Dr. John Holland, the founder of the Viking Rowing Club of Ventnor, New Jersey and Brigantine Rowing Club president, Andy Solari dedicated the new building before nearly two hundred people on this day, establishing amateur rowing in Brigantine, New Jersey for the first time.

The all-cedar, frame construction has a twenty foot by seventy foot ground level boat storage area. The second floor consists of a twenty by thirty foot sundeck, two changing rooms, complete bathroom facilities for both boys and girls, an office and a thirty-two foot long "all purpose room." Groundbreaking for the building was on April 30 and within four months the entire building was completed, due to the help of about fifty men in Brigantine. Nearly all of the people involved never rowed before. They got involved in this project because they believed in the benefits of rowing to the town's youth.

Much of the Club's equipment was donated by local high school crew programs. Holy Spirit High School of Absecon, New Jersey with head coach Larry Connell and Atlantic City High School head coach Bob Garbutt were instrumental in providing much of the early equipment to the new rowing club.

The Brigantine Rowing Club began this summer with a youth program and, as a result, sixty-two boys and girls between the ages of twelve and eighteen signed up for



instructional rowing. With three coaches, the group was broken into several crews who rowed twice a week each at the start. Interest on the part of many of the youngsters brought them out several more times during the week as participation was strictly voluntary with no pressure placed on the youngsters to "show-up or else." The youngsters rowed for instruction and enjoyment and as a result the Brigantine Rowing Club established a solid base for interest in rowing in their community.

Next year the program will be expanded to instructional and recreational rowing for adults and finally a competitive program will be established as the interest and desire of the rowers grows. It is the ultimate goal of the Brigantine Rowing Club, after they gradually develop interest in rowing in the community, to produce the high caliber oarsmen that are needed to compete in national and international rowing. ➤

62nd Annual Labor Day Regatta

Minneapolis, Mn., Sept. 5, 1977

The Minnesota Boat Club of St. Paul overwhelmed the Minneapolis Rowing Club and the University of Minnesota Crew in the 62nd Annual Labor Day Regatta held Monday, September 5, 1977. Men's, women's and mixed crews from the Twin Cities rowed 2000 and 1000 meter races on the Minnesota Boat Club's home course on the Mississippi River from just above the High Bridge to Navy Island in downtown St. Paul.

The weather was sunny and calm, but the race course was choppy and often impossible for rowing, due to power boat traffic. The Minneapolis Rowing Club and the University of Minnesota Crew entered only a handful of competitors and the disparity in numbers was reflected in the aggregate point

totals. St. Paul won the nine-event regatta with 160.25 points, followed by the University of Minnesota with 40.75 points and the Minneapolis Rowing Club with 36.50 points.

Team Totals: St. Paul — men 107.75, women 52.50, aggregate 160.25; U. of Minn. — women 40.75, no men; Minneapolis — men 11.00, women 25.50, aggregate 36.50. **Women's Pair:** 1. U. of Minn. (M. Baer, P. O'Neal); 2. St. Paul. **Men's Four:** 1. St. Paul (R. Casey, D. Tucker, C. Bohlen, M. Harper); 2. St. Paul; 3. Composite (½ Mpls., ½ St. Paul); 4. St. Paul. **Women's Single:** 1. St. Paul (C. Blehl); 2. Mpls. (P. Ohme); 3. St. Paul (M. Kelly); 4. St. Paul (N. Rech); 5. U. of Minn. (P. O'Neal). **Men's Pair:** 1. St. Paul (R. Casey, D. Tucker); 2. St. Paul. **Women's Four:** 1. Composite (P. O'Neal and T. Porcelli of Mpls.); 2. St. Paul; 3. St. Paul. **Men's Single:** 1. St. Paul (S. Law); 2. St. Paul (C. Bohlen); 3. Mpls. (H. Maynard). **Men's Double:** 1. St. Paul (M. Harper, C. Bohlen); 2. St. Paul; 3. St. Paul; 4. St. Paul. **Women's Double:** 1. U. of Minn. (P. O'Neal, M. Baer); 2. St. Paul; 3. Mpls.; 4. St. Paul. **Mixed Double:** 1. St. Paul (H. Amon, C. Blehl); 2. St. Paul; 3. Mpls.; 4. Composite; 5. Mpls.; 6. Composite.

A Rowing Rookie's Diary

By Zenas Block

I have the distinction of being the oldest person (by some 40 years) ever taught to row by Bruce Blodgett, crew coach at the Salisbury School and president of the recently-formed Salisbury Boat Club. My new-found prowess (or foolhardiness) has so overwhelmed Bruce, who is a regular missionary in the cause of crew, that he has asked me to write about my experiences because my story might get other people of all ages interested in learning to row. Bruce's not entirely flattering point is that if I, at age 60 can learn to row, anyone can. It's hardly a buoyant thought for me, especially since he's probably right.

My adventure began when I received a letter in May from Bruce, asking if I would be interested in joining or supporting a rowing club in Salisbury. Since I had never had any contact whatever with the sport but had marvelled at the classiness of George Peppard as he rowed in the long-defunct TV series "Banacek," I answered "yes." Who knew in what glamorous directions it would all lead?

The following is a sort of sexagenarian's retrospective rowing rookie's diary, assembled for all the other closet crewmen (and crewwomen) in the area:

June 28

My first experience doesn't get me off dry land. Under the direction of George Kiefer (whose son Tom was trained by Bruce when he was a student at Salisbury and who has developed into a world-class oarsman, winning the elite coxed pair event at the Canadian Henley in late July), a group of us cleared the land on the West Twin Lake where the clubhouse is now being built. This required no skill on anyone's part but George's and no rowing skills whatsoever.

July 2

We're on the lake but not yet in the boats. Today's the day for swimming tests: swim out 150 yards and stay afloat for five minutes (swimming back is evidently not part of the test, but I do that, too).

July 3

My first sculling experience! The boat I use is an ocean scull, the most stable of the sculls and best for a beginner. Bruce provides a brief explanation, demonstrating how to enter the boat, hold the oars, turn the wrists when the oars are in and out of the water, and a series of other matters. As I strain to remember all these details, it becomes clear to me that the entire operation is far more delicate than I had imagined while admiring Banacek. The vision I had of unleashing my coiled body's power effortlessly fades quickly. This vision is replaced by the simple hope that I can get in the boat without turning it over—which I miraculously do! During the first few minutes afloat, I note the vessel is extremely responsive to any sudden erratic motion—of the variety which I unfortunately supply aplenty—and the wisdom of the swimming test is suddenly quite apparent.

After a while, I feel relaxed enough to exhale and to make a stab at producing a stroke with the oars, even if I don't use

the sliding seat which, I am certain, has been placed in my boat to assist in the capsizing process that I have involuntarily been attempting. The ocean scull is built so that if you don't hold your hands and wrists properly, you can't row. Instead, you spend your time—as I do—hitting things: the boat, the rigging, my knuckles, the oars against each other. To make a long and precarious story short, during my first half hour I managed to put together one successful stroke, i.e., a coordinated motion which pushes the boat forward. One must crawl before one walks.

July 4

Independence Day. I actually put three strokes together, one of them with seat rolling (slightly) as it should. I'm on my way to the Moscow Olympics.

July 5

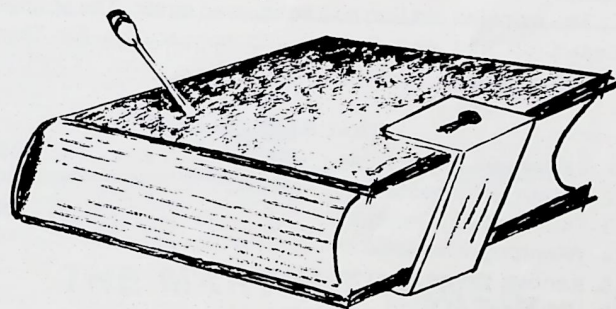
Twenty consecutive strokes! I'm learning to use the seat and the power in the pistons that are my legs.

July 8

1000 meters (130 strokes in a row)!

July 9

The club's new wherry arrives. This is the second-stage learning boat, and it seems very unstable and very fast, like starting all over again. But after two hours, the previous boat seems like an ocean liner by comparison, as slow as it is stable, and the wherry seems to be the ultimate vessel, although out of the corner of my envious eye I've been watching Bruce and Dick Curtis of Canaan (who incidentally did the rowing scene for Banacek) in the actual racing scull, a 27 by one foot, 36 pound needle in the water. As they cut along the surface of the lake with remarkable ease, grace, and speed, it doesn't seem conceivable that I can ever fit my considerably larger and more brittle beam into 12 inches without catastrophe to the boat and myself.



July 20

I am permitted in the racing shell, and all previous sensations are dulled by the contrast. Incredibly, I do not turn over (although I do lean unstylishly) and manage 10 uninterrupted championship strokes. I'm a real sculler now, ready for my own TV series.

So in less than one month and some 16 hours on the lake, at the age of 60 I've learned a totally new and thrilling sport, thanks to the Salisbury Boat club and Bruce's patience. In thinking about the attractions of the sport for me, I guess there are two main points: First, the response of the scull to the slightest effort gives one a sense of tremendous physical power; second, the harmony of water, boat, sky, hills, and forest, all combined with one's physical exertion, is very moving.

And it is true that if I can learn, anyone with the courage of a lion, balance of a circus acrobat, and sinews of steel can learn as well. Why my five grandchildren did—all in less time than I!

Reprinted from *The Lakeville Journal*, August 11, 1977

NORTHWESTERN

INTERNATIONAL

ROWING

WINFIELD, KANSAS

AUGUST 12-13-14, 1977

Snarling, snapping and growling at his circle of tormentors, the battle-scarred lion fought on. In the fortieth, and final, race of the annual three-day regatta, held in the state of Kansas for the first time since the inception of the N.W.I.R.A. in 1885, the defending champion Minnesota Boat Club, of Saint Paul, winner of the Association championship the past ten years, perceived a gap in the deadly circle of attackers.

Only Duluth was at the starting line for the Senior Heavy Eight event, as Thunder Bay and Wichita, both out of the running for the championship, withdrew. Duluth, however, was leading this regatta by 9.95 points, and Duluth had defeated Saint Paul in this event in 1976.

The N.W.I.R.A. awards 37.50 points to the winner of Senior Eights, and, in a two-crew match-up, 7.50 to the loser. This was all or nothing.

Saint Paul had two seats at the 500 meter mark and three at the thousand. It was four seats at the 1,500; five at the finish.

The wrinkled old lion had conquered again. The Minnesota Boat Club had won its eleventh consecutive Sir Thomas Lipton Trophy.

FINAL STANDINGS

1. Saint Paul, Minnesota	362.40
2. Duluth, Minnesota	342.35
3. Thunder Bay, Ontario	261.50
4. Winnipeg, Manitoba	109.20
5. Kenora, Ontario	30.00
6. University of Minn.....	28.00
7. Wichita, Kansas	14.00
8. Minneapolis, Minnesota	8.75
9. Regina, Saskatchewan	0.00

This regatta was hosted by the Wichita Rowing Association, Wichita, Kansas, and was held on a lake near the neighboring city of Winfield. For the first time in Association history, women's points were added to men's in determining the over-all championship.

Saint Paul entered thirty-one men and fifteen women in this regatta, and, before the affair was settled, it had called upon all its rowers, plus three of its four coxswains to do battle at the oars.

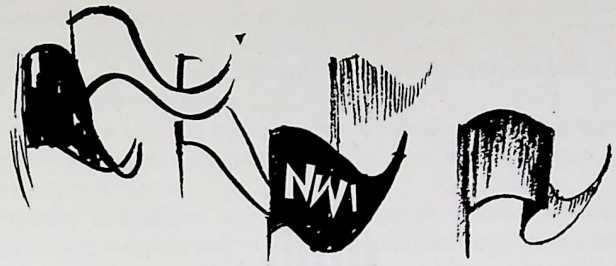
A thunder Bay, Ontario, Club spearheaded by a four that had taken Senior Heavy Four Honors at the most recent Canadian Henleys, won seven of the eleven four and quad races.

Not to be outdone, a fired-up Duluth Club, led by a light pair recently returned from winning U.S. National Championships in both the light pairs and the intermediate pairs, dominated that department to the tune of five out of six. Pickings were slim for the defending champions, Saint Paul.

SENIOR HEAVY QUADS 1. Thunder Bay 6:37.90, 2. Saint Paul "A" 6:41.90, 3. Duluth 7:01.40, 4. Saint Paul "B" 7:13.00, **JUNIOR LIGHT DOUBLES** 1. Saint Paul "A" 7:34.30, 2. Duluth "B" 7:40.20, 3. Duluth "A" 7:47.30, 4. Saint Paul "B" 7:52.90, 5. Saint Paul "C" 8:32.10, 6. Wichita 8:54.10, **JUNIOR HEAVY FOURS W/C** 1. Saint Paul "A" 7:21.60, 2. Winnipeg 7:35.46, 3. Wichita 7:38.07, 4. Thunder Bay 7:40.41, 5. Wichita 8:10.47, 6. Saint Paul "B" 9:43.89. **SAINT PAUL A:** 1. Doug Holmberg, 2. Bob Maue, 3. Mark Hunn, 4. Lance Baughman C. John Wilcox, **WOMEN'S LIGHT EIGHTS** 1. Saint Paul 3:54.20, 2. Duluth 4:01.45, 3. Kenora 4:10.70, **SAINT PAUL:** 1. Ann Domelr, 2. Betsy Blehl, 3. Barb Blehl, 4. Mary Schaal, 5. Mary Dougherty 6. Sandy Moy, 7. Cheri Blehl, 8. Char McEvoy, C. Jeanie Yee, **JUNIOR HEAVY DOUBLES** 1. Saint Paul A (M. Harper & C. Bohlen) 7:49.30, 2. Duluth 7:59.86, 3. Saint Paul "B" 7:59.96, 4. Regina 8:05.73, 5. Winnipeg 8:23.70, 6. Kenora 8:31.05, **JUNIOR LIGHT FOURS W/C** 1. Thunder Bay 7:41.80, 2. Winnipeg 7:49.74, 3. Duluth "B" 7:55.83, 4. Saint Paul 7:59.62, 5. Kenora 8:04.46, 6. Duluth "A" 8:09.48. **OPEN LIGHT SINGLES DASH** 1. Duluth (Jim Jimnak) 1:17.00, 2. Duluth (Owen McVann) 1:18.40, 3. Duluth (Dan Bryant) 1:20.00, 4. Winnipeg (Gary White) 1:20.15, 5. Winnipeg (Mike Zahari) 1:24.13, 6. Saint Paul (Joe Kustritz) 1:25.79. **WOMEN'S HEAVY DOUBLES:** 1. Saint Paul B (C. Blehl & M.A. Kelly) 4:17.00, 2. U. of Minn. 4:25.87, 3. Minneapolis 4:29.63, 4. Duluth A 4:32.59, 5. Duluth B. 4:33.99, 6. Saint Paul A 4:38.70, Kenora: disq. **SENIOR LIGHT FOURS W/C** 1. Thunder Bay 7:21.50, 2. Saint Paul "B" 7:28.69, 3. Duluth 7:42.97, 4. Winnipeg 7:45.46, 5. Saint Paul "A" 8:01.76. **JUNIOR HEAVY SINGLES:** 1. Saint Paul (C. Bohlen) 8:19.20, 2. Saint Paul (Steve Law) 8:27.39, 3. Thunder Bay 8:34.21, 4. Winnipeg 8:40.80, 5. Duluth 8:49.86, 6. Thunder Bay 9:04.02. **SENIOR LIGHT DOUBLES:** 1. Saint Paul (M. Swanson & R. Casey) 8:24.60, 2. Duluth 8:35.37, 3. Saint Paul 8:47.35, 4. Saint Paul 9:42.01, Thunder Bay did not finish. **WOMEN'S HEAVY SINGLES** 1. Duluth (Kumpotich) 4:25.00, 2. U. of Minn. (P. O'Neal) 4:40.90, 3. Minneapolis (P. Ohme) 4:41.23, 4. Saint Paul (M.A. Kelly) 5:00.87. **SENIOR HEAVY FOURS WITH COX** 1. Thunder Bay



ASSOCIATION REGATTA



7:50.00, 2. Winnipeg 7:56.76, 3. Duluth 8:05.03, 4. Saint Paul 8:15.48, 5. Wichita 8:22.67, 6. Minneapolis 8:26.07, 7. Wichita 8:30.32. **WOMEN'S LIGHT DOUBLES** 1. Saint Paul (Nan Rech & Mary Dougherty) 4:17.33, 2. Saint Paul (Cheri Blehl & Sandy Moy) 4:19.8, 3. Kenora 4:26.9, 4. Minneapolis 4:39.5, **JUNIOR LIGHT SINGLES**: 1. Duluth (Dan Bryant) 9:02.80, 2. Winnipeg (Mike Zahari) 9:07.51, 3. Duluth (Owen McVann) 9:23.64, 4. Duluth (Jim Jimnak) 9:25.74, 5. Minneapolis (Rick Holmquist) 9:42.47, 6. Saint Paul (Henry Amon) 10:36.70. **WOMEN'S HEAVY EIGHTS** 1. Duluth 3:37.40, 2. U. of Minnesota 3:32.39, 3. Saint Paul 3:44.53, 4. Kenora 4:00.61. **SENIOR HEAVY DOUBLES** 1. Duluth (Peterson & Krumpotich) 7:33.40, 2. Thunder Bay (Scollie & Reitberger) 7:42.12, 3. Saint Paul (Swanson & Casey) 7:46.42, 4. Winnipeg 7:46.72, 5. Saint Paul 7:49.22, 6. Kenora 8:10.72. **JUNIOR LIGHT FOURS W/O** 1. Winnipeg 7:37.10, 2. Duluth B 7:59.04, 3. Duluth "A" 8:00.62, 4. Saint Paul 8:04.83, 5. Thunder Bay 8:07.94, 6. Kenora 8:12.82. **OPEN EIGHTS DASH** 1. Duluth 1:09.50, 2. Saint Paul 1:10.71, 3. Wichita "A" 1:12.07, 4. Wichita 1:13.21. **SENIOR LIGHT FOURS W/O** 1. Saint Paul B 6:45.40, 2. Thunder Bay 6:47.92, 3. Saint Paul A 6:49.85, 4. Winnipeg 6:50.00, 5. Duluth 7:11.30, 6. Saint Paul C 7:14.83. **SAINT PAUL "B"** 1. Mark Swanson, 2. Tim Murphy, 3. Chris Dillon, 4. Bob Casey, **JUNIOR LIGHT PAIRS** 1. Duluth 7:59.80, 2. Kenora 8:17.14, 3. Wichita 8:30.61, 4. Saint Paul 8:55.60, 5. Saint Paul 9:10.80, 6. Minneapolis 9:16.12, **WOMEN'S LIGHT FOURS W/C** 1. Duluth 3:45.80, 2. Kenora 3:55.63, 3. Saint Paul B 3:59.79, 4. U. of Minn. 4:05.36, 5. Duluth 4:43.42. **JUNIOR LIGHT EIGHTS** 1. Thunder Bay 6:42.70, 2. Duluth 6:48.09, 3. Wichita 7:33.85, **JUNIOR HEAVY FOURS W/O** 1. Thunder Bay 7:04.80, 2. Saint Paul 7:09.41, 3. Winnipeg 7:34.61, 4. Kenora 7:59.20, **SENIOR LIGHT PAIRS** 1. Duluth (Tom Perry & Danny Bryant) 7:18.90, 2. Thunder Bay 7:20.11, 3. Saint Paul 7:55.25, 4. Thunder Bay 7:57.85, 5. Saint Paul 8:19.70, 6. Wichita 8:43.67, 7. Saint Paul 8:56.93. **WOMEN'S HEAVY FOURS W/C** 1. Thunder Bay 3:36.80, 2. Winnipeg 3:37.25, 3. Duluth 3:39.25, 4. U. of Minn. 3:42.86, 5. Saint Paul 3:45.65, 6. Wichita 4:04.36, 7. Kenora 4:05.05. **SENIOR LIGHT EIGHTS** 1.

Duluth 6:37.40, 2. Saint Paul 6:44.46, 3. Thunder Bay 6:50.82, 4. Saint Paul 7:02.90, **JUNIOR HEAVY PAIRS** 1. Thunder Bay 8:08.00, 2. Saint Paul 8:09.23, 3. Wichita 8:14.24, 4. Duluth 8:43.32, 5. Saint Paul 8:48.20, 6. Kenora 9:06.20, 7. Minneapolis 9:57.70. **SENIOR LIGHT SINGLES** 1. Winnipeg (Gary White) 8:10.70, 2. Winnipeg (Mike Zahari) 8:30.25, 3. Thunder Bay (Terry Hamilton) 8:43.02, 4. Minneapolis 8:45.70, 5. Duluth 9:10.63, 6. Saint Paul 9:11.82. **WOMEN'S LIGHT PAIRS** 1. Duluth 3:58.80, 2. Saint Paul A 4:01.40, 3. Kenora 4:11.00, 4. Saint Paul B 4:13.23, 5. U. of Minn. 4:20.68, **OPEN HEAVY SINGLES DASH** 1. Duluth (Jim Jimnak) 1:23.25, 2. Saint Paul (Seve Law) 1:27.21, 3. Winnipeg (Gary White) 1:30.05, 4. Winnipeg (Mike Zahari) 1:33.75. **SENIOR HEAVY FOURS W/O** 1. Thunder Bay 7:55.20, 2. Winnipeg 8:02.30, 3. Duluth 8:07.94, 4. Saint Paul 8:12.73. **WOMEN'S LIGHT SINGLES** 1. Kenora, Ontario (Dufresne) 4:02.65, 2. Saint Paul (C. Blehl) 4:11.62, 3. Saint Paul (Nan Rech) 4:12.73, 4. Saint Paul (M. Dougherty) 4:15.37, 5. Minneapolis (M. Brownrigg) 4:45.64. **JUNIOR HEAVY EIGHTS** 1. Saint Paul 6:51.50, 2. Thunder Bay 7:02.53, 3. Winnipeg 7:03.04, 4. Wichita 7:10.18, 5. Kenora 7:16.82, 6. Duluth 7:20.75. **SAINT PAUL CREW** 1. Dan Amon, 2. Scott Johnson, 3. Tom Sheridan, 4. John Cavanaugh, 5. Doug Holmberg, 6. Bob Maue, 7. Mark Hunn, 8. Lance Baughman, C. Greg Taube, **SENIOR HEAVY PAIRS**: 1. Duluth 7:39.30, 2. Thunder Bay 7:46.78, 3. Minneapolis 7:52.71, 4. Winnipeg 8:03.79, 5. Wichita 8:51.27, **WORKBOAT FOURS W/C** 1. Saint Paul 7:10.80, 2. Duluth 7:33.70, **SAINT PAUL CREW** 1. Jacques Kustritz, 2. John Wilcox, 3. Toby Acclani, 4. Mike Acclani, C. Greg Taube, **SENIOR HEAVY SINGLES** 1. Winnipeg (Gary White) 8:10.00, 2. Saint Paul (Charles Bohlen) 8:22.43, 3. Saint Paul (Steve Law) 8:25.51, 4. Winnipeg (Mike Zahari) 8:29.22, **WOMEN'S HEAVY PAIRS** 1. Duluth 3:52.86, 2. U. of Minn. 4:08.07, 3. Saint Paul 4:09.07, 4. Duluth 4:15.20, 5. Thunder Bay 4:15.42, 6. Wichita 4:49.40, 7. Kenora 4:50.40. **WINNING SENIOR EIGHT CREW** 1. Mark Swanson, 2. Steve Law, 3. Dave Engan, 4. Mike Harper, 5. John Fitzpatrick, 6. Lance Baughman, 7. Charles Bohlen, 8. Dick Klecatsky, C. John Wilcox



THE MARTIN TRAINER

A fast and stable work boat for only \$535. Portable, adjustable rowing rig in a rugged fiberglass hull with foam flotation bulkheads and nylon decks. Ideal for practice and informal racing as well as recreational rowing.

Also the single and double Alden Ocean Shells for rough water and ocean racing. You can row in clearer water, closer to home, over a longer season, if you don't have to worry about waves.

MARTIN MARINE COMPANY, INC.

Box 2510,
Kittery Point, Maine, 03905
Phone Area 207-439-1507
F. Collar Racing Sculls in Stock



USOMRC Coaching Clinic

by Anne Eisenmenger

SOUTH KENT, Conn. Twenty-six coaches gathered at South Kent School August 4 through 8 for four days of intensive instruction and discussion about all aspects of rowing and coaching.

Sponsored by the U.S. Men's Olympic Committee and under the direction of the U.S. Coast Guard Academy's Bill Stowe and Connecticut College's Rick Ricci, the clinic attracted 24 men and two women from a total of 24 institutions ranging from the Florida Institute of Technology to the University of Nebraska to Harvard University.

Unlike previous clinics, the program was geared toward providing the coach with a "liberal arts" education in rowing. In designing the clinic, Stowe and Ricci made a conscious effort not to dictate any one style, training program, type of equipment or method of organizing a rowing program. The assumption was that a crew program must be designed to meet the specific needs of an individual club or college and that coaches should be given tools to design and successfully manage their own programs. One often-cited example of that philosophy involved rigging: the coaches were told how various aspects of rigging affect the feel of a boat and a crew's style, but no set rule, such as "seven degrees of pitch" or "three centimeters through the pin," was laid down.

The clinic coincided with one of the Olympic committee's annual development camps, giving the coaches an opportunity to both discuss the theory and observe the practice of their subject.

Morning, afternoon and evening sessions ranged in content from a discussion of various rowing styles, a lecture on the hydrodynamics and mathematics of rowing, to an analysis of several rowing programs to determine why those programs are successful. Almost any one of those sessions could have generated enough material in itself for an *Oarsman* article. In fact, the clinic may lead to the production of a

number of videotapes, filmed by Bill Backman, which Stowe hopes to make available to individual rowing programs.

In addition to the human resources present at the clinic, rowing and coaching films were shown nightly, extensive use was made of videotape and all participants were loaned copies of both Carl Drlica's "Ready to Row" and the Canadian Association of Amateur Oarsmen's manual for beginning coaches, written by Peter Klavora.

Below are brief descriptions of those subjects covered at the South Kent clinic:

- Using both his own descriptions and those in the CAAO book, Ricci described the recently evolved "American national style": A 15 degree layback, the arms out first, then the back, then the slide, a straight-arm catch with the legs beginning the drive and the back joining in before the legs are flat.

- Stowe described and compared different makes of boats and oars, focusing on hull shape, the durability and adjustability of riggers, the material of which they are constructed, durability, suitability (e.g. is it built for elite racing or as an all-round club boat?), cost and weight.

- Ricci described the fundamentals of a land training program using examples of workouts which could be included in such a program. The session evolved into a discussion of alternative training methods with participants variously espousing East German weight-lifting (high repetitions with low weights), use of an isokinetic machine known as a "Leaper" to develop a fast and powerful leg drive, and the use of pulse rates while running or rowing long distances to determine at what level a crew is exerting itself enough to gain cardiovascular stamina but not so much as to exhaust itself (a pulse of 140 to 150 was said to meet that requirement).

- Stowe discussed the psychology of racing and training a crew, using examples from his coaching experience at both Columbia University and the Coast Guard Academy. He spoke of developing a "democratic" program in which the crew sets its own goals and training times (with, of course, subtle guidance from the coach). In regard to racing, he stressed the importance of getting a crew "angry" at its opponents while insuring that that crew does nothing to produce similar anger in the opposition.

- Tony Johnson of Yale spoke on different rowing styles and on the evolution of those styles which are prevalent today. Johnson used power curves to demonstrate how certain styles are more or less efficient than others.

- Stowe ran down a list of approximately 40 things a coach could do to make winter workouts interesting and challenging for a crew. Suggestions ranged from participation in cross country ski races to a port versus starboard contest to determine which side could lift a greater total number of pounds during the entire winter weight training program.

- John Donellon and Mike Devanney of the Coast Guard Academy's mathematics department explained some of the "mathematics and hydrodynamics of rowing" using the book "Rowing, a Scientific Approach" (pub. Barnes and Co., N.Y.) The duo attempted to develop a formula to explain what is happening during the rowing motion and to explain what styles are most efficient.

- Amherst College's swimming and crew coach Hank Dunbar described the training program of a Division I swim team and compared that program to that undertaken by successful crews. Several coaches had already noted that ex-swimmers often make excellent oarsmen.

- Helmut Schoenbrod spoke on the proper maintenance of racing shells, outlining preventive maintenance which

should be undertaken on a weely, twice-yearly and yearly basis and describing the types of racks on which boats should be stored and transported. He also described a foot-release safety device which he is now building into all new boats and which he recommends crews install on all older boats with track shoe stretchers (see box). The videotape of Schoenbrod's talk is one which Stowe hopes to make available to other rowing programs.

- Jack Spratt of the Olympic Sports Medicine Program demonstrated a series of yoga-based flexibility exercises, discussed the prevention of injuries and answered questions on the effectiveness of a variety of training programs. (He advocated lifting heavy weights and the use of isokinetic exercises, and was skeptical about the effectiveness of East German weight-training and exercise done on a Nautilus machine.) Asked about the use of legal doping, he recounted one experiment in which sculler Jim Dietz agreed to be stung by a bee every other day for three months. The result for Dietz was a sore arm but no increase in strength.

- Videotaper Backman discussed the use of videotape in coaching, stressing the value of letting oarsmen see pictures of their mistakes and pictures of their improvement over the course of a season.

- The group analyzed five successful crew programs (Harvard, Princeton, Wisconsin, Marietta and MIT) to determine what factors were responsible for their success, what factors limited how successful they could be and what could be done to improve the programs. Programs were

evaluated on the basis of 18 factors ranging from quality of coaching to the nature of the student body to the amount of financial support for a program.

- Using the CAAO book, Stowe discussed the fundamentals of rigging.

- Ricci laid out the basis for an on-water training program accompanying his presentation with hypothetical workouts for such a program.

- Stowe discussed the importance of public relations, suggesting ways in which a crew could get itself in the local press, on television and in other media which would bring the crew to the attention of school administrators, the student body and financial contributors.

- Stowe discussed both on and off campus recruiting and the selection of a crew from among those who try out.

- Participants in the clinic sat in on videotape coaching sessions conducted by Northeastern's Buzz Congram who was conducting the Olympic development camp.

At the beginning of the clinic Bill Austin of the NAAO's coaching committee expressed the hope that the South Kent Clinic and a similar clinic to be conducted on the West coast later in the summer would serve as the basis for the development of an American coaching certification program similar to that being developed in Canada. Although no further mention was made of that idea; Stowe and Ricci did distribute questionnaires at the conclusion of the clinic asking how the four-day presentation could be improved for future use.

Capsizing Safety

by Anne Eisenmenger

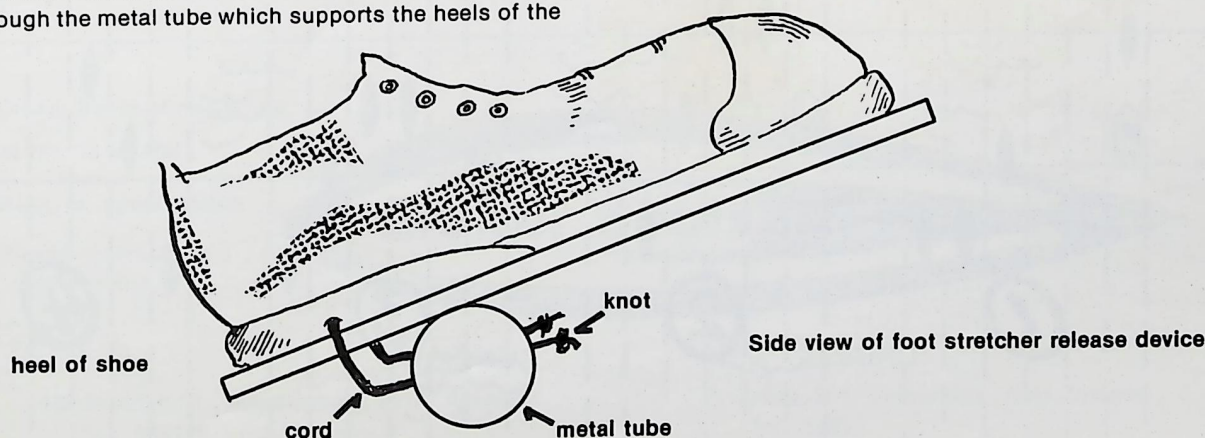
Have you ever wondered what would happen if a crew were to capsize in a Schoenbrod eight after all the oarsmen's feet were snugly secured in track shoes which are bolted to the boat? A crew from MIT found out this spring and, although no one was drowned, that and similar experiences elsewhere were enough for oarsmen to bring the situation to the attention of boatbuilder Helmut Schoenbrod.

The result was that Schoenbrod has developed a simple foot-release device which will be built into every new boat sold by the Maine boatbuilder. But Schoenbrod also recommends that any program with an older Schoenbrod take the time to similarly modify that boat.

As described by Schoenbrod, one need only use a 1/4 inch drill to bore a hole through the heel of each shoe from one side to the other. Four holes are then drilled through the metal tube which supports the heels of the

footboards—one hole on each side of each shoe. Then one takes a piece of cord—one piece for each shoe—and threads it through the tube on one side of a shoe, through the shoe and through the tube on the opposite side. Each end of the cord is then knotted to provide enough slack so that an oarman may comfortably raise his heels to row but tight enough so that raising one's heel more than is required by rowing will result in the line tightening to provide the resistance necessary for an oarman to extricate himself from the shoes.

It is also recommended that oarsmen tie their shoes no tighter than is necessary to keep their feet in the shoes while rowing.



Each year we receive screaming letters about the stupidity of referees whose launches throw a wash to crews in an NAAO sanctioned regatta. The letters are invariably from rowers unfamiliar with the Rules of Racing, and, we must assume from the following, perhaps jaundiced by a long race in a slow boat. Mr. Jack Franklin, President of the Referees Committee, took great care to explain the rules so that even we can see that there may be more than one frustration in being six lengths out of first place.

Dillatory, Spillatory

by Jack Franklin

I am really concerned about the "washing" protests. I annually send quizzes to all the licensed officials and have covered this subject thoroughly. The fact remains that there are circumstances in which some competitors *must* be passed by the referee boat. This does not mean they will necessarily be washed but sometimes it is inevitable.

Every referee knows that he must be aware of the situation; that is, in heats, how many qualify. He must protect the interests of the three leaders if three qualify or the two leaders if two qualify. He must not get more than 40-50 meters behind the leaders if they are in adjacent lanes. I can never forget my embarrassment when I failed to follow the leaders closely in a doubles race, one in lane 1, the other in lane 3. Within a period of 15 seconds, lane 3 sprinted, caught up with lane 1, but in so doing ran them into the bank. A crew which had been four lengths back at 1800 meters won the race.

I have diagrammed four situations as examples. Each shows where the referee boat should be. As you can see, in some cases the trailing crew may be washed. In a democratic society the laws are made to protect the majority. If the laws are properly enforced, the minority sometimes suffer. However, in almost every instance, the referee is able to make the determination that, for the washed crew, the race was already over.

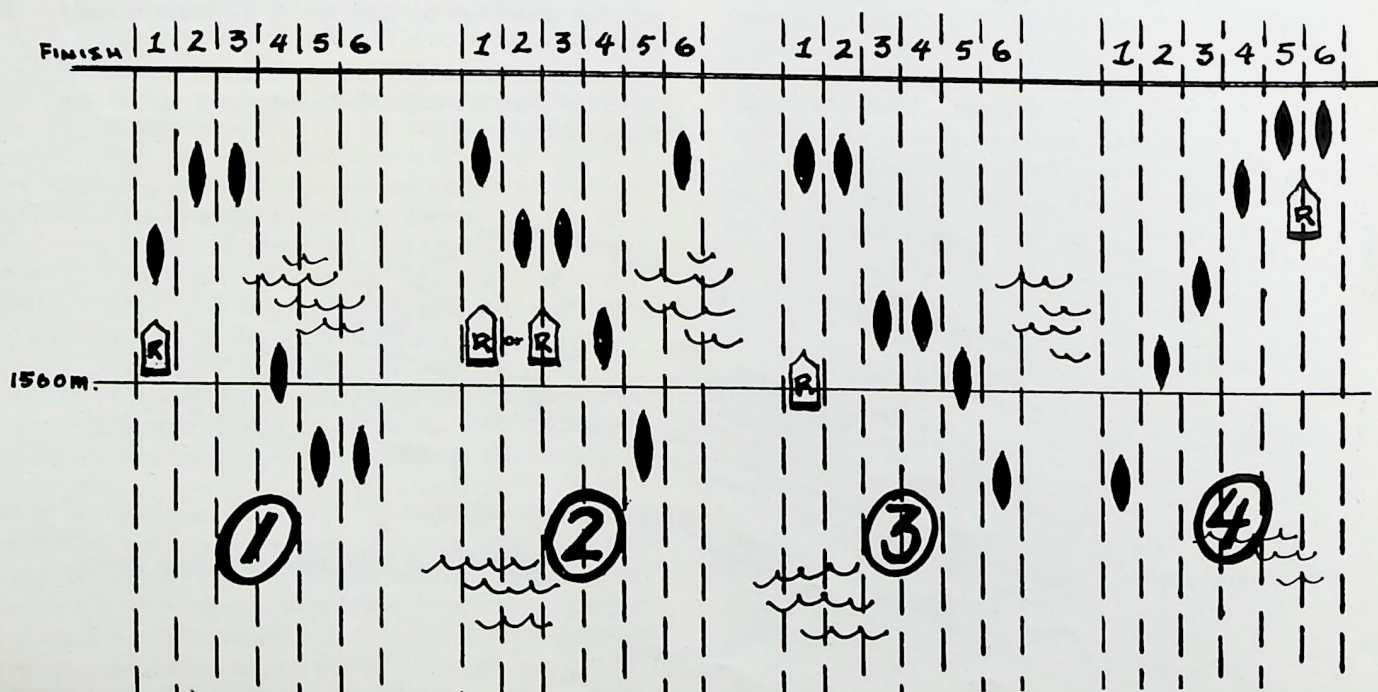
In situation one, the referee boat has gotten as far from the shell in 5 and 6 as possible (on some courses he could go into lane zero). In this case he must decide that washing 5 and 6 will not affect the outcome of the race whereas a collision between 2 and 3 would be disastrous.

In 2, with 3 to qualify, his worry is not about 1st or 2nd. He must concern himself with the race for 3rd. He must consider lane 5 to be "out of it."

In 3, with 3 to qualify, he has the same concern and cannot stay within 40-50 meters of the leaders. Again he *must* ignore lane 6.

In 4, he must be in a position to assure no contact between 5 and 6 which would allow 4 to win the race, causing a re-row. Again he *must* ignore lane 1.

No referee gets any enjoyment from washing a boat. Almost all have been oarsmen or oarswomen and *almost* all have an empathy with the competitors. All of us make every possible effort to avoid washing. 



Rowing is not all Rowing

by Molly Upton

Frustrated by the caliber of refereeing or of the regatta's organization?

Vent your frustration in a positive way. You can help improve the situation in the future by participating outside of a racing shell.

"But I'm a competitor," you respond.

As a competitor, one of your primary obligations is to be an informed competitor. Knowing the NAAO racing rules might help quell needless frustration over a situation which you think was poorly handled. A copy of the rulebook may be obtained by sending \$2.50 to the NAAO, 4 Boathouse Row, Phila., Pa. 19130. If, after knowing the rules, you still feel the situation was not well-handled, protest via the usual route of notifying the referee or member of the race committee before docking your boat.

But you can do more. In an unofficial capacity, you could describe the incident in writing and send it to Jack Franklin, head of the NAAO Judge Referee committee as grist for his mill of tests he annually sends to referees to test both their knowledge of the rules and their humaneness in judgment. Franklin can be reached either through the NAAO or at 4820 S. 30th St., Arlington, Va. 22206.

The above step is relatively minor.

Participate — become a referee and/or lend a hand at regattas.

Let's face it, you won't be a competitor forever, unless you're like some stalwarts, and even then you won't be involved during an entire regatta. Also, there are regattas in which you don't compete: choose one — youth, women, men.

Most regattas need help in the form of timers in the boats, judges/timers in the stands, launch drivers, liaisons with the

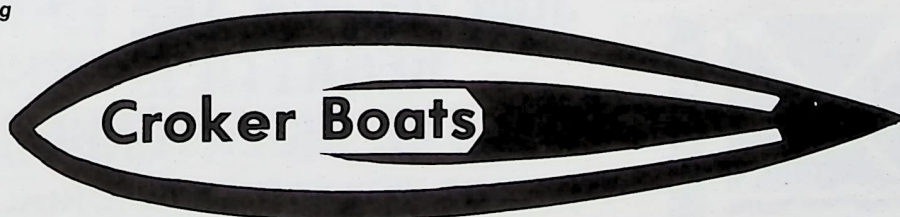
press, results recorders, dock masters, stake boat personnel, and other positions. Regatta coordinators generally welcome help, whether booked in advance or bodies that turn up, miraculously, on the day of the regatta. All of these positions offer invaluable experience for you if you're on your way to becoming a referee. Even if you have no such intention, you can have the satisfaction of knowing you were instrumental in helping competitors enjoy a fair, well run regatta.

To become a referee, study the rulebook, including the NAAO constitution and so forth, accumulate experience helping at regattas, and write Franklin asking who in your area is qualified to give the officials' test. Sometimes referees boggle situations simply because of the lack of hands. I recall one instance where I was both the starter, without an alignor, the referee and the timer. In addition, the launch driver was inexperienced with crew racing. Here I was required to simultaneously yell "Partez!" over a hand-held speaker, punch a watch and drop a red flag. After attempting to do all three in the first race and bungling the timing in the process, I declared the red flag a nicety and held it in reserve in case I had to recall a race. I really could have used another pair of hands, and the competitors would have benefited; no question about it. The obvious solution would have been to have the launch driver do the timing, but he seemed to have his hands full.

So don't wait for the frustration to hit you. Plan ahead and act to remedy the situation. If you're a competitor this year, how about getting some alum in your area interested in helping out? Meantime, send for a rulebook and plan to make yourself useful in the future if not this year.

A sport is only as good as those involved with it, and too few is not enough.

- Croker Boats of Kevlar* 4g
- 31 lbs. in weight
- Built to specification
- Please contact for colour prints



Australia

108 Bowden St., Meadowbank 2114, Australia
Tel. 805145

New Zealand

P.O. Box 364, Cambridge, New Zealand
Tel. 5025

I. You can rock it, you can roll it at the H.O.P.

As I write it is Saturday, October 1; as you read, it is probably some time later in the month, perhaps after the mighty Cabeza de Carlos, for which we have all trained, traveled, and hopefully, raced. As of October 1, however, the Head-of-the-Anything has not yet transpired, and the normal Saturday A.M. ritual of a three-mile time trial for 35-odd boats, followed by a hearty, if not raucous breakfast at the local House of Pancakes, has been observed here in Boston. If you have to date been unsatisfied with your Head performance, think back: might not those good times at the local greasy spoon soothe your damaged ego?

Where else and under what other circumstances can you deliver a standing ovation to one cohort who arrived late, and find yourself joined in applause by the local high school majorettes sitting nearby? Surely the Ritz management would look askance at such behavior. And quite likely the Ritz would never have let you in at all, never mind the majorettes.

And when does the conversation ever move as happily and rapidly as it does at a post-workout breakfast? Topics arise spontaneously, ranging from the American league pennant race all the way to the peculiar commonality existing between a 1977 National Team coach and his eight's port side. The lively exchange continues to cover the imperial dismissal of an Olympic Committee member by another prominent Olympic Committee member for some reason concerning the relationship between Olympic House and the NAAO, despite the fact that the dismissed member is a former Olympic medalist. Also touched upon are the automotive theft talents of a member of the 1976 Olympic team, and the near-dismissal of two prominent scullers from the ranks of the NAAO after this past summer's Nationals.

Where else besides those morning breakfasts at the H.O.P. can you discover nothing, despite all the Budd-Wolff reports, recriminations, and scapegoating after Montreal, has changed? Sad over not really doing it at the Head? Disappointed over not being a big-shot rower? Take heart; unlike some of our more illustrious, you buy your own beer, ride in your own vehicle to regattas, you don't steal car parts, aren't a rummy, and know how to conduct yourself in a foreign country.

II. Rumor Mill

After a long period of down time, our production engineers report that the Rumor Mill is once again ready to crank. Although inventories are at a severe level, due to plant shut-down, we are prepared to offer the following:

At the next FISA meeting, a vote will arise to shorten men's races to 1000 meters to facilitate TV coverage in Europe. Our U.S. FISA rep is reported to be in favor of such a

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.



change because he feels that over a thousand meters, we will be closer to the East Germans.

Weight standards for racing shells will also be enacted by FISA. The fallout from such a move will reportedly put a prominent Watertown, Massachusetts builder out of business.

Sy Cromwell's meticulously-planned scheme for match racing in championship regattas, a placebo for every oarsman who has ever been short-changed by a bad lane, will never be enacted since the U.S. rep won't support it to FISA.

The water in the Charles is getting cleaner.

III. Return of the S.S.R.C.

After a raft of irate mail, and a pronouncement from the last will and testament of Pete Raymond's gerbil that his demise was caused by despair for the existence of the club, we are pleased to announce that the Annual Membership drive for the Space Shot Rowing Club is now in high gear. To entice all you timid ones out there, we shall announce the names of our newest members, as well as describe the immortal deed which put them "Over the top" in their quest for inclusion in the heavens.

Bob Hardegan, of Philadelphia — Bob gained the illustrious ionosphere after many years of obscurity, when it was only recently discovered that he was the man who placed the Kelly for Brickwork shirt on the statue of Jack Kelly on the night prior to the statue's unveiling. With Bob's induction ends the mystery as to why the bronze was sporting a rowing shirt as the shroud came off at dedication.

Mark Norelius, formerly of Washington and the U.S. team — Mark secured his dose of the Van Allen belt when it was revealed that, unwilling to expose his rookie move of putting his seat in backwards before racing Cal as a frosh, he rowed the entire race on a backwards seat. Mark's feat secured not only his membership in S.S.R.C. but also a long-lived case of



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

BILL BRAXTON MEMORIAL REGATTA

March, 1978

Crescent Boat Club
5 Boat House Row East River Drive
Philadelphia, Pa. 19130 Attn: Regatta Director

saddle sores.

Bert Apfelbaum, ex of Trinity, now coach at Mt. Holyoke — The selection committee frankly could not arrive at any single criterion which gained for Bert all the rights and privileges of Shotdom, but rather reported that, after spending the prerequisite amount of time in observation trials, they were convinced that Bert had a certain, undefinable "something, that just said, 'He belongs!'"

So don't delay. Act now and seize your slice of the stratosphere. You can nominate yourself, or a friend. But remember, it won't be easy to measure up. You have to have what it takes; not everyone is capable of calling out, usually from the bow regions, at the two-mile mark of a three-mile race, "Hey, what power are we on?"

IV. People

New faces in new places:

Larry Gluckman and Buzz Congram at Northeastern — good luck following a tough act.

Mike Vespoli at Yale — check with me next year before the Classic regarding wardrobe and etiquette.

Carrie Graves at Radcliffe — practice the brahmin course I wrote for you, particularly the proper speech techniques.

All novice rowers — you don't realize it yet, but your coaches, the people who seem so knowledgeable and noble to you today, voted down a proposal to allow you to compete with other novices during your first college season. The vote came at a recent EARC coaches meeting. All kinds of reasons were given as to why you have to race someone who rowed in high school or prep school, and maybe even the US Youth Team, during next Spring's season, but you should know that the real reason is that the big schools who recruit don't want to lose their advantage over those that

don't. It would seem to be in the interest of the sport and quite within the idea of fair play to have everyone compete with people of the same experience and ability. But, kids, you will learn that coaches are far more likely to act in their own interests than for any other reasons.

Finally — Peter Eliasberg of Groton — I have your racing shirt, which you left so carelessly at MIT. I am holding the shirt for ransom until you or any of your other prep or high school contemporaries writes to me to fill in the Corner and the rest of our readers on secondary school rowing.

NOTICE

Prospective Elite Scullers:

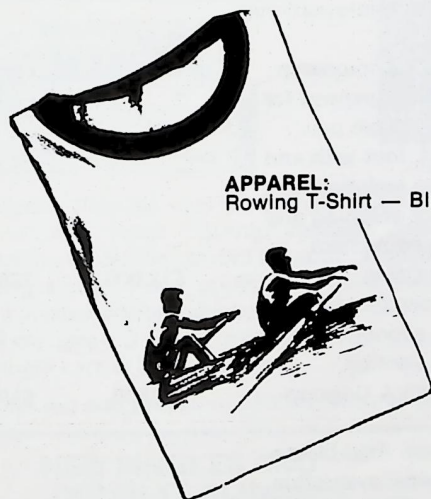
The Olympic Committee is prepared to rent single sculls to seriously training sculling aspirants for a \$100 per year fee. Applications should be mailed to:

Harry L. Parker
60 Boylston St.
Cambridge, Mass.
02138

or

Larry Gluckman
2158 Commonwealth Ave.
Newton, Mass.
02158

FROM THE OFFICIAL NAAO CLEARING HOUSE



APPAREL:
Rowing T-Shirt — Blue on white — State size \$3.50



ear

POSTERS — \$3.00

BOOKS:

How Regattas are Run
(Cochrane) \$2.25
Rowing from the Bottom Up
(Bodine) \$4.95

NEW — NAAO tie, blue with red & white pinstripes and
NAAO crossed oars — \$9.00

DEVELOPMENT MATERIAL:

Boat Trailer Blueprints \$5.50
Boat Rack for Car \$2.50
Box Boat V Construction
Plan \$3.50
Plan for a Dock \$2.50

COLLECTOR'S CORNER

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

Circle desired items above.
Postage included in prices marked.
Make check or Money Order payable
to NAAO and send to:

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

Name _____

Street _____

City/State/Zip _____

Minutes of the Men's Olympic Development and Selection Committee

A meeting of the Men's Olympic Development and Selection Committee was held at the New York Athletic Club on September 10, 1977. Julian Wolf opened the meeting at 9:15. In attendance were Jack Fralley, Peter Gardner, Randy Jablonic, Bill Jurgens, Bill Miller, Peter Raymond, Michael Vespoli, Jack Franklin, Debby Ayars, Darrell Vreugdenhill, Larry Hough,

Evelyn Bergman and Tony Johnson. The main focus of the meeting was the development proposal and subsequent funding for 1978. Olympic House has supplied a ball park figure of \$90,000.00 for the committee to use as a basis for its request.

The areas that were identified by those present and given a numerical priority and dollar amount were:

Rating	Area	Realistic Funding	Optimistic Funding			
1.	Executive Director	\$12,500	\$25,000	6.	Competition	\$6,000 \$18,000
2.	Coaching Development Special Clinics (16/day × 5 days × 14 oarsmen) 5 Clinics (16/day × 5 days × 17 coaches)	\$30,000	\$30,000		To cover 3 regattas in Canada or U.S. Up to 40 oarsmen will receive \$50. Additional funding will be allocated for travel expenses based on finishing in the top half of all entries in Olympic or International Events.	
3.	Sculling Development 10 new singles 10 pr. sculls Matching salaries for 5 coaches Super weekends - for in- ternal competition	\$22,000	\$40,000	7.	World Championship	\$23,000 \$115,000
4.	Regional Sweep Camps A) 3 West Coast 3 Atlantic Coast 1 Midwest 1 South The actual dollar amounts were changed once the committees figured the realistic cost. B) Held at college or club C) Head coach is salaried	\$22,000	\$22,000		To cover expenses for single, double pair without, four with and 2 coaches (salaried) and rental or shipping and selling equipment.	
5.	Equipment 16 Pairs - 8 are bought via matching funds from rowing institution. Guidelines to be developed regarding use of shells and deprecia- tion and subsequent ownership. 16 fours with under same pro- gram.	\$18,000	\$75,000	8.	Sweep Camp	\$12,000 \$26,000
					To be decided by the NAAO subcommittee on team selection.	
				9.	Research & Develop- ment 1. Gideon Ariel-biome- chanical evaluation 2. Course Survey 3. Ergometer Research 4. Physiological/Psy- chological Testing 5. Translation of Foreign Journals	\$2,000 \$10,000
				10.	Committee Expenses	\$1,000 \$1,000
					TOTALS	\$148,500.00 \$362,000.00

The committee identified as its central development themes in 1978 the following:

1. Identification of new and perspective elite caliber oarsmen via the regionalization centers.
2. Improve the level of coaching via the Development Clinics.
3. Improve and reorganize the mechanisms by which the national governing body functions via the hiring of the Executive Director.
4. Increase the opportunities to learn to scull by increasing the number and availability of singles—via the sculling development program.
5. Increase the number of facilities being used during the summer via regionalization and matching equipment program.
6. Increase the number of participants via regionalization and sculling development program.
7. Develop racing expertise via world championship and continental competition monies.
8. Development sophistication in small boat rowing via matching equipment, sculling development and regionalization.
9. Development youth rowing via utilization of coaching clinics and regionalization centers.

1979:

The theme of 1979 was the same for 1978, however,

1. Greater emphasis will be placed in the screening and evaluation of the newly identified athletes
2. Junior or youth programming will receive more attention to develop athletes for 1984. Many of the same

mechanisms for the identification and development of the elite oarsmen will be used for the youth.

The emphasis for 1980 will be early team selection, squad development, and junior team programming.

The *overall* goals of this program are:

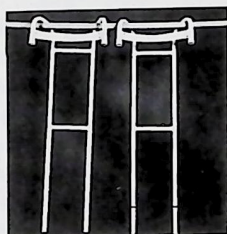
1. Increase the number and quality of world caliber or international level oarsmen.
2. Develop a coaching education system through the coaching clinics.
3. Increase participation on the national level during the summers. The evaluation of program will be made by comparing the results of 1980 to those of 1976. Identify increased number of entries at National Regattas. Identify the number of certified coaches.

There were indications that coaches may now be salaried. Somewhere in the area of \$250.00 per week. Pete Gardner and Pete Raymond expressed opposite points of view. The former feeling coaches should donate services if oarsmen must pay for expenses. The latter suggested the coach should be salaried for his expertise.

Julian suggested that in research and development as well as coaching clinics and development both the men and women should combine the respective funds. Bill Miller indicated that the over-all emphasis should come from the regionalization as a local identification point and subsequent supplier of elite potential oarsmen to the camp coaches. It was suggested that a committee meeting be arranged after the USOC returns the allocation requests. The meeting ended at 6:30 p.m.

Respectfully submitted,
Larry Gluckman, Secretary

NEW SINGLES CARTOP CARRIER



Adjustable, fits all cars and singles. Quick-mounts to car rack — no ropes. Strong welded steel construction. Collapsible — can be carried in trunk. Non-flexing — Cotton webbing slings. Four sculls accommodated inside carrier. Highly visible white baked enamel.

3 carriers = 3 singles on cartop w/o riggers
single carrier with riggers **\$69.95**

Packing and Shipping \$10.00, West of Miss. \$13.50

THE "PERMANENT" OARS AND SCULLS

The Ayling-Reredos composite oars and sculls may prove to be one of the most significant rowing equipment developments in the past 50 years. These oars although lighter than wooden oars (8.5 lbs) are virtually indestructible. They do not fatigue, rot, or suffer the weaknesses of wooden oars. It is probable they will outlast the oarsman, the boat and possibly even the coach. They will eliminate the year after year search for funds to buy new oars.

The replaceable wooden handles insure long life and the variable pitch broadens versatility. The blade may edgeclip against a bridge or stone wall, but never shatter or break. The uniformity of flexibility, weight and variable pitch make 8 not ten a set. The annual varnishing is gone forever. The anodized aluminum looms have not corroded even in saltwater situations. These are oars that teach good rowing habits.

One set (8 oars) **\$1350**

F.O.B. Atlanta, Georgia

Sculls for singles will be available early in 1978.

NEW SINGLES AND DOUBLES SLINGS



Trunk size 24/40"
Working height 36"
Steel construction
Soft cotton slings
Rubber corners

\$59.95 per pair

Packing & Shipping
\$10.00,
West of Miss.
\$13.50

Tom Donohoe & Co.

1606 Church St.

Decatur, Ga. 30033
(404) 292-1400

Name _____		State _____ Zip _____	
Address _____		No. _____ Product _____	
City _____		Boat Carriers @ 69.95 _____	
☐ Personal Check or Money Order		Sets Slings @ 59.95 _____	
☐ Master Charge		Sets Alum. Oars @ 1350 _____	
☐ BankAmericard/Visa		Shipping and Packing _____	
☐ School Purchase Order		Total Enclosed _____	
Card Number _____		All prices subject to change.	
Exp. Date _____		DELIVERY 4-5 WEEKS	
Signature _____			

Report of the FISA Congress held 23

1. The meeting was opened by President Keller who asked for a moment of silence for those who had passed away in the last year. Among those mentioned were Sy Cromwell and Tip Goes.
2. Attendance was taken and scrutiners appointed.
3. The Minutes of the 1976 Congress were approved.
4. The President's Report was given by Mr. Keller.
5. The reports of the Commissions were submitted by the Committee of Management, and the following comments were made.
 - a. Mr. Davidge on Sub Commission 1-Regatta Organizations stated that the International Calendar for 1978 and 1979 would be set in Monte Carlo and they were trying to get additional late summer regattas for 1978 as preparation for New Zealand.
 - b. Mr. Hess on Sub-Commission 2-Competitive Sport stated that the World Championship Regatta would return to the original format and not be extended as it would be this year. The Juniors would experiment with a program of girls rowing in the morning and boys in the afternoon. He stressed the importance of the Coaches Conference in London from October 13 to 16.
 - c. Mrs. Gambon on Sub-Commission 3-Women's Rowing
 - (1) The decision on girls would be reached at Monte Carlo and also under consideration was the change in boat from the Quad with Cox to a Quad without Cox.
 - d. Mr. Benedik on Sub-Commission 4-Youth Rowing reported that the Junior Regatta continued to grow and in fact was larger than the men's representation at Amsterdam.
 - e. Mr. Fonteyn on Sub-Commission 5-Non-competitive and Veteran Rowing stated that in addition to the report they were seeking to change the name from Veterans to Senior or Master.
 - f. Dr. Howald on Sub-Commission 6-Sports Medicine spoke of a doctors meeting that would be held during the Amsterdam Regatta. We ask that our doctor submit a report on this and this will appear as part of the Manager's Report.
- g. Sub-Commission 7-Publicity and Public Relations. Mr. Keller cited that one of the proposals was the abolishment of this committee and replacing it with a professional journalist who would work on publications.
- h. Mr. Rappaport on the Umpire's Commission stated that the regatta seminar should be attended as often as possible. Support for the retiring of umpires after age 70 was asked of each federation. He also cited the necessity for reducing the number of candidates for the umpires' exam in Amsterdam.
6. The financial report was made by Mr. Riolo and approved by the Congress.
7. Cayman Islands were accepted as members of FISA. Zambia will make application in Monte Carlo. Tunisia will apply at a later date.
8. The following FISA championships were discussed:
 - a. The Juniors in Belgrade, Yugoslavia 27 through 30 July 1978. The date was a week earlier due to the World Canoeing Championships. Girls will be included in this regatta if approved by the FISA Congress in Monte Carlo. The girls' racing would be at nine in the morning and the boys' at two or three in the afternoon. The course in Belgrade is complete. Hotels are three to five kilometers from the course. The price per day would be approximately \$22.00 per person. Bulletin #1 on the Regatta will be distributed in Monte Carlo.
 - b. The 1978 Lightweight Regatta. If the girls are added to the Belgrade Regatta the Lightweights will go elsewhere. The Swiss offered to add the events to the Lucern Regatta but most federations felt this was too early. The Danes were then asked to add these to the Copenhagen International Regatta on 22 and 23 July.

KASCHPER RACING SHELLS LTD.

. . . Assisting oarsmen winning many national and international events . . .

The Kaschper building method, working wood veneers onto a special mold, assures a much stronger and lighter than normal shell with the hull free of nails, screws and vulnerable joints. The outside skin has a mirror polyester finish.

For further information please contact us at:

P.O. BOX 40, LUCAN, ONTARIO, CANADA, (519) 227-4652

August, 1977 in Amsterdam, Holland

Tentatively this was approved, but final action will be taken in Monte Carlo.

- c. World Championships 1978 in New Zealand. Personnel and boat transportation seem to be the key issues here. We made tentative commitment for housing at about \$15.00 a day which would be motel rooms with kitchenettes so breakfasts could be prepared. The noon and evening meals would be taken at a cafeteria arrangement at the course. It seems impractical for us to think of sending our boats from Europe. Mr. Perry is working on estimates for surface shipment from the west coast of the United States and then possible combination of personnel with the Canadians. A separate proposal has been drafted for designation of the men's team. It is of vital importance that we coordinate efforts with the women and that our policies are the same. We must also decide on boat purchase or sending to New Zealand and whether we want to sell the boats once we get them there.
- d. 1979 Juniors in Moscow. They are prepared for both boys and girls.
- e. 1979 World Championships and Lightweight Championships will be in Bled, Yugoslavia. The women and the lightweights from 30 August to 2 September. The men from 5 to 9 September. Racing will be in the morning for heats and the repechages and the afternoon for the semifinals and finals. Accommodations will be extremely tight and prices are not yet known. The Bulletin on this Regatta will be distributed in Monte Carlo.
- f. 1980 Junior Regatta. There has been a bid from Belgium on a new racing course. This course will be used in 1978 during the first week in August for a veterans' regatta.
- g. The 1980 Lightweight Championships will be allotted in Monte Carlo.
- h. The 1980 Olympics in Moscow. The course is being modified and will be ready for the Junior Regatta in 1979.
- i. The Championships for Juniors 1981. There are no candidates at this date.
- j. The 1981 World and Lightweight Championships will held in Munich.
- k. Vienna, Austria and Denmark have expressed interest in staging the 1982 World Championships. This will be voted on at a later date.
9. The extraordinary Congress will be held in Monte Carlo, Monaco from 3-6 November. The major items of business are change in the management structure of FISA. The Amsterdam Congress expressed support of the principles involved and the detailed proposals will be presented in Monte Carlo. Other items to be covered in the Monte Carlo Congress will be number of votes per

federation, racial discrimination, protocol for ceremonies, new classifications for oarsmen, and other items to be brought before the Congress. The Congress will begin at 4:00 p.m. on Thursday and finish at noon on Sunday.

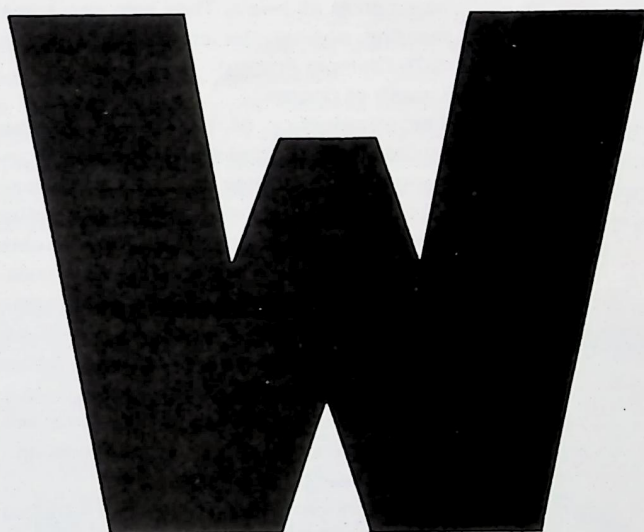
10. The 1978 Congress location and date will be set at Monte Carlo.
11. The Belgian Federation will again audit the FISA accounts. The competitors' feelings on some of the items are expressed in Appendix 6.
12. Individual proposals were distributed. The most significant one for us to consider is the Canadian one on shortening the course to 1000 meters. We think this item deserves consideration and discussion.

Mr. Keller thanked the delegates for their cooperation and the meeting was adjourned.

Respectfully submitted,

Mrs. M. Ferguson
Mr. J. Franklin

Mr. H. Perry
U.S.A. Delegates



WHERE THEY ROW
THE UNIVERSITY OF WISCONSIN
MID-WEST INTERNATIONAL ROWING CENTER
Madison, Wisconsin

WORLD ROWING CHAMPIONSHIPS 1977 - AMSTERDAM

Meeting of FISA-officials with active oarsmen and oarswomen on 19th August 1977.

- 1) Numbers taking part: 105 from 18 federations
12 FISA - officials
- 2) Introduction (Mr. Thomas Keller, President of FISA). Reference to Extraordinary Congress of FISA in November 1977 involving considerable changes in the Rules of Racing. Information given to active oarsmen, ascertaining their views. Reports on the practical experience of different federations.
- 3) Subjects dealt with:
 - 3.1 **Maximum Weights for boats and oars**
The discussion did not deal with details (individual weight limits and different types of boat, technical problems involved in checking weights. The majority was unreservedly in favour of a weight-limit principally in the grounds of cost and greater equality of chance).
 - 3.2 **Reduction in number of types of boat** (Only at FISA championships Regattas).
While there was full agreement on the replacement of coxed fours and coxed quadruple sculls for women by their coxless equivalents, the reduction to 6 types of boat for men gave rise to considerable doubt, as the coxed four is a traditionally important type of boat in most countries. There were some fears of training problems and unfavorable effects on oarsmen at all levels. They saw also some reaction against the enlargement of the 1976 Olympic Program.
 - 3.3 **Length of course**
The introduction of 1000 meter regattas would make regattas more attractive by insuring closer finishes and a more even level of competition as well as giving a better view to spectators and television. Doubts were expressed regarding changes in training methods, technique, type of oarsman (less of an endurance sport). In general, experience in the G.D.R. and other countries (additional distance of 1000 meter or abolition of 2000 meter) was not felt to be extensive enough to justify a definite decision.
 - 3.4 **Classification**
The active oarsmen felt that the introduction of a 19-21 age group in place of the Senior classification would simplify the question of qualification and insure a better transition from Junior to Elite if sufficient check of qualification was incorporated and if late developers were taken into account. Verdict favorable - possible Europa Cup for this category.
New Terminology:

Men/Women B (possibly B1 and B2 at national level)	Men/Women A (possibly A1 and A2 at national level)
--	--

The present veterans would become Seniors.

3.5 Composite crews

The majority could not agree that a ban on composite crews would protect clubs. Small clubs would have no chance in the larger more popular types of boat. There would be a danger of uncontrolled movement of good oarsmen from small to large clubs. This is a national problem which should be dealt with by each country separately.

3.6 Measures to minimize unfair conditions (e.g. cross wind).

The solution of this problem should be considered in conjunction with the methods used in the G.D.R. where lanes are allotted according to the results of the preliminary heats. For the time being, majority of active oarsmen favored a decision in each individual case to be taken shortly before the race in agreement with the team managers concerned.

3.7 Start

Good results obtained by the use of a pistol shot for starting in New Zealand and Australia were again pointed out (reduction of false starts by 75%). After discussion it was agreed to postpone improvement of starting installation (starting gates) on the grounds of cost and technical complexity.

3.8 New events for Lightweight

There were arguments in favor of both double and quadruple sculls. Quadruple sculls were preferred as a long term solution. No decision taken.

3.9 Weight limits for Lightweight oarsmen

All active oarsmen agreed that any alteration to the present system (average weight limit with an individual maximum weight limit) would have disadvantages and no advantages — oarsmen under 70 kg. would be excluded and the weight problem would apply to a few members on the crew only. On the other hand the active oarsmen were in favour of raising the weight limit for single scullers from 70 kg. to 72.5 kg.

3.10 Holding the FISA-Championships for Lightweight

In principle all those present favored the holding of this event in conjunction with the World Championships. Only in Olympic years and in years that the World Championships are held overseas should alternative solutions be sought. For 1978 (World Championships in New Zealand and Junior Championships probably including girls for the first time), Luzern, had offered to run the Lightweight Championships in conjunction with the international Rotsee Regatta. After a discussion lasting 2 hours the President closed the meeting by thanking the active oarsmen for their valuable cooperation.

LETTERS (Cont'd from p. 2)

starting on Santa Catalina Island and taking a direct course North ending at the California Yacht Club within the Marina del Rey. It is entirely open ocean except for the last two miles within the Marina. Accordingly, the boats are subject to the Pacific swell which rolls in from the West, as well as the wind chop caused by prevailing Westerly winds which arise usually not later than noon and continue until sundown.

This event was run on August 6, 1977 with nine competitors. The winner, Steve Hathaway, rowed the course in an Alden Ocean Shell in 8 hrs. 7 min. Second place was another Alden Ocean Shell rowed as a double by Ken Jacobs (former UCLA Lightweight captain) paired with Stan Mullin, Jr. (USC Lightweight Crew), who was replaced in mid-ocean by Jon Gilwee, UCLA Lightweight Coach, due to severe case of mal de mer. An additional Alden Ocean Shell was rowed by Frank Louda as a single. Two ocean kayaks completed the course, as well as the originator of the event, Charles Hathaway rowing his Ocean Dory. Only two of the entries did not finish.

Entries must be transported to the island by private yachts, departing late afternoon and arriving approximately 10:00 P.M. Then ensues an effort to gain some rest waiting for a 2 A.M. start so that the race may be completed before the winds make the channel altogether too rough. Mal de mer, as noted, was a serious factor for some of the stomachs not accustomed to the rise and fall of a boat on the Pacific swells. Escort boats must keep track of the individual competitors who set their own courses (adjustment for tidal current and wind is necessary) and, despite the terrifically bad weather and rough seas the night of August 6, no one was lost.

We hope to see Jerry and some of the other long distance fanatics here in California next August for the next running of this event which will probably be on the night of the full moon (for obvious reasons).

Cordially yours,
J. Stanley Mullin

A New York Athletic Club oarsman was cut from the National Camp in 1976. He returned home, rowed with a crew of club-mates, and his crew proceeded to defeat the National Camp entry. So did another crew.

A Light Pair twosome was cut from National Camp consideration in 1977, as candidates for eights, fours or whatever. They went home, entered the U.S. Nationals and won the Elite Light Pair and the Intermediate Heavy events.

Who's picking these teams?

Out here, on these windswept prairies, we can judge these things only by results. If we see a thing failing we believe a new director is indicated. We feel a championship Pair makes a great nucleus for a championship Eight. We think the reason Pairs, Doubles, Singles and Fours can be quickly amalgamated into an Eight that can seriously challenge a long-established championship Eight is an extremely significant factor. We don't believe these facts should be ignored in the selection of men to represent our country in world competition.

A lot of we Midwesterners can't understand why a National Camp should not include every athlete contending for positions in National crews. They can't understand why Singles men are kept miles away from members of an eight-oared crew. And weeks away. Who decided a topnotch Singles-sculler couldn't fit into an eight more effectively than one of the current incumbents?

From whence did the reasoning derive that the top Singles scullers shall make up the top Doubles and Quads? Why didn't someone inform Jim Gardiner and Jim Storm in their time? - Each of them one of the four fastest men in the world in the Doubles in their respective Olympics despite the fact

they had a terrible time attempting to win Singles races. What rowing instructor does not recognize the fact the accent can be on power in the larger shell?

Who's picking these leaders? Why should a Club instructor in Philadelphia be given so much authority in preparing crews for the 1976 Olympics? Why was not every oarsman of this "camp" in the National Camp: a candidate for whichever crew he might excel in? Just who are these people rowing for: Vesper, or the United States?

We need Vesper. We need every rowing organization in these United States. We are desperately in need of coherent thinking. Why is our rowing-effort floundering in world meets?

Our country has evolved a program of sorts. Three National sports-centers have been, or are being, established. A mild duplication of the East German pattern. California, Colorado and one in the East. A step in the right direction.

When does the screw-up start? Who's going to come up with the action that defeats the whole program? Who's going to start a Rose versus Rosenberg versus Parker thing? Who's for defeat?

The sports-center program offers a remarkable opportunity for Rowing. A leader with vision is indicated. A man of the Boyce Budd or Conn Findlay caliber. A man not involved with petty jealousies, or past patterns. A leader who believes in the future.

The pattern is there. Do we have the vision to take advantage of it? Rowing on Donner Lake, in California. Scouts

(Cont'd on next page)

Male Oar Female ...

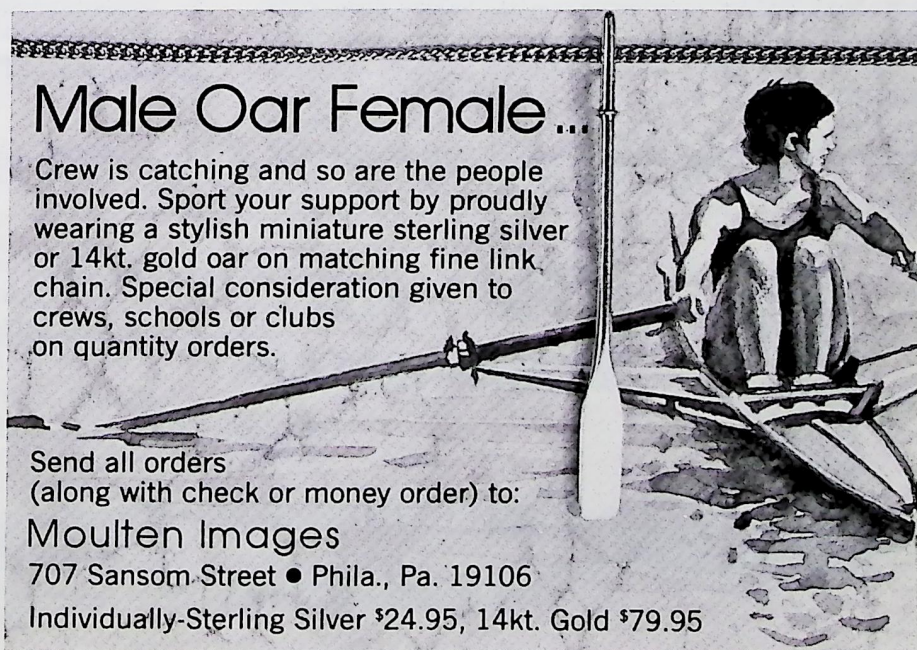
Crew is catching and so are the people involved. Sport your support by proudly wearing a stylish miniature sterling silver or 14kt. gold oar on matching fine link chain. Special consideration given to crews, schools or clubs on quantity orders.

Send all orders
(along with check or money order) to:

Moultén Images

707 Sansom Street • Phila., Pa. 19106

Individually-Sterling Silver \$24.95, 14kt. Gold \$79.95



who can see what they are looking at, inviting West Coast oarsmen to Squaw Valley for the summer. Scouts covering the Midwest for the Colorado camp. The East concentrating upon its Center.

Determine your regional champions. Meet at Colorado, geographical center of the United States, every year for the National meet. Send your regional champions to your National Rowing Center in Colorado for the Olympic try-outs every fourth year. Lay it on the line.

Don't let those promising athletes go back to Chillicothe for the summer. Let them know there's a place for them. Don't promise them anything but hard work and aggravation. Just let them know you'd like to have them.

Oarsmen are tough. Leaders are

inclined to forget just how tough they are, and how little the great ones really ask besides a shot at the top honors. We can still see Findlay, Ayrault and Lang at Syracuse in 1956 patiently preparing for the Olympic tryouts after having rented a house from which they could train.

*** They paid the rent.***

We think it is time for the rest of us to pay our rent. We believe it is time for all leaders of our sport to work unselfishly for our national rowing effort. Here, in the Midwest, we have difficulty understanding how a Washington and a Harvard can sidestep a National Intercollegiate Regatta, organized to determine the top collegiate crews of our country, to journey to England and engage in a

local British affair. . . The British paid their rent. . .

Let's get whole-heartedly behind these National Sports Centers and outline our Rowing plan completely and concisely. Let's applaud our oarswomen for the great job they have done in establishing the regional-national concept.

We must dispel this aura or mystery that surrounds the selection of people for our national crews. Crews that must not be permitted to race others for fear inefficiency will be disclosed. Who are we kidding?

Seat racing? . . . Ergometers? . . . What are we searching for? . . . Oarsmen? or blacksmiths?

Let's go with the oarsmen. . . .

. . . They pay the rent. . . . Karl Twedt

Classified Advertising

FOR SALE—'73 Schoenbrod plywood-skin eight. Sectional, stainless steel riggers. excellent condition, owners Washington & Lee H.S. Contact Charlie S. Butt, 977 Spencer Rd., McLean, Va. 22101. Tel. (703) 356-5886.

FOR SALE: Donoratico eight in good condition. \$2200 or best offer; Buzz Congram, Athletic Dept. Northeastern University, 360 Huntington Ave., Boston, Mass. 02115. (617) 437-2672.

FOR SALE: Coffey Kevlar single, one yr. old, \$1600. Call Ed Lynch, Jr., 28 Bates St., Danvers, Mass. 01923. (617) 774-7193

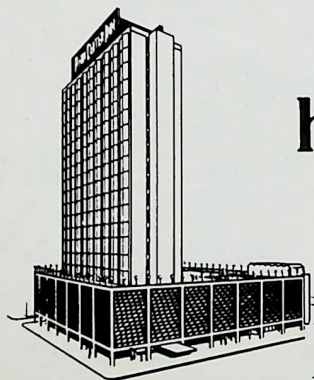
FOR SALE: Coffey Kevlar single, hardly used/excellent condition, \$1750. Call Brian Lynch, 24 Pennyfield Ave., Bronx, N.Y. 10465. (212) TA8-3033.

FOR SALE: Used lightweight single, wood, completely rebuilt, \$500. Kevin Durkin, 255 West Main St., Bergenfield, N.J. 07621. (201) 384-6721.

SINGLE: Mahogany Comp built by Beckman Christensen, 3 years old with new Ayling sculls; \$900; Kurt Jensen, 35 Bermuda Rd., Westport, Conn. 06880. Phone (203) 266-6431.

INDEX OF ADVERTISERS

	Page
Bill Braxton Memorial Regatta	36
Bonnie's Hot Pogle	2
Coaching Clinic	22
Coffey Corporation	27
Coca-Cola	Inside Front Cover
Croker Oars and Sculls	6,35
Tom Donohoe and Co.	39
Feldmar Watch Co.	22
Franklin motor Inn	Inside Back Cover
Kaschper Racing Shells, Ltd.	40
Martin Marine Co., Inc.	31
Monty's Oar House	Inside Back Cover
Moulten Images	43
NAAO Clearing House	37
Northeast Petroleum Industries ..	Outside Back Cover
N.W.R.A.	18
Penn Center Inn	44
Pocock Racing Shells	6
Rowing Jewelry	7
Schoenbrod Racing Shells	Inside Back Cover
Stevenson Enterprises	4
Wisconsin Crew Corp.	41



The perfect
headquarters
for
Oarsmen in
Philadelphia

LOCATION—Close to Boat House Row yet conveniently located for theaters and restaurants.

Penn Center is an ideal location for visiting Oarsmen. Please write or call for information and full-color descriptive literature.

Penn Center Inn

20th and Market Streets, Philadelphia, Pa. 19103
(215) 569-3000

RESORT TO THE FRANKLIN MOTOR INN



FRANKLIN MOTOR INN

The Parkway at 22nd St., Phila., Pa. Phone (215) L08-8300

- PARKING AREA ACCOMMODATES YOUR LARGEST SHELLS.
- CONVENIENT TO BOAT HOUSE ROW AND CENTER CITY.

Located on the beautiful Benjamin Franklin Parkway, amid the cultural and museum center, we're a 15 minute walk to the business, shopping and theatre districts. Twin, double or king size comfort. And we're just around the corner from Boat House Row. Team and individual accommodations. We even feature first run in-room movies in 100 of our 300 rooms.

FREE GROUND LEVEL PARKING,
Swimming Pool, Restaurant/Cocktail Lounge, 7Ch. Color TV & Hi-Fi, Free Ice, Meeting Rooms, Children Free in Parent's Rooms
From \$23.00 Single, From \$28.00 Double.

Fiber Glass Oars

Light — Stiff — Low Inertia — Durable — Inexpensive

Custom-made racing and training oars engineered to take advantage of high-strength laminated fiberglass

Monty's Oar House

P.O. Box 1271 San Carlos CA 94070
(415) 591-9763

SCH USA HOENBROD

We specialize exclusively in the design and construction of fiber re-enforced

RACING EIGHTS & FOURS

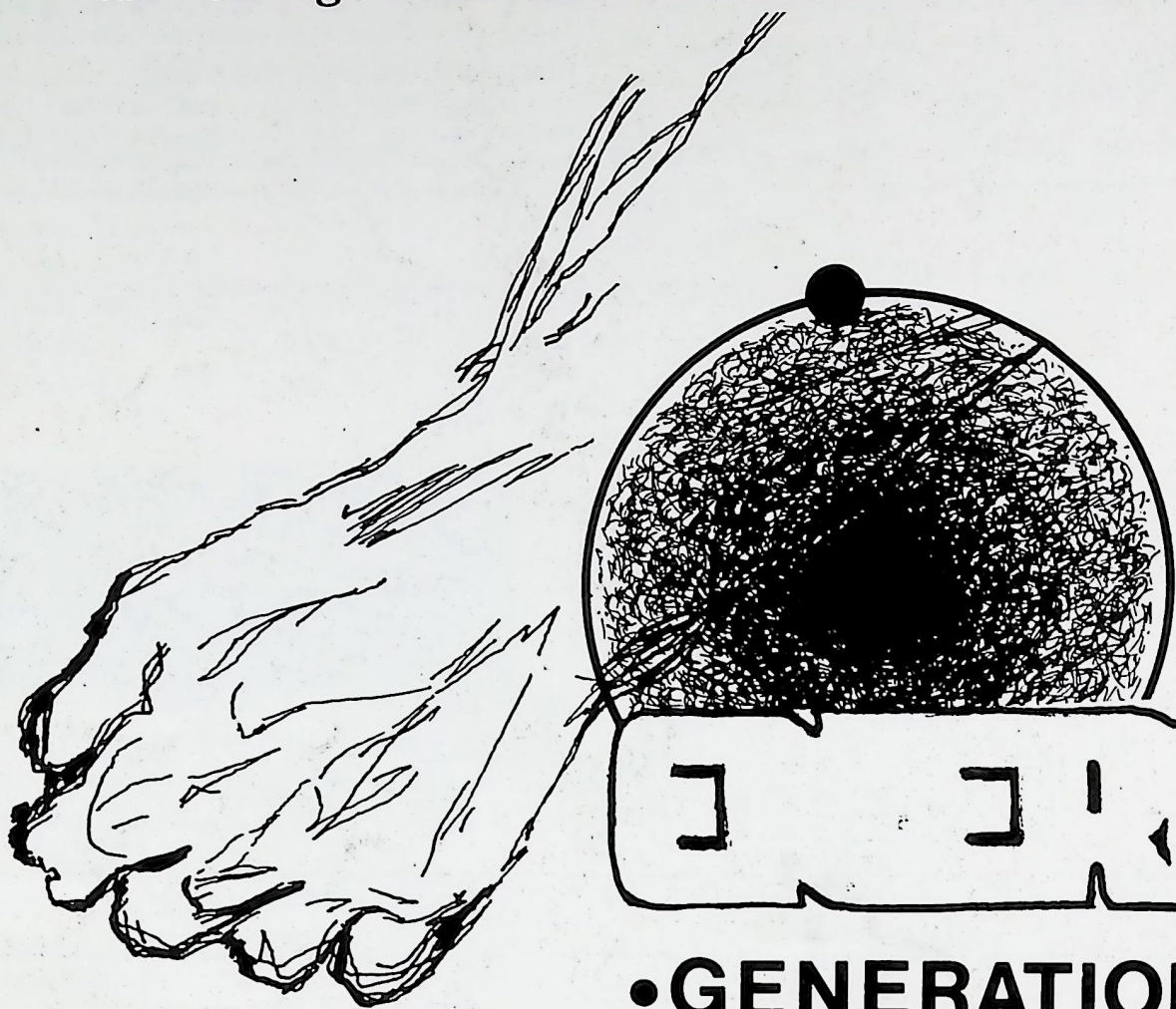
Custom made outriggers and racing shell fittings

For further information please contact:

Schoenbrod Racing Shells, 596 Elm Street, Biddeford, Maine 04005

Tel. (207) 283-3026

*The greater world is learning a subject
the rowing world has known for years . . .*



ENERGY

- GENERATION
- CONSERVATION
- USE

Compliments from one world of energy to the other.



Northeast Petroleum Industries, Inc.

EXECUTIVE OFFICES
100 Federal Street, Boston, Mass.

Principal Operating Office
295 Eastern Avenue, Chelsea, Mass.
(617) 884-7570