

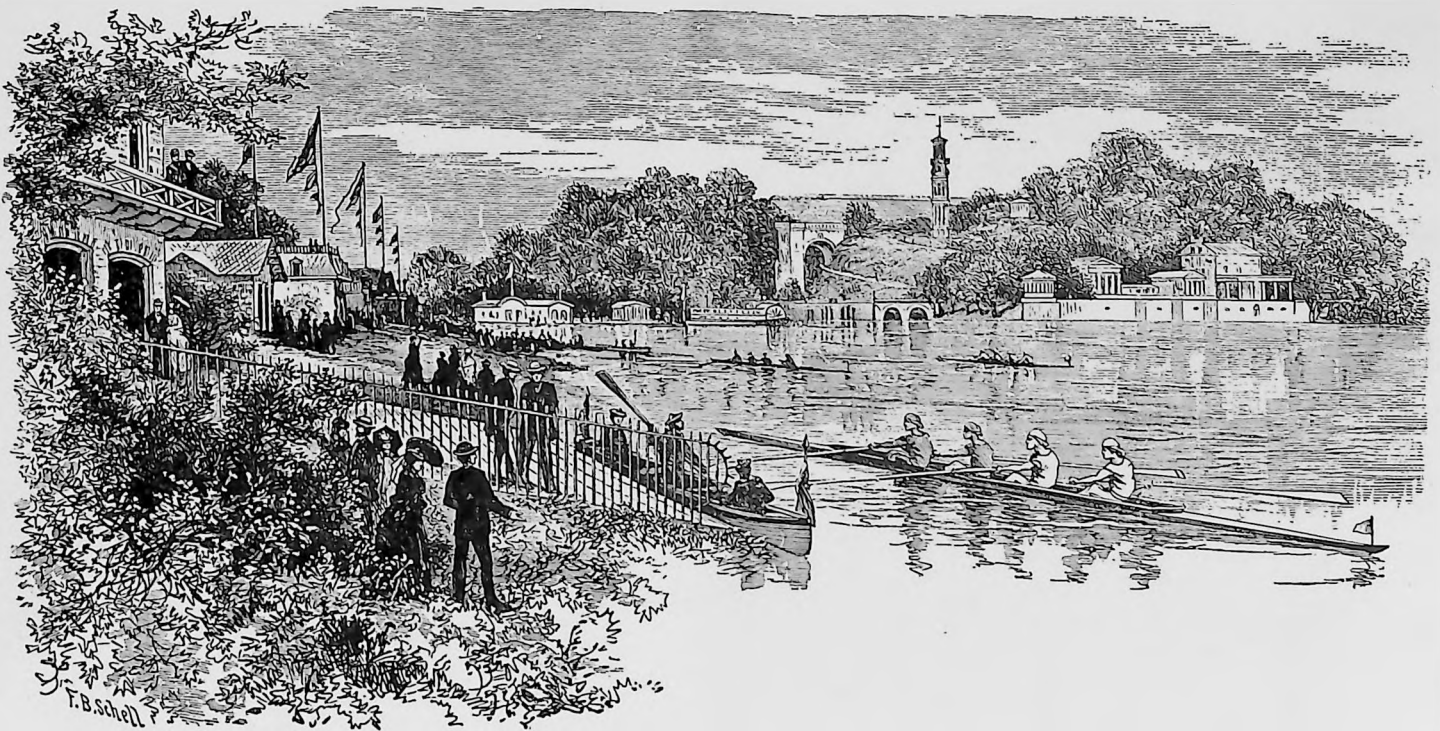
Schuylkill Navy of Philadelphia

Founded 1858

Hosts of NAAO Centennial Celebration And Sponsors

1972 Junior and Senior National Regatta

July 13-16, 1972



"BOAT HOUSE ROW" – PHILADELPHIA

1872

4 BOATHOUSE ROW, FAIRMOUNT PARK, PHILADELPHIA, PA. 19130

Bachelors Barge Club
Malta Boat Club
Fairmount Rowing Association

Crescent Boat Club
University Barge Club
Penn Athletic Club
Rowing Association

Undine Barge Club
Vesper Boat Club
College Boat Club
of Univ. of Pennsylvania



THE OARSMAN magazine is the official publication of the **National Association of Amateur Oarsmen**, an incorporated association founded in 1872.

THE OARSMAN is published five times yearly (March, May, July, September, November) at Philadelphia, Pa. 19130 and is mailed to all NAAO members as part of their membership benefits.

NAAO Membership Categories

Competing	\$4/yr.
Sustaining	\$10/yr.
(non-competing members)	
Life	\$200
Life	\$50
(4 consecutive annual payments)	
Organizational	\$35/yr.

Non-NAAO Subscription	\$10/yr.
Back Issues or Individual Copies	\$1.00/copy

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

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

All editorial materials must be submitted to the Editor-in-Chief by the 1st of the month immediately preceding publication. All advertising materials (including Classified Ads) must be submitted to the Business Manager by the 10th of the month immediately preceding publication. Second class postage paid at Philadelphia, Pa. 19130.

THE OARSMAN®

Volume 4, Number 2 • Table of Contents • May, 1972

	Page
LETTERS TO THE EDITOR	2
THE PRESIDENT'S MESSAGE by William J. Knecht	2
YOUTH ROWING — WHERE HAVE WE BEEN? WHERE ARE WE NOW? WHERE ARE WE GOING? by Hart Perry	3
U.S. JUNIOR ROWING by Charles P. Colgan	6
THE FEASIBILITY OF AN INEXPENSIVE YOUTH SCULL by Peter Lippett	8
THE REGIONAL YOUTH SCHEME by John Langfield	11
PREVIEW OF WOMEN'S ROWING by Ingrid Barrett	13
THE YEAR OF THE CAMP by Mike Gasch	15
SCHOOLBOY ROWING PREVIEW by Scott Sanford	17
EXETER — THE CREW TO BEAT IN THE NEW ENGLAND EIGHTS by Hart Perry	19
NEW ZEALANDERS AND BRITISH BUILD TOWARD MUNICH by Jack H. Frailey	22
EUROPE PREPARES FOR THE OLYMPIC SEASON by Dominik Keller ..	23
HANOVER, N.H.: SITE OF NATIONAL TEAM TRAINING by Peter Gardner	24
RIGGING OF SWEEP BOATS by Dietrich Rose	26
ROWING THE NILE ON A WHIRLWIND TOUR by David B. Smoyer	28
PHYSIOLOGICAL TESTING OF OARSMEN by Fredrick C. Hagerman ..	31
ROWING AND THE CONSTITUTION by Emory Clark	33
THE ROSENBERG "STYLE" by Allen Rosenberg	35
IN MEMORIAM by Hugh O'Callaghan	37
A MODERN FAIRY TALE by Craig Swayze	39
OARSMEN'S CORNER by Peter Raymond	43
EDITORIAL: CAN WE BORROW FROM THE BRITISH? by Harry Parker ..	48

Editor-in-Chief: H. Boyce Budd, Jr., Church Rd., Devon, Pa. 19333. (215) 835-6000.

Business Manager: Lloyd C. Dahmen, Dahmen Associates, Inc., 84 State St., Boston, Mass. 02109. (617) 523-4512.

Feature Editors:

Club Editor — Michael B. Gasch, Apt. 208, 2001 Columbia Pike, Arlington, Va. 22204.

College Editor — Hugh M. Foley, 32 Gaffney St., Boston, Mass. 02215.

Editor-at-Large — Emory Clark, Wilder Rd., Metamora, Mich. 48455.

Equipment & Maintenance Editor — Stanley Pocock, P.O. Box 111, University Station, Seattle, Wash. 98105.

International Editor — Dominik Keller, Weineggstrasse 24, 8008 Zurich, Switzerland.

Junior Rowing Editor — Hart Perry, Kent School, Kent, Conn. 06757.

Lightweight Rowing Editor — Woody Fisher, Dept. of Athletics, Princeton University, Princeton, N.J. 08540.

Photography Editors — Bennett Jones, 224 Banks St., Cambridge, Mass. 02138.

Peter Lippett, Herzstein, Maier & Lippett, 500 Sansome St., San Francisco, Calif. 94111.

Sports Medicine Editor — David G. Lister, 32 Gaffney St., Boston, Mass. 02215.

Women's Rowing Editor — Mrs. Ingrid J. Barrett, Box 454, Campbell Rd., Bernardsville, N.J. 07924.

Regional Editors:

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

Mid-West Editor — Randall T. Jablonic, 1440 Monroe St., Madison, Wis. 53706.

Northeast Editor — Jack Frailey, Dept. of Athletics, MIT, Cambridge, Mass. 02139.

Northwest Editor — Rex W. Clothier, Conibear Shellhouse, University of Washington, / Seattle, Wash. 98105.

Southern Editor — William Daniels, 1725 Fredricksburg Ave., Lakeland, Fla. 33803.

West Coast Editor — Peter Lippett, Herzstein, Maier & Lippett, 500 Sansome St., San Francisco, Calif. 94111.

Letters To The Editor

Your comments on any issue related to rowing are welcome in this section. Address all correspondence to: Boyce Budd, Editor, The Oarsman Magazine, Church Road, Devon, Pa. 19333.

Dear Sir:

I was most interested to read your story about the Head of the Charles Regatta (March, pp. 4-7), since my son Andrew W. Capitman (not "Al" as the story has it) was mentioned as having taken first place in the novice class over the "schoolboy wonder" from Belmont Hill.

Of course, you had no way of knowing that this was Andrew's first single race in any class or that he had been the first American to row on a British schoolboy national championship crew while he was at Radley College in England in 1968, for which he won mention in *SPORTS ILLUSTRATED*. That Radley crew (without Andrew, who had by that time returned home) went on to win the International Schoolboy Championships in Italy.

Andrew had also rowed for Groton and last year was in the j.v. boat at the Harvard-Yale Regatta. Andrew is now in training for more singles (next, we hope, in the intermediate class) and is aiming for the Nationals in July.

William G. Capitman

Editor's Note: Though we reprint parts of this letter without the writer's knowledge, many of the ideas, though addressed to the Philadelphia rowing scene, bear serious consideration by all who are interested in promoting our sport.

Dear Sir:

I cannot explain why so many people row in England — and in particular at Cambridge — but seeing so many has led me to recall some old ideas and to plagiarize a few new ones that might help popularize the spectator's role of rowing races. It seems that the spectator has always been a forgotten element in American college races

— at least in most cases. I am sure that you have considered changes and innovations and probably are familiar with all the ones I am going to suggest — but maybe some of the below will be new and worthwhile.

It is easy to consider Philadelphia — for this is where we are most likely to be able to innovate changes.

Information: most races are not even announced. It seems to me that the following are needed:

1. A system of announcers to report each race.
 - a. Either on shore or in launch or combination of both.
 - b. People could be students who have rowed, etc. Officials are not necessary (in regards to present situation of no announcing — any competent person should be suitable).
 - c. If electronic gear is not available, too expensive, too liable to vandalism, etc. — a flag system is easy to work. Flagman lowers flag color of lead crew when it passes and raises it when second place crew passes, thus giving the announcer at finish at least the margin between boats at every 500 meters — or whichever interval is chosen. Obviously this system is adaptable to all sorts of reporting.
 - d. Handout leaflets for races are helpful to friends, parents, etc., who are generally completely lost when they watch races.
2. Better places to watch from.
 - a. Rent rowboats — sit on finish line — the old Henley idea. Obviously it might be difficult to run races if the rowboats are in the way — only "responsible people," i.e., parents and friends, could be entitled to tickets that would enable them to rent the boats (at subsidized rate) from the canoehouse. If I remember correctly that boat rentals are curtailed during races — surely the canoehouse people could use the extra money. Any-

(Continued on p. 42)

THE PRESIDENT'S MESSAGE In Quest of a FISA Rowing Course



by William J. Knecht

Several months ago *THE OARSMAN* published an extensive article covering the proposed FISA rowing course to be located in New Haven, Connecticut. This 75-acre course, including a complete sports complex, has been my personal goal during my administration as President of the NAAO.

Mr. Juan T. Trippe, President of International Rowing Foundation, Inc., has been the driving force in this 30-month project and has spent endless hours in a most dynamic way counseling the Mayor, Park Commissioners, Board of Aldermen and interested citizens of New Haven. As a team, we have made 11 trips to the site in order to negotiate the obstacles that must be considered.

The Traffic Commission is most concerned about the removal of two bridges; the Ecological and Environmental groups, about the acreage and how it will be handled; the Social agencies are interested in who will be able to use the facilities; and the Water study groups, in the proposed waterway. During these months, a change of Mayors, Park Commissioners and Board of Aldermen took place. As a result, the contract was redrafted 14 times and the proposed budget of \$4.5 million has increased to the projected cost of \$7.5 million.

Chairman Trippe strongly believes, as I do, that during May action will be taken by the Mayor's office in New Haven in the direction of accepting or rejecting the recent contract.

Recognizing the great number of FISA courses in other countries throughout the world and the countless times these countries have hosted the U.S. in Championships, we should feel a definite obligation to create a regulation course and extend our hospitality to our brother countries.



Hart Perry's two boys get a workout in the tanks.

by Hart Perry

In various articles in this issue you will see a historical sketch of the junior rowing effort in this country. I think it is safe to say that this is an established element of our national rowing program and that there are definite paths we are facing for the future. I also think it is accurate to conclude that our efforts at this stage are spasmodic and disorganized at best.

This is not to detract from those who have put in countless hours on the development of various junior programs nor is it to undermine the work that some of our country's leading coaches, such as Bill Stowe, Hugh Foley, Charlie Butt and Emil Henwood, have put into developing crews for international competition. It is merely a statement to point out that too much of our effort is centered locally and there is still far too little exchange between the various rowing centers in the U.S. Unlike Great Britain where a regional selection scheme is possible (as outlined in an article elsewhere in the magazine), the vast geographic distances in the U.S. make a national organization of this order much more cumbersome and, therefore, difficult to establish. On the positive side, we have shown the people in the National Rowing Foundation, the U.S. Olympic Rowing Committee, and the National Association of Amateur Oarsmen that there is real value in youth rowing. Those of us who have been directly involved are eternally grateful to the generosity of these organizations, for without their help the strides we have made would have been impossible.

YOUTH CONFERENCE AT KENT

Last fall a number of us directly and indirectly involved with youth rowing gathered for a two-day conference at Kent School. The first item of business was to establish a purpose for junior rowing, which at that time was stated as follows: "To get as many youngsters involved in rowing as possible and to keep them involved in rowing programs

throughout the country." To this end we look at where we are now and see that there are an increasing number of programs designed specifically for youth rowing, not just preparation for our national junior team but overall introduction of the sport. This, I feel, is a real plus. There are people who feel that this approach to our national rowing program is the only way that our senior teams will be more representative when competing in world circles. Certainly this is a goal of the youth program, but many of us feel that this is just one aspect of youth rowing, one that has perhaps received too much emphasis to date.

YOUTH ROWING NEEDS IDENTIFIED

At the Kent meeting we took a good hard look at just where we were and what our needs were for the present and for the foreseeable future. The first item of business was the necessity for well-run and well-officiated regattas. It was stated that many young people are driven away from the sport of rowing because of the inefficient handling they have had when competing. There is a definite need for more coaches and good coaches. To this end we are hoping to interest a great many college and school oarsmen in becoming involved as coaches during the summer season. It was hoped that this could be implemented this year, but the Olympic effort seems to have temporarily stifled this effort. We feel that more of the formal and major regattas should include races for juniors, and to this end Chuck Colgan has succeeded in getting eight entries for the eight, four with and sculler in the American Henley specifically designed for juniors. We feel there is a great need to publicize what is available in junior rowing and plans are underway to produce a brochure that will identify all clubs, schools and colleges that have specific programs for youth and juniors.

There was a feeling that we needed specific direction to the efforts made on behalf of the youth rowing in this

Some Observations on Youth Rowing

by Bill Stowe

"Youth Rowing — for fun or profit?" Any discussion of rowing should attempt to outline what we are attempting to accomplish, prior to setting out on our course. Why do we want to get kids rowing in the first place? Why not let them participate in some other more established sport and rid ourselves of all the mental anguish that goes along with any rowing program? Hopefully, most coaches feel that they enjoyed rowing as competitors, received life values from the sport and have a desire to impart the same to their young charges. Once it has been established that rowing is a good, healthy thing for the American youth, we should then be ready to determine whether it should be for "fun or for profit."

Recreational rowing is great relaxation, has appeal to the Sunday sculler and is a beautiful way to "find oneself." Rowing for fun has its place in the American scene and should be the first way that people learn to row. Sailors "play" at their sport several years before they race. Golfers enjoy the fun of the game for years before they get into tournaments. Why not the same in rowing?

The category of "fun" rowers should be the first one to be expanded. Instead, however, they are thrown out of the highly competitive boathouses. It is a known fact that little league baseball is almost dangerous on the youngsters involved. Perhaps we should stay away from race pressures for young oarsmen. Winning becomes so important that unless you win, the effort expended is not worthwhile. Is an improved youth program only going to burn out the desire of our best oarsmen of the future?

No one in this country has been more guilty of what I fear is happening than myself with the Litchfield Rowing Association. Although I am basically against the "camp" or National Team concept, the LRA was formed to provide rowing for those youngsters who did not live near rowing centers and who wanted to extend their school rowing program. At first I did not feel that we were robbing rowers from other established clubs. The entire purpose of the LRA was to place boys on the National Youth team, and in our four years' existence, we placed 58 boys on the squad.

To do this, we had to live rowing for eight weeks, thinking of nothing else. We would often row over 30 miles a day, in as many as three separate practices. This training was supplemented with movies, video-tape discussions of the practice, rigging instruction and other off-water lessons

of rowing. My purpose was to develop the maturity level of the oarsmen, so that nothing bothered them in races. I treated the 15-to 18-year-old oarsmen just as I had been treated when I was rowing in my twenties. This system proved to be successful for immediate results, but I question its value for improving rowing in the country in general. I think that I was guilty of burning out some of the youngsters. Personally, I enjoyed the Litchfield experiment because I am a competitor and enjoy victory. Often with inferior oarsmen, we were able to simply out-work, out-smart and "out-desire" our competition. There will not be an LRA this summer, because I am unable to devote the time that I have in the past. The nature of the "camp" is such that no continuity exists, few oarsmen return to teach the younger boys, and it was dependent upon volunteer coaching for which few are available for a full summer. Perhaps we will operate again in 1973.

One of the questions asked of me for this brief article was in regards to small boat training for junior oarsmen. I believe that it is a myth that small boats are the secret to winning eights. I feel that youngsters should learn to row in an eight when being coached. A coach can work with two or three eights, but could never handle as many oarsmen in pairs, singles, or fours. Rowing in small boats is an excellent diversion from the eights and it does offer the oarsman the opportunity to discover for himself what it is all about. At Litchfield we rowed about one out of three practices in small boats, but were never able to get a good physical workout because of difficulty with balance. When the eight was established, the excess oarsmen would concentrate on the small boat of their choice and attempt to make the squad in that boat.

The U.S. rowing world is very concerned about our failures in the Olympics and in world championships and is looking for immediate ways to improve that record. As a country, we are attempting to reach the pinnacle without building the base. A step backward towards "fun" rowing would be a start. Everyone cannot win, but many more should be enjoying our sport. Our national goals should be aimed at getting more people involved on all levels, not just at the top. If the nation had a hundred men like Dr. Brundage, Mr. Emerson and Don Rose, we would have 10,000 more rowing daily. A good look at our purposes and motives for our sport could perhaps set us back on the right track.

Youth Rowing *(Continued from p.3)*

country. The NAAO has designated funds towards this end, and I think it is now our goal to get a national committee that really functions. Too much of the work has been done by too few people, and other people who were more than willing to be a part of this have not been kept posted on what is available and what needs to be done. We have a fairly extensive group of "alumni" from the junior teams from abroad. Tom Farrey, a member of the '70 and '71 teams, is undertaking efforts to organize this group for the promotion of youth and junior rowing. I think he is an excellent choice for this because of his exposure and his enthusiasm. We also need definition of our areas of emphasis; as I see them, they break down as follows: (1) beginners; (2) age group rowing; (3) junior rowing within the

U.S.; (4) junior rowing with a goal of international competition; (5) school rowing; (6) school rowing with crews going abroad to such regattas as Henley; (7) the finished product from the junior program being ready to go on into intermediate and senior programs.

OTHER PRIORITIES CONSIDERED

A great deal of time was devoted to a discussion of the use of films, coaching clinics, and other aids which might increase the interest in rowing in general and youth rowing specifically. We also realized the great need for equipment, equipment that might even be specifically designed for juniors. Pete Lippett's article elsewhere in the magazine points to this. We tried to establish some priorities in terms of financial need, and it was our feeling that the money spent on teams going abroad should be re-evaluated. We are

(Continued on p.5)



American School of Paris (Junior, category international) rowing on the Seine, nearing Pont de Grenelle.

The American School of Paris rowing program began in the winter of 1968; that year's competition was curtailed due to the "May Revolution." From 1969 to 1971, the School rowing program has expanded. The school has at its disposition four fours with cox, an eight and two pairs with, plus an assortment of numerous training boats. Results also have been outstanding, with wins in the Paris Scholastic Championships (first); French Scholastic Championships; the Championship of the Seine; F.F.S.A. - Ligue de l'Ile de France Championships; the Championships of "quatre-ligues" (Ile de France, Picardie-Flandre, Normandie, Alsace-Lorraine); plus International Regattas in Ostend and Ghent, Belgium (first) and the British Schools Championships at Pangbourne (third). The school has been chosen to represent Paris in several inter-regional regattas throughout France, and of course, the crews compete in numerous national regattas organized by the F.F.S.A.

Crew membership is composed primarily of Americans, although the team is of an international nature as there are and have been French, Dutch, English, Canadian and Saudi Arabian elements. Nearly all the oarsmen go on to row in American universities or secondary schools.

The rowing program at the school has been successful as well as rewarding. "Les Americains" are well known here on the rowing scene. Unfortunately, we are not always well received or welcome; for one thing the Federation Francaise des Societes d'Aviron do not permit foreigners to compete in their national championships, and again Paris officials are reluctant to allow us to compete in Regional Championships. If allowed, any wins are never officially recognized, and in order to row in the finals, often we are asked to row in repechage, even after winning the eliminations, then only to find that the crew has been delegated to row lane 7. With all this, the kids continue to smile and love rowing.

Youth Rowing *(Continued from p.4)*

in the process of setting up some standards which crews must meet if they are to be eligible for the partial support that is available. We also wish to place a fleet of sculling boats at the disposal of bonafide junior programs. This is not a unanimous feeling since some people in junior rowing feel that small boats training is greatly over-rated (see Bill Stowe's article — p. 4). We feel that support should be given to bringing regional champions to the National Championships, thus creating much more strength on a national level. We feel that support should be given to regattas for prizes, course installations, etc. so that more regattas would be of proper stature to encourage boys to continue rowing. We feel that colleges and schools that make equipment available to junior and youth programs should be reimbursed for depreciation of the equipment. We feel that money should be used to underwrite brochures, booklets and other publications for the promotion of youth rowing.

In short, it looks as if a lot is being done and it is. I have the feeling, however, that our standard of rowing is, nonetheless, standing still. I think we are realistic in evaluating our present status and knowing what must be done. Great strides have been made, but it is so evident that if we are even to make an attempt to catch up with our European rivals (and I don't mean this just in terms of gold medals and FISA Championships), we have many, many hours of work ahead. It is easy to criticize people and programs, but our initial problem is indeed one of organization and promotion aimed at getting more people into more boats. We have willing people. We have young people who would become excited about the sport of crew once they get involved. So much more effort must be directed to getting them into the sport. I think the NAAO and others have made, and are continuing to make, tremendous strides in this direction, but we can't rest until we have done a much better job than we have to date.

NOTICE

1972 FISA Championships for Juniors

August 2 - 5
MILAN, ITALY

SEVEN OLYMPIC EVENTS

Crews will be housed at Agip Motel, Milan

U.S. JUNIOR CHAMPIONSHIPS and SELECTION TRIALS

July 13-14, 1972 at Philadelphia, Pa.

U.S. Team to depart approximately July

Partial support of Team through generosity of
National Rowing Foundation

ROW WITH THE BEST — BE THERE!

U.S. JUNIOR ROWING:

An Historical Perspective

by Charles P. Colgan
1972 Junior Regatta Chairman



Litchfield R.A., winners of first section of Cadet 8 over Undine, West Side, Potomac and Blood Street Sculls in 4:53.4, receives its medals from Sella Pasada of Colombia, S.A. at the 1969 Philadelphia Youth Regatta.



Steve Jonik, stroke of the Penn A.C. eight that defended its National Youth Championship title receives the Joseph F. Sulger Memorial Trophy from Emmanuelle De Los of Paris, France, while Coach Vincent J. Szymkowski looks on.

The first regatta in the U.S. specifically for junior oarsmen was the 1966 Philadelphia Youth Regatta. This regatta came about as a result of a general dissatisfaction with the old system of classification. That is, the junior, intermediate and senior categories seemed to penalize teenagers. A clear indication of this was the case of the 1964 Penn A.C. Junior Crew which went undefeated and climaxed its season by winning the National Championship in intermediate eights. Every oarsman in the crew was 16 years old. In 1965 the crew was compelled to race as seniors and lost all but one race. By the end of 1965 most of them were through with the sport and none of them ever competed again as a senior heavy sweep oarsman.

AGE GROUP ROWING

Jack Galloway of Penn A.C., Al Rosenberg, Dietrich Rose and Chuck Colgan of Vesper proposed at the November 28, 1965 Philadelphia Area Coaches Committee meeting that an "age group" regatta be held in 1966. The motion carried with the addition that "proof of a satisfactory physical examination be required for competition in the age group regatta." The writer was appointed Regatta Chairman with Rose and Galloway as the committee. This committee had as its goal the development of a model which could be used in every section of the country to develop rowing on a "grass roots" level much like "age group" swimming which had revolutionized that sport.

Between November 1965 and June 11, 1966, when the first Philadelphia Youth Regatta was held, the committee surveyed the literature on youth rowing in Europe and found that it was quite popular in Germany and that an International Youth Regatta had been held at Henley, England in August 1965 between Britain and Holland. We discovered that there were FISA rules governing youth rowing and that there were various sub-classifications such as cadets, colts and junior colts. In January 1966, the British formed a council on youth rowing, their purpose being to hold a National Youth Championship on July 31, 1966 and

to select a national youth team for transportation to Holland for an International Youth Regatta.

The first two years of the Philadelphia Youth Regatta saw mostly local competition. In 1966 the 13 races involved 33 boats from six Philadelphia clubs and the Oyster Bay Rowing Association for Long Island. The wins were well distributed with Vesper winning five races, Malta three, Penn A.C. two, Oyster Bay two, and Undine one. Again in 1967, the same seven clubs raced 27 crews in 11 races. This time Malta won four races, Vesper three, Penn A.C. two, and Oyster Bay and Fairmount one each. These regattas were highlighted by the victories of the Penn A.C. eight which later was to win the 1967 and 1968 National Youth Championship with essentially the same lineup as used in their colt eight win of 1966 and cadet eight victory of 1967.

FISA YOUTH CHAMPIONSHIPS

With the first FISA Youth Regatta scheduled for Ratzeburg, Germany in July 1967, the NAAO authorized a National Youth Championship Regatta in the seven FISA events. The contest held at the Orchard Beach Lagoon was dominated by New York A.C. which won four events — both pairs, the double and the single. Oyster Bay took the straight four, Potomac the four with, and Penn A.C. captured the eight from a field of four. A total of 20 crews from 11 different clubs competed in the seven events.

Regatta Director Jack Sulger of New York A.C., in addition to staging the regatta on short notice, had to contend with a persistent myth: several clubs came to the regatta expecting a full-paid trip to Germany for the winners. Actually no funding was available, and the club officials in a flurry of activity raised in a few days the amount necessary for transportation. The Ratzeburg Committee provided room and board at the regatta site for all participating countries.

Considering the general inexperience of the oarsmen, the last minute travel arrangements and the shell problems, the

squad under manager Jack Sulger performed creditably. Jim Dietz in the single added a FISA gold medal to his collection which included the U.S. and Canadian Schoolboy crowns and the Canadian Championship Singles. Jim defeated scullers from nine different countries. The New York A.C. double finished fifth in a field of nine. The Penn A.C. eight was never able to find a set of oars to fit its borrowed shell but managed to win the small finals, also in a field of nine. The Potomac four finished ninth out of ten and the Oyster Bay four finished eighth and last. The New York



Potomac B.C. crew, winners of second section of Cadet 8 over Vesper, Ohio Valley and Litchfield "B" in 5:02.5 at the 1969 Philadelphia Youth Regatta.

A.C. pairs were not able to take the trip, this being the only FISA Youth Regatta where the U.S. was not represented by a full team.

YOUTH EVENTS SPREAD

The season of 1968 saw the addition of youth events to some regular regattas. On June 23 the New England Amateur Rowing Association included this category as scheduled events. The Schuylkill Navy Match Races followed suit as did NYAC and NYRA. However, the National Youth Committee has gone on record, at its last two annual meetings, to urge all regatta committees to add youth events. The latest committee to act is the American Rowing Association which has added four youth events to its 1972 American Henley Regatta.

1968 also saw the proliferation of junior programs in many clubs. The most significant feature of this upsurge was the formation of the Litchfield Rowing Association. This strictly summer program was started through the cooperation of Bill Stowe, then of Columbia University, Hart Perry of Kent School and Chick Willing of South Kent School. During its four years of existence (disbanded as of December 1971) it captured the limelight by its swift rise to the top of national youth competition, although it never reached its goal of a FISA medal.

The 1968 Philadelphia Youth Regatta experienced a 50% increase in entries: 41 crews competed in the 13 boys' events and 11 crews competed in the newly added girls' events. Seven of the ten clubs went away winners; Oyster Bay with four victories and Vesper with three. The newly formed Litchfield R.A. entered three races and won one — the cadet pair without coxswain, where it finished first and second. The outstanding Penn A.C. cadet eight defeated Litchfield by three-quarters of a length in 4:41.1, a new record.

The 1968 National Youth Championship was the first organized under the direction of the newly appointed Ad

Hoc Youth Committee with Hart Perry, chairman and Chuck Colgan, vice-chairman. This committee accepted as its assignment the development of youth rowing in every possible area although, again, no funding was available. Hart Perry and Bill Stowe undertook the task of team travel and equipment transportation which plagued our first team.

A 75% increase at the Youth Nationals in entries (34 crews) probably accounted for the overall strength of the squad as compared to the 1967 team. All races were closely contested except the eight, but Penn A.C. had already



1969 Philadelphia Youth Regatta Chairman Chuck Colgan (left) with NAAO Youth Committeeman Dr. Oliver Brundage.

proven its superiority in previous regattas. Litchfield won the four with and both pairs, West Side the straight four, Vesper the single and Oyster Bay the double. Regatta records were set by all except the pairs and the single. The presentation of second and third place awards, inaugurated by the Philadelphia Youth Regatta, was extended to the Youth Nationals.

Since the team of seven crews represented five different clubs, the youth committee felt that the appointment of a team manager was a necessity. This task fell to regatta director Chuck Colgan.

Although the Amsterdam Regatta Committee under Mr. A. J. Landaal was most gracious, the coaches found the hotel assigned to the crews totally inappropriate and moved out after two days. Since this was the height of the tourist season, we had to split into three groups, with Penn A.C. staying in private homes. After a few days we secured our shells, although we never really found adequate practice time due to the fact that another regatta preceded the FISA Youth event.

The East Germans, competing in the regatta for the first time, dominated. They won four finals and placed second in the other three events. The U.S. had five finalists and overall had one victory, two thirds and a fifth, sixth, seventh and ninth. The Oyster Bay double of Al Medioli and Bill Bennett came to the finals by way of the repechage and topped a field of thirteen. A really great battle took place for second place in the eights with Eaton College of Britain nosing out Penn A.C. by 1.81 seconds. The SC Dynamo Berlin eight of East Germany, which two years later was to win the World Senior Championships in Canada, set a new course record of 4:25.78 to win by more than 17 seconds.

NOTE: In the July issue of THE OARSMAN Chuck Colgan will finish this historical sketch by covering the period from 1969 to the present.

The Feasibility of an Inexpensive Youth Scull

by Peter Lippett

At the Princeton "summit conference" held in December 1971, perhaps the most far-reaching recommendation voted by the delegates was the initiation of a full-scale age-group sculling program, patterned after the successful age-group programs of swimming and hockey, as well as soccer's program which is just now beginning to produce large dividends. The obvious and immediate first inquiry concerned the projected mass need for an extremely inexpensive youth scull which could be produced by the thousands and purchased for a price every family could afford. With today's knowledge, or at least based on today's prices of models currently under production, the goal seems unrealistic and unreachable. But a survey was ordered, directed to every major boatbuilder of the world. Of 32 inquiries, 25 preliminary replies were received, the most interesting of which will be discussed herein. At this point, no thought has been given to the problem of transportation costs and duties if foreign boats are ordered, or to the policy question of whether the NAAO should "buy American."

The inquiry posed every question we could think of, including current production, possible modification thereof, the possibility of any new "breakthroughs," whether research and development funding would be needed, and whether the concept of a mold from which hulls could be poured at local centers is feasible. About the only near-unanimous point made by the replies was that the idea of a mold is unwise and unworkable, for two reasons. It is more

difficult than it seems to pour from a mold, and more technical know-how is necessary than is available at rowing clubs. Secondly, even if a very cheap hull could be made it would not solve a major expense factor, that of hardware. As an example, Pocock's price list shows a total hardware cost for current racing sculling boats of \$145.15 (excluding blades!). So even if a hull could be produced for \$100.00, we're still talking of a total expense of around \$300.00 including blades and transportation, which in the judgment of the delegates is between two and three times higher than most families would pay.

Stan Pocock's reply was, as usual, direct, informative and concise. He feels that the most effective way to meet the challenge of cost would be to produce the boat in kit form, not requiring assembly by skilled people. He points out that we would thereby save the manufacturer's assembly, finishing and transportation costs. He hopes that such a kit could be produced (assuming guaranteed orders in the thousands of kits) for something under \$200.00, a figure certainly within acceptable range.

A. H. Baker, English producer of a carbon-fiber reinforced sculling boat, is literally hoping for just such a development, and seems most anxious to work on the project. They, too, mention the concept of a kit for assembly of the hull, and they have already developed a separate unit consisting of the entire sculling mechanism which would then be fitted into the finished hull. This could be done for a specially designed youth boat 20 feet long with a 20 inch beam; cost projections await further specifications from us.

Another impressive reply came from Griffin Boats of England, who also talk of a prefabricated kit for a 28 lb. boat measuring 18 to 20 feet long, 11 inch beam and 6 inch depth, made from carbon-fiber reinforced fiberglass. For a kit, they mention a figure of \$135.00, blades extra, transportation approximately \$30.00 per kit.

Donoratico already produces a youth skiff, which their letter indicates could be delivered complete to the East Coast for \$270.00; probably most Americans are not aware of this skiff and investigation seems worthwhile.

I'd love to tell you what Pirsch and Empacher said, but I can't read German; perhaps someone at NAAO headquarters will be able to evaluate their replies. An inquiry was sent to the Ruderakademie at Ratzeburg, asking about the youth sculls used in their program as illustrated in their marvelous training film, but so far no reply has been received. There's also a fascinating plastic skiff called the "Trimmi" illustrated in the November 19 issue of RUDER-SPORT which might well bear further investigation.

Other American builders with potential interest are: Worcester Oar and Paddle Co., with some kind of a so-far classified new development which they will reveal as soon as they are set up; Astra racing shells of California; and the Alden Ocean-Shell people, although the latter's is not a true racing scull. Many of those who responded made the point that the skiff selected should either be, or should precisely simulate, a racing single scull, because youth must be started right out learning to balance and handle such a craft, else



A.H. BAKER



DONORATICO

the whole point we are trying to achieve is lost. Several also felt that it should be a "one design" craft, so that it could be raced competitively without discrepancies due to the talent of the club or family which assembles it. On both these grounds, several people had doubts about the so-called "box boat," which would be handmade from standard blueprints.

This leads directly to the other development currently going on — the "box boat" built by Jim Gardiner in Seattle, a hastily constructed example of which was shown at the equipment show at the January NAAO meeting. The attraction here is the very low cost (around \$70.00), and the family participation in building it from plans supplied by the NAAO, just as many fathers have helped their sons build sailboats from kits or soap-box derby racers. Jim showed a film in January which went a long way to reducing the doubts of many, for it looked and handled much more like a racing single than many had expected.

So where are we? There seem to be two major areas of future investigation involved — finances and testing. The project is currently stalled due to the uncertain tax status of the National Rowing Foundation, and the possible rethink or total re-structuring of that organization after an Internal Revenue Service ruling is received. Following a

clarification of its status, there remain the fund raising efforts necessary to such a massive project, together with a policy decision as to whether the NRF wishes to get involved in such a project. If finances would be forthcoming, we could then pursue some of the research ideas mentioned by several who replied (not covered in this report), such as the idea of injected plastic foam, etc.

It then seems to me that trained and reliable scullers, either one man or a committee, would have to test each model submitted to us. Certainly administrators behind a desk couldn't make the ultimate choice; I'm sure we'd want to rely on the Speros, Cromwells, McKibbons, etc., to make final recommendations. This might even involve sending one or more of them on an extended survey trip; perhaps since many of us will travel to Munich this summer, some can detour to see what the Germans are doing or test out Donoratico's model.

In short, we have just begun to investigate, but I've learned a great deal from our preliminary survey, and I'm now convinced that such a youth scull is indeed feasible if the NAAO will make a commitment to purchase the masses of boats which would make the efforts of a manufacturer worthwhile.

(See chart on p.10)



POCOCK FIBERGLASS

WHAT IS AVAILABLE IN YOUTH SCULLING BOATS

NAME	COMMENTS	COST
Pocock	Kit, saves assembly, finishing & transportation costs. Might modify current model.	Under \$200 w/o oars
Astra	Scaled down fiberglass racing single. Stainless riggers, plastic Delria oarlock. Interested in low cost fiberglass oar.	\$350-\$400, w/o oars
Sims, George	Two-piece fiberglass hull, reinforced. Will have test model available soon. Experimenting with skulls.	\$150 approximately
G. Harris & Son	Fiberglass. No production now, would start from scratch. Ideas for savings on equipment.	\$110 - 140
B & H Racing Craft	No longer producing.	
A. H. Baker	Specially designed youth boat. 20ft. 20in. beam. Purchased complete, kit of sculling interior for wooden hull (fiberglass cockpit), fiberglass molds.	No quote available
Donoratico	Fiberglass skiff with boys' oars, laminated wood.	\$270 with oars, del. New York
Richmond Racing Boats	Molded expanded foam boat (awaiting rough estimate) rigid plastic boat interior.	Needs R. & D. money
Kaschper	No production yet. Two-piece molded fiberglass, no oars, but now testing.	\$375 Canadian f.o.b. Ontario for 500 boats
Fuji Delta	Molded plywood now	\$550 with oars, CIF USA
Griffin Boats	Fiberglass woven cloth and resin, spruce & marine ply, carbon fiber and plastic foam 18'-20', 11" beam, 6" depth. 28 lbs. Hulls & kits; can be prefabricated.	\$135 kit, no oars \$210 complete boat
Staempfli	No time for research. Current fiberglass training and school boat.	Single for \$600, oars for \$90.
Ronald Bowley	Fiberglass, 24'6", 16½" beam, Will contact for plastic injection molding	10 at about \$260/boat
Aylings	Blades are now about \$47.75, but could be less.	
Worcester Oar & Paddle Co.	Classified experimental "plastic family" model	Mentions under \$500
Swim-Pak (Alden)	Charles River model ocean shell, w/o oars 16'x24", 45 lbs.	\$315, f.o.b. Rhode Island, - 1/11th pilot - 30% program
Pirsch	Information on request from NAAO	
Croker Oars	"Imagines" dinghy type oar	\$12-\$14.28
Empacher	Full junior skulls	Varies as to quantity
Sargent & Burton	Nothing at present. One mold was no good. Plastic foam possible.	
Roland Sims	Awaiting quotes on carbon fiber reinforced fiberglass.	

The Regional Youth Scheme

by John Langfield

Editor's Note: The following article is reprinted from the March '72 issue of ROWING with the permission of P. F. G. Ayling, Managing Editor, ROWING MAGAZINE, Ayling's Boathouse, Embankment, London, SW 15.

Roger Vincett is rather a busy man at the moment. Chester on the weekend of January 22nd, Monmouth the weekend of January 29th, Molesey on February 5th, Bedford a week later, and then on successive weekends Durham, Putney, Radley . . .

Just a minute, you can almost hear people asking, just why is he going from one end of the country to the other, in an apparently random pattern, and at weekends? You can even hear some saying "Who is this Roger Vincett, anyway?"

Well, you should read your Rowing magazine. Roger is our second National Coach — and if you didn't realise we had two, then you really are a bit behind. More to the point, he is the National Coach with particular responsibility for Youth Rowing; he is in charge of the Regional Youth Scheme; and that's why he's travelling up and down the country.

You didn't realise we had a regional youth scheme? And you have no idea of what it is? Perhaps you can be forgiven; because the only official announcement of it occurred in a circular to schools and clubs in November last year, and bearing in mind the usual fate of A.R.A. documents, it may well not have permeated to the lower echelons yet. And in that case you'd better read on, because it's an important scheme that is going to affect a lot of people.

It has been realised for some time that our methods of producing good Junior crews are far from ideal; and at the 1971 Nottingham Conference, it was suggested that perhaps a scheme might be organised where a Midlands team raced against teams from the North and the South; the idea being that the use of the word "team" implies all seven FISA boats, and that people would be forced earlier into pairs, doubles and so on. The advent of the Nottingham course made a six-region, six-lane event a distinct possibility; and in the autumn of 1971 the C.Y.R. (now re-named the Youth Rowing Committee) gave Roger Vincett the job of organising it. He began by fixing a date for the new Regional Championships (May 21st, 1972); then divided the country into six regions (whose centres are those named in the first paragraph; Chester and Durham belonging to the same region).

The next step was to appoint organisers for each region; and we'll give the names, because if anyone has missed out on the scheme so far, it's these people he should be contacting. Chester is M. C. Fox (King's School, Chester); Monmouth, J. W. Hartland (Monmouth School); Molesey, J. W. Langfield (Hampton G.S.); Bedford, R. E. Bright (Bedford R.C.); Durham, F. A. Blank (Durham School); Putney, N. V. Bevan (Westminster School); and Radley, R. L. Howard (Radley College).

All this was agreed by the beginning of November; and at this point the circular went out, announcing the scheme to captains. Roger drew up a timetable whereby he (and Bob Janousek, if his Senior commitments left him free) could visit the regions one by one, and inspect the talent, before the end of the Spring term. The idea was that he would invite certain promising crews, together with their

coaches, to an Easter Camp at Nottingham in April, where they could get first-hand experience of still water conditions, and perhaps attempt standard times (without which, you will remember, no-one will be going abroad). Meanwhile the regional organisers, who would of course also get a good look at their strength during the inspection weekends, would be deciding how best to produce a strong regional team; and these teams would meet at Nottingham on Sunday, May 21st. All this was in the November circular.

Those weekends are taking place as you read this. It is left to each Regional Organiser to decide the exact form they take, but the general pattern appears to be a meeting of all interested parties early on the Saturday morning, followed by at least two outings during the day, parts of which are video-taped by Roger. This tape is then played back during the evening, and followed by a general discussion, and a coaches' meeting. Then on the Sunday there are likely to be some short timed stretches, and possibly some tentative combinations. Further discussions for the coaches are the final phase; at these they will review what has been learnt, and discuss the possibility or necessity of further weekends or trials before the Regional Championships proper.

(Continued on p.12)



"Building Boats To Help Build Men"

A complete line of the finest racing equipment and also rugged fiberglass training and recreational equipment in fours, pairs and singles. Adjustable outriggers available.

Fostering American rowing with American labor, material and fourth generation experience.

**P.O. Box 111, Univ. Sta.
Seattle, Wn. 98105
206 633-1038**

The Rowing Cravat



Price Per Tie — \$8.00

Enclosed please find ___check, ___money order, plus
\$.50 for postage & handling for a total of \$_____

Please check desired color combination from list below.

- | | | |
|---|---------------------------------------|------------------------------------|
| ☐ Red/White/Blue | ☐ Red/White | ☐ Red/Blue |
| ☐ Blue/Gold | ☐ Blue/White | ☐ Blue/Gray |
| ☐ Maroon/Gray | ☐ Maroon/White | |

Make checks payable to: Tully-Tie
62 Main St., Andover, Mass.

Name _____

Address _____

City _____ State _____ Zip _____

REGIONAL YOUTH SCHEME

(Continued from p.11)

The main snags with weekends such as this so early in the season is that many schools and clubs are nowhere near ready to be evaluated. Nevertheless, it is quite clear that not only is this the only time in the year when such visits could be undertaken, but also that for our potential Junior Internationals to have any chance abroad, they must be in the correct boats as soon as possible. Ask Abingdon . . . Roger is at pains to point out that he and the regional organisers are not trying to form composites at this stage; what they are trying to do is to establish a liaison within each region, so that there is not any unnecessary duplication of effort or crews; in other words, so that the talent in each region is found, and directed into non-conflicting boats where possible. The composite suggestions will come later, probably from inside the regions themselves, after the Regional Championships. Suppose, after all, that our biggest single club, Eton College, wins the Regional Championship in Vllls. It is not very likely that anyone else will challenge them on their own afterwards. So Emanuel, Shrewsbury, or anyone else who thinks that they have good material, but who lost the Vllls championships, will no doubt start thinking of a IV, or of combining the best of their VIII with the best of someone else's, and having another crack at Eton in the N.Y.C.'s two months later. What is not wanted again under any circumstances is the situation that arose last year, when the rowing masters of the schools who thought that they had produced fast Vllls, and had then been confounded by the remarkable (and by them unexpected) performance of Pangbourne College, all congregated in complete confusion outside the enclosures on Henley Saturday, changed their plans left, right and centre, and gave the best example of indecision, non-co-operation and parochialism since the same occasion the year before. The result, you may recall, was that Westminster won the Vllls in a time slower than that for Colts Vllls, Pangbourne lost in the first round of the coxed IVs, and neither the Hampton nor the Eton VIII competed. Thank God for the foresight of the selectors, so that on the second day of trials things were more or less put right, and the Pangbourne contingent went; but how much better it would have been if it could all have been done four weeks earlier! This, at least, the Regional Scheme should go some way to achieving.

To summarise, then; the new scheme is an attempt to spread the net for potential Youth Internationals a little wider, and to ensure that when they are found they do not spend the entire summer in the wrong type of boat. By involving 156 potential candidates on May 21st, it should ensure that on May 22nd at least some of them know the score; and there will still be eight weeks left for those beaten to regroup if they think it wise.

We are gradually being brought to the conviction that only by co-operation, organisation and common sense can we even get on terms internationally, never mind win medals. No-one will be representing G.B. at Senior level this year unless he is at this moment a member of the National Squad; and although at Junior level so strict an attitude is as unnecessary as it is impractical, the Regional scheme is a logical step in the rationalisation of what we do, why we do it, and when it must be done if it is to be of any use at all.

May Roger Vincett's travelling not be wasted!



Philadelphia Girls Rowing Club Eight heads out for workout.

Preview of Women's Rowing

by Ingrid Barrett

The National Women's Rowing Association has continued to grow substantially again this year. Club membership is up, and the number of crews we hope to have at our Nationals is most encouraging. Our Nationals are being held on Green Lake in Seattle, Wash., on June 16, 17 and 18. Seattle was the location of the first National Women's Championship races in 1966. Since that time, women's rowing has branched out into many different locations involving women from high school age up to 35 years and older. Except for the quarter mile singles dashes, the oarswomen will row a 1,000 meter course in eights, fours, quads, doubles, pairs, singles and wherries. With new talent, growing talent and veteran talent competing together for our gold medals and possibly a trip to Europe, our Nationals should be very exciting.

Blood Street Sculls of Old Lyme, Conn., has about 60 girls from the three high schools, Old Lyme, East Lyme and Valley Regional, using their boathouse on Rogers Lake. They hope to travel to Seattle with 20 of their top oarswomen. They will be strongest in the lightweight and junior divisions. They no doubt hope to retain their lightweight quad national title and come on strong in the fours and the junior four and eight races. They are working hard at bringing their times down to the national records set on their lake last June.

NEW WOMEN'S REGATTAS

Blood Street was one of the first women's crews to be established on the East Coast, along with the girls from the Philadelphia Girls Rowing Club. This year there has been tremendous growth in crew among the schools and colleges on the East Coast. Blood Street along with Connecticut College is hosting the first New England Women's Sweeps on May 14 at Rogers Lake. The regatta is primarily for eights from the neighboring colleges. This invitational regatta is a result of a most exciting meeting of all women's

crews in the East interested in setting up a spring racing schedule. All of the known existing new crews were invited to attend. With a healthy turnout, a lengthy spring schedule was set up among the crews. Since most of the collegiate crews are new, their interest appeared to be mainly in competition among themselves. Hopefully they will ultimately be interested in national competition. This additional membership in the NWRA and its regatta could be a tremendous boost to women's rowing in general.

Radcliffe College Crew, who attended this meeting and also appeared for the first time last year at the Nationals, has set up a racing schedule this spring. They got off to a good start this past fall and hope to send a crew to Seattle.

The women are also working with great success among the men. The ladies of the Cambridge Boat Club are evidence of this. Pat Tyra and Molly Upton worked extensively this fall in the annual Head of the Charles Regatta. Gail Pierson placed first in the women's event in the three mile race during the regatta. They have two new rowing oarswomen, and are looking forward to a successful spring. Gail Pierson is one to watch in the sculling races this June at the Nationals; she is a strong learned competitor.

PHILADELPHIA AREA WOMEN

Coming from the Philadelphia area are some very strong diversified competitors. The Baldwin School has six members of their championship junior eight returning from last year. They, therefore, will be strong in this event. They hope to take 12-15 girls to compete in the Nationals, hopefully in all the events. The girls do not usually get on the water until after spring break as most of them are engaged in another sport until then. They will nevertheless be in good shape.

The Philadelphia Girls Rowing Club has been doing some reorganizing this year. Their coach Ed Harris has returned to England. Their new coach is Ed McKenna. He is working

THE ROWING EXPERIENCE
OF A LIFETIME . . .

IT'S THE MAGIC WEEK
OF EVERY SUMMER . . .

AND IT'S CALLED

THE HENLEY!



90th ROYAL CANADIAN HENLEY REGATTA

AUGUST 3, 4, 5, 6 - 1972

on the revamped Henley Course

ST. CATHARINES, ONTARIO



Canadian Association
Amateur Oarsmen

Post Office Box 2020
Station D
Ottawa, Canada

with basically new talent so their success at this time is uncertain. They are predominately lightweights. If they can be ready by June, they will no doubt be a threat.

Kitty Kalkhoff will once again represent the University Barge Club in all four single events. Because of the mild winter, she has been able to train quite extensively. Fortified with her indoor training, she should be a fine competitor by June. She hopes to couple with Sandy Vanderbilt of the Lake Washington Rowing Club, who will no doubt be strong also in the single events, in the two double races.

The Vesper Boat Club has six returning oarswomen with twin sisters joining their line-up this year. Karin Constant will quite definitely be the one to beat in the lightweight single events. She will certainly have some competition in the heavyweight events this June. The Vesper girls have been training at Temple University throughout the winter, but they doubt that they will have eight girls for the big heavyweight eight race.

New on the scene but with some old familiar faces is the College Boat Club of the University of Penn. Joanne Wright Iverson is their coach, and Marjorie Pollock Ploss is their cox. In their squad also are two girls who formerly rowed with Vesper and one with PGRC. They hope to send 15 girls to Seattle. They are new to us but very definitely one to watch closely.

The ladies from Princeton once again made THE NEW YORK TIMES. They did not participate in our Nationals last year, but did come to observe. After many questions and encouraging observations, the girls have continued their momentum into the '72 rowing season. They did not have such a successful fall but hope for bigger and better things with their intercollegiate races this spring. They do not expect to travel to Seattle this year — maybe next?

MIDWEST WOMEN'S ROWING

The Ohio Valley Rowing Club in West Virginia has a program of little over a year old. They expect to compete in the New England Women's Sweeps and will arise to the challenge of any girls' crew. With such dedicated growth, they no doubt will be a threat to the eastern women's crews.

Now that the spring thaw has begun in Minnesota, the women of the Minneapolis Rowing Club have started to translate their rowing expectations into reality. Of the women who have been participating in the off-season training program, only two will be able to compete in the Nationals this June. The others are novices who are interested in national competition, but their training time on the water would be too short to prepare them adequately. Andy Twedt and Julie Svenkerud, Minnesota veterans, will be rowing in the heavyweight double and pair. Julie will also be Minnesota's first entry ever in the heavyweight singles event. Seemingly two very strong competitors.

There will probably be more crews from the West Coast at the nationals, if only because of the short traveling distance. Seattle Junior Crew and the University of Washington are the hosts for the Nationals this year. Seattle Junior Crew has always been strong in the junior and lightweight events. They were not at the Nationals last year, but this June they will be on their own lake, and will no doubt be all out to recapture their once-held national titles. The University of Washington is fairly new on the scene, but each year it has gotten bigger, now up to 35 oarswomen, and

(Continued on p.20)

(Club Editor's Note: This article is limited in scope to those clubs and individuals known in early spring to be actively pursuing Olympic development. The coverage omits numerous traditional and currently prosperous clubs; Detroit, NYAC and West Side are three who come immediately to mind. Those clubs and individuals who are actively pursuing our sport at any level and who are omitted from coverage below are strongly encouraged to send pertinent information on their programs and pictures of their competing crews to Mike Gasch, 2001 Columbia Pike, Apt. 208, Arlington, Va. 22204.)



The Year of the Camp

CLUBS ON TRIAL

by Mike Gasch

In the year of this country's first attempt at a "National Team" or "Camp" effort, club rowing is clearly on trial. Three years since Mexico City have proven embarrassing; with the obvious and notable exceptions of the Hough-Johnson pair and the Van Blom-McKibbon double, crews developed out of our club system have produced only marginal results at Klagenfurt, St. Catharines and Copenhagen.

Then it may actually be the clubs — and not the Camp, as the skeptics would have it — whose credibility is being put to the most severe test this year. For instance, should the club crews who emerge as our country's representatives from the Kent Small Boat Trials go on to disappoint us at Munich, they will have no recourse, unlike the Camp, to "first year" excuses.

In fact, the Camp has already provided a stimulus to an emerging group of serious oarsmen who might otherwise have been lost in the usual club-shopping scuffle which normally follows the IRA and Dad Vail collegiate seasons. Testimony to this very positive development is the large number of men who participated in the various February ergometer sessions.

And even more hopeful to the club sense of things is the fact that the Camp will eliminate the usual shuffling of club boatings between the eight and the two fours, a predictable aspect of every club's pre-Nationals hysteria.

It follows that the goal of each club seriously interested in Olympic development is now quite clear: to produce fast crews in the single, double, two pairs, and the four without at Lake Waramaug. Let's work to prove that our results overseas since Mexico are not valid indicators of the competitive quality our clubs can generate.

WEST COAST

Stanford Crew Association: Kent Mitchell reports that Larry Hough and Dick Lyon are extremely promising in their straight pair — and they are not yet in their special lightweight Pocock "Cedar Speedster"! One need only cast a quick glance at the most recent Bay Area ergometer scores to see how completely Mr. Lyon has mastered the Gamut machine designed by him. And while Larry can't yet be at his best, none of us who have known his rowing can seriously doubt that he will be firing away at top speed

before long. And the recognition that these two men were doing three or four pieces of 20 minutes each as a starter in early March should be an inspiration for us all.

Also training at Stanford are the pairs with of Kerr-Dempsey and the Millar Brothers, Wally and David.

Cal Berkeley: Paul Knight is training specifically for the Hanover Camp.

Los Angeles/Long Beach: John Nunn (1968 Olympic Bronze Medalist in the double) and Paul Ryun are training a pair without, but Kent adds that their choice of pairs may be subject to change after they get a glimpse of Hough-Lyon. Another significant sweep oarsman in the area is Reed Adler, who is currently training in a four.

Long Beach apparently has a corner on the market for our top scullers, all of whom have produced proud results for this country either in Mexico City or in the years since: Dietz, Maher, McKibbon and Van Blom. These men are training alternatively in singles and doubles.

Seattle: The following men, and perhaps more, are training at Lake Washington Rowing Club, where there is a recurring history of great Olympic year efforts: Al Mackenzie, Greg Miller and Chad Rudolph.

Orange Coast College: Kent finally reports that a number of post-graduate sweep oarsmen are training at Orange Coast.

EAST COAST

While the West Coast activities are discussed above in the order in which Kent reported them to me, the Eastern clubs are treated alphabetically.

College B.C.: An important group is training out of Penn under the direction of Ted Nash. We will surely expect impressive performances from a program under Ted containing men of this caliber: Campbell, Iverson, Jones, Meek and Shea.

New Haven: Tony Johnson claims that he is putting his main thrust behind a senior/intermediate effort, which he hopes will draw the younger college and older schoolboy oarsmen who fall "in between" junior and elite. Tony hopes to build around a nucleus of local New Haven area fellows because he is unable, like most of us, to provide much help in jobs and housing. His hope is that the club will build on this group for future years.

(Continued on p.46)

NEW ZEALAND WORLD CHAMPIONS



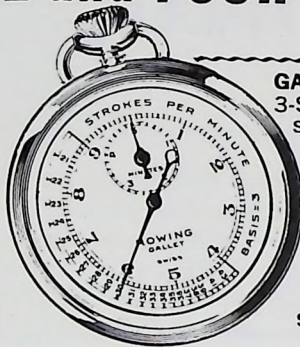
Donoratico

DONORATICO U.S. AGENT: A. ROSENBERG, 415 COBBS HILL, ROCHESTER, N.Y. 14610

THREE and FOUR STROKE ROWING TIMERS HIGH GRADE 7 JEWEL



MINERVA 142-L
3-STROKE List — \$50.00
Instantaneous
Re-start feature
Large size **\$35⁰⁰**



GALLET 418-WR
3-STROKE
Standard size
List — \$68.90 **\$48²⁵**



HEUER 403.614
4-STROKE
Water protected case
Large size
List — \$65.00 **\$50⁰⁰**

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.

E-ELECTRICAL Co

WE DO
Shocking WORK

**For Electrical Work
and Crew.**

Lighting Design

Ed Lickiss, the boss
Oakland, Calif.
Lake Merritt Crews



Site of 1972

**OLYMPIC
ROWING
TRIALS**



**COCKTAILS
DINING DAILY AT *The INN*
OR LAKESIDE AT
THE BEACHCOMBER**

ACCOMMODATIONS*
PRESS & BANQUET FACILITIES

RICHARD B. COMBS
The INN on Lake Waramaug
New Preston, Conn. 06777
(203) 868-2168

*Motel and Housekeeping



Home of the Showboat

Schoolboy Rowing Preview

by Scott Sanford

The 1972 Stotesbury and National Schoolboy Regattas are following the international format for racing with the addition of a four without and a pair with included in the schedule of events. Thus more opportunities will be available to coaches and oarsmen as they prepare their entries.

After a quick (24 hour!) survey of the schoolboy rowing centers and some consideration of the 1971 Schoolboy Championship outcomes, it would appear that the 1972 season will be one of the most exciting. The traditionally strong teams are being challenged by others equally determined to wrest their titles away.

Although little is known of St. Joseph's of Buffalo by this writer, it is to be expected that their senior eight's 1971 sixth place finish at the Nationals will give momentum to this year's program. Coming across the Empire State to Liverpool High School, we find Marc Reitz working to capitalize on the fine performance of his 1971 crews. Reports from that area indicate that his squad has both size and depth and that a strong program for schoolboys has been established. All of this plus an early spring will make Liverpool's teams definite rivals for top honors. In the mid-Hudson area, Poughkeepsie and Arlington High Schools are experiencing building years. At F. D. Roosevelt High School in Hyde Park, this coach sees his teams as definite contenders due to the return of 12 experienced seniors including 1971 American Henley and Youth Trial veterans Scott McDonald, Paul Relyea, Rich Spratt, Dan Hoffert, Jim Outwater, Doug Lake, Bryon Fusini and co-captains Glenn Gallagher and Tom Purdy.

My apologies to the greater New York crews about which I know very little.

In New Jersey, the Nutley, Belleville and Kearney high school programs have been improving steadily over the past several years. I pick Nutley with its fall rowing program and mentored by Ray Chapman as the crew to beat in this area. The Hun School, Princeton, New Jersey, is no longer active in rowing.

Moving to the Philadelphia region and including Holy Spirit, Absecon, New Jersey, I see Stan Bergman's blue and gold fleets returning as formidable opponents. Stan has been able to organize a summer and fall youth program which should be a model for other rowing centers, and his 1971 Junior Eight Champions will probably be returning intact and anxious to repeat their last year's performance in the Senior Eight event. The Philadelphia school crews are

presently (mid-April) led by an experienced Father Judge varsity eight. This group captured the Princeton Trophy at the Head of the Charles Regatta in the new Junior Eights event last fall. Schuylkill observers report that these oarsmen are rowing well with much time together and that they are supported by an enthusiastic boosters club. Coach Phil Roche, a junior at St. Joseph's College, has much cause for optimism.

Other Philadelphia schools about which I was able to obtain some information include the following. Mike Vespoli at St. Joseph's Prep reports a young squad due to the loss of six members of his 1971 fourth place senior eight. Bonner appears to be making a comeback this year and the fact that three of Coach Sweeney's oarsmen rowed in the four without at the Youth Championships at Bled can only enhance their efforts. At this early date, Bonner has beaten LaSalle, and Harriton has beaten Lower Merion.

The initial report from our nation's capital seems to confirm the prediction that the combined T. C. Williams, Hammond and George Washington High Schools will be a super-crew challenger. Apparently this new T. C. Williams combine means business for I understand that they placed first in front of W and L in their race on April 1. Coaches Burrus and Ferriss are certainly in an enviable position when you consider the reservoir of manpower available to them. W and L crews have been rowing since February 20 and are making progress. Charlie Butt reports that his crew has a lot of depth but lacks experience. He has only one senior oarsman with experience returning, but W and L's third place finish in the Junior Eight Championship last year would indicate that they cannot be dismissed lightly. Another D.C. crew to watch is J.E.B. Stuart. With a reported average weight around 195 lbs., this crew will also be rowing for national prominence.



F.D. Roosevelt Crew rowing on the Hudson River.

I have little information to report about Fort Hunt or Yorktown. Reports from Middletown, Delaware have St. Andrews working hard to overcome the toll graduation took on their second-place senior eight shell. However, Coach Washburn has a knack for building good crews and I'm sure this year will prove to be no exception.

Once again, I apologize to those schools which I have omitted. Does anyone know anything about Ridley?

INTERCOLLEGIATE ROWING ASSOCIATION

MEMBER COLLEGES

COLUMBIA	NAVY
CORNELL	PENNSYLVANIA
SYRACUSE	



70th ANNUAL NATIONAL INTERCOLLEGIATE ROWING CHAMPIONSHIPS

THE *SYRACUSE REGATTA*

June 1, 2, 3, 1972

ONONDOGA LAKE
SYRACUSE, N.Y.

1971 COMPETITORS BY INVITATION

Alabama (Huntsville)	Northeastern
Boston University	Orange Coast
Brown	Princeton
California (Berkeley)	Rutgers
Dartmouth	Santa Clara
Georgetown	So. California
Harvard	Stanford
Kansas State	Trinity
Loyola (L.A.)	UCLA
M.I.T.	Washington
Massachusetts	Wisconsin

BOARD OF STEWARDS

James H. Decker, Chairman Syracuse	Robert J. Kane Cornell
Kenneth G. Germann Columbia	Capt. J.O. Coppedge, U.S.N. Navy
Fred A. Shabel Pennsylvania	Robert M. Whitelaw Secretary

Boston Area Four-Oared Schoolboy Preview

by Kim Bassett

The 1972 season looks to be the most interesting in many years. There are several schools with outstanding first fours and there are no schools that should be considered weak. The level of competition is definitely up this year. Each Saturday should be interesting as there are no sure winners.

BROWN AND NICHOLS - Coach Bill Young lost only one man out of his first two boats last year. His first boat won the consolation and the second boat was fourth in the final at Worcester. They look to be very strong in early season practice this year. I am sure that they will be a formidable factor at the Schoolboys. Bill's lower crew program is equally exciting. B & N rowing is in a very healthy state.

NOBLES AND GREENOUGH - John Higginson has a strong squad of returning veterans particularly from his last year's outstanding third and fourth crews, and there is no reason for this situation not to continue. They will be big, strong and well coached. Rumor has it that there have been some injuries, but I can't believe that they won't improve on last year's fourth place finish at Worcester.

MIDDLESEX - Henry Ehard is rebuilding. He has got a young, big group of boys. Middlesex's lower crews were quite strong last year. I understand that enthusiasm is running high and will hopefully make up for lack of experience. If Henry can find the right men for the right seats, Middlesex will be tough.

BELMONT HILL - Rebuilding is the word! We have excellent spirit, a large turnout and a new boat. At this writing, the first four crews are close to being even. Everytime we do a piece, the wrong crews win. While this poses problems, it makes our turnouts quite exciting. I am sure that by race time Belmont Hill will be competitive. We do have an excellent young sculler, Tom Hiale, who should be hard to beat at Worcester.

BROOKS - New coach Doug Peterson should be optimistic. He should come up with a big, strong, experienced first crew. The boys had a Henley trip last year and at least one has competed in the National Youth Eight. This experience is invaluable. In early season practice on the Charles, they looked very strong. Doug's lower crew program is in the capable hands of Charles Swift. Rumor has it that all the crews will be really tough.

GROTON - Bob Parker has a larger turnout, more enthusiasm, and more experience this year. In the past few years Groton has suffered from inexperience and small turnouts. This trend is happily reversing itself. I think that we will see a much stronger showing this year. They could well be a contender.

ST. MARK'S - Coach Lee Gaillard in his first year as head coach will have quite a rebuilding job to do. Graduation took several capable seniors from last year's varsity. St. Mark's lower crews, however, were better than usual last year. Combine this factor with a four-man tank on the school's grounds, and I cannot help but think that St. Mark's will be very competitive.

The league is exciting. However, all Boston area coaches are worried about the South Kent machine which had two firsts and a second at Worcester last year. It's going to be mighty hard to keep the first Four Trophy in the Boston area.

Exeter — The Crew to Beat in the New England Eights

by Hart Perry

Phillips Exeter, a relative new-comer to eight-oared rowing on a competitive level, appears the crew to beat in the New England circuit this year. A fine showing in the Head of the Charles plus some depth in a squad that last year won the Second Boat title and would certainly have been well up in the First Boat race had a most unfortunate equipment breakage not occurred make Art Gilchrist's boys a solid choice to take their first Sill Cup, in this year's regatta on Lake Quinsigamond.

Northfield-Mount Hermon's graduation losses were significant but Chuck Hamilton welcomes back an eager squad and, as defending champions, the crews from the Connecticut River certainly should not be counted out of the running.

Tabor Academy had its first formal fall rowing program and it produced some fine rowing on the part of the Massachusetts crews. They improved skills immeasurably in both eight-oared rowing and small boats, and this spring they would seem to be more in contention for New England honors than in the last year or so. Once again Tabor distinguished itself with its fine performance at Henley last summer. It is a marvel to other coaches how well they come on once they get their blades in the waters of the Thames.

Andover, a bit down in recent years, seemed very happy with their fall program. Coaches Bill Brown and Chris Kirkpand had the crews rowing exceptionally well in the Head of the Charles and it appears that some of the enthusiasm Andover was so noted for has once again returned to the waters of the Merrimack.

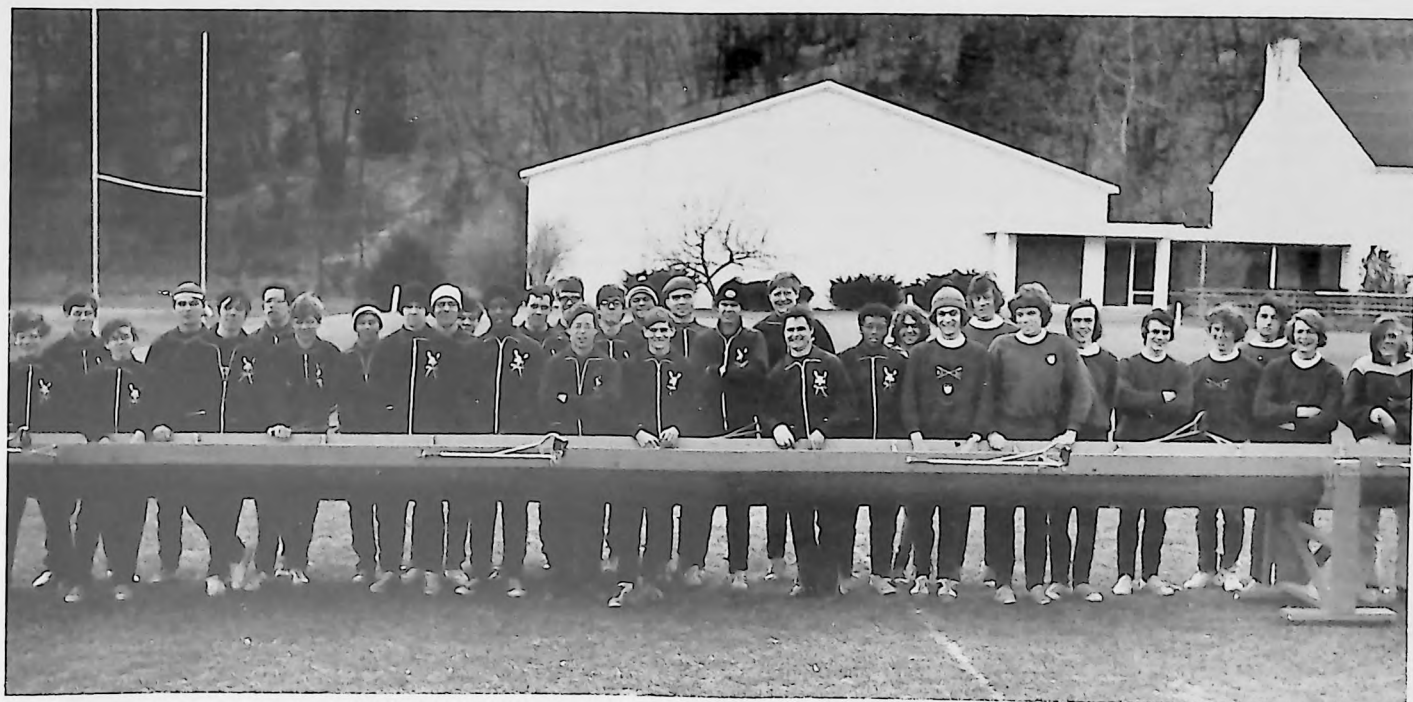
Rich Davis at St. Paul's faces his usual problem of a late start but his sound coaching abilities and the excellent land training program his crews have had will always keep them

a strong factor in New England rowing. As they embark on their one hundred and first year of rowing, the background gained through their experiences in England last year plus their fine traditions make them a crew to watch, although at this stage they are one of the unknowns.

High school rowing in New England, especially in Connecticut, seems to be growing significantly. The latest addition to the regatta, Middletown Connecticut High, seems to have a solid program as evidenced by a win in a practice race over the Yale Freshmen Fifties. Middletown and East Lyme should be more solid representatives in this year's racing circles. Little is known of the Springfield situation, but it is hoped they will make a solid appearance at the regatta.

Celebrating its 50th anniversary of rowing, Kent comes into this season in virtually the same situation it was in 1970 — a squad depleted through graduation and injury but spirited and hard working.

An interesting note in the early spring has been the visit of Bryanston School from England. This eight-oared crew under the guidance of John Sutherland-Smith, toured the Eastern U.S. in late March and early April. Home base was Kent School; then a rather extensive tour to Tabor, to the Coast Guard Academy, Andover, St. Paul's, Harvard, St. Andrew's in Delaware, and the Washington area offered the boys from overseas a pretty thorough exposure to American schoolboy rowing. In several areas they were in actual competition, but in most areas they practiced with our crews and had a good taste of American boys' school life. They appreciated the generous hospitality shown them at their various stops and they felt that this was a good experience for all involved.



Bryanston School of Dorset, England pictured with Kent during the British Crew's tour of the U.S.

Connecticut Crews for '72

by Chick Willing

CHOATE: Coach Colin MacDougal of Choate should expect an outstanding season from his oarsmen after their strong performance at the NEIRA last year. Ben Sylvester's scullers will probably dominate the singles; their seasoned sculler Charlie Hoffman looks like a winner after a summer in Bill Stowe's LRA. Choate plans to send a crew to Henley this year; an exciting spring and summer is ahead for them.

GUNNERY: We single out Gunnery as a dark horse for the Quinsigamond races after their spring trip to Florida. Coach Rod Beebe is quietly optimistic about his boys' chances, with three big men back from last year's first boat, including Rob Lewis, whose size, enthusiasm and relish for hard work put his boat definitely in contention. We haven't forgotten Gunnery's performance at NEIRA two years ago. When Rod Beebe has the horses to work with, his boat will be right out front. He's got them now!

POMFRET: This should technically be a building year for Pomfret, since they lost all their veterans from their first two crews. Dwayne Daentl will have a young crew, but a promising one this year, with LRA-trained Sam Darcy providing a good basis on which to build. Pomfret always beats the odds to come through with a good crew, a tribute to Dwayne Daentl's coaching abilities. Count them in!

SALISBURY: Captain Ollie Scholle's Salisbury crew has been giving steadily stronger performances every year. They were finalists at Quinsigamond last year and a lot of veterans have returned. Coach Bruce Blodgett's first year at Salisbury should set his coaching career there off to a fine start. We'd seed Salisbury close to the top in the Connecticut crews.

SOUTH KENT: As of this writing South Kent oarsmen are showing their worth as ice choppers at Hatch Pond. Captain Speedy Eberle is hopeful that he and his sizable boatmates will also have a good year rowing and reach their potential at Quinsigamond. SKS sculler Chris Pocock anticipates his races with the Choaties. Potentially this is the year of the whale for South Kent. Coach Chick Willing's only comment is "if they can't take a joke....."

Pre-season predictions being what they are — we'll just straddle the fence for the time being, and stress that the Connecticut fours will be in top racing condition for the May 27 NEIRA. See you there.

Preview of Women's Rowing

(Continued from p.14)

better in all divisions. They have been particularly strong in the four and eight races. They have been doing some body conditioning during the winter in preparation for their vigorous spring training. One can be sure they will be at Green Lake in full force, as hostesses and competitors!

It is most certain that Ed Lickiss of Lake Merritt Rowing Club will be in Seattle with a large group of keen competitive oarswomen. LMRC is composed of the Holy Names High School Crew, Mills College Crew, Piedmont Girl's Crew, Skyline High School Crew and the ladies of LMRC.

Holy Names has the largest crew in its history this year — 24 girls. Mills is primarily a novice crew this season, but are busy training hard. Piedmont is half veterans and half novice; and Skyline lost several of its veterans to graduation but has found more ready and willing recruits in the new classes. LMRC plans a spring of races among themselves, a race with Oregon State University, and a trip to San Diego's Invitational Regatta. With so many different components LMRC has the unique opportunity to race very competitively among themselves, therefore building up their strength. With so many high schools involved, they will most definitely be strong in the junior events. There is rumor there will be some strong single sculls from LMRC this June. LMRC definitely has the depth in all events!

LMRC'S NEW MEMBER CLUB

Ed Lickiss would like it to be known that he has a new member club of LMRC. This crew is made up of 10 women all over the age of 37. Many of these women have one or more daughters who are also in competitive crews. His Lake Merritt Little Old Ladies' Crew would like to issue a challenge to other women's crews. The race will take place in Seattle during the Nationals but will not be connected with it in any way. The only stipulation is that all competitors must have attained their 35th birthday by the day of the race. A perpetual trophy has been donated by Mr. Lickiss.

The ZLAC Rowing Club of southern California has not competed in our Nationals to date. They are hosting the San Diego Invitational Regatta this year so they may plan to be present in Seattle. The Long Beach Rowing Association, also from that area, has been strong in the sculling events. They sent two girls to Connecticut for the double race last June where they were just barely beaten. They have been working hard together under their coach Tom McKibbin since September. They will be in Seattle to seek revenge. LBRA also has two excellent lightweight scullers who will row the double together and compete individually in the single events. The four girls will then combine to row the heavy quad. Scullers beware of these strong competitors from LBRA!

FAVORITES: NORTHWEST CREWS

The junior classification races will probably be the most competitive races this June, with Blood Street, Baldwin, Seattle Junior Crew and Lake Merritt all producing strong high school oarswomen. This is where the enthusiasm lies, and where the backbone of an all around strong crew begins. The junior four and eight races will be good ones to watch! Vesper will surely come on very strong in the heavy-weight smaller boat races as they have in the past. And with Karin Constant rowing the single events, they will most certainly accumulate points. Their lack of any eights could put them out of the running for the points trophy, though. Cambridge Boat Club will be a stiff competitor for Karin Constant in the heavy single races, as will LBRA in the other sculling races. Both the University of Washington and Lake Merritt will have depth in all the events. They will be strong contenders for all the gold medals. With Vesper and PGRC out of the heavy eight race, the University of Washington and LMRC will most certainly be the ones to watch in that race, and for the overall points trophy.

1972 REGATTA SCHEDULE

Editor's Note: If you know of any regattas missing from the following list, please send the name, date and location to Boyce Budd, Editor, The Oarsman Magazine, Church Road, Devon, Pa. 19333.

May 27	New England Interscholastic Rowing Assoc. Regatta (NEIRA)	Worcester, Mass.
	Schoolboy Regatta Finals	Middletown, Del.
	Madeira Cup (Cornell-Univ. of Pa.)	Ithaca, N.Y.
	Memorial Day Regatta (NYAC) Finals	New York
	Canadian Scholastic Championships	St. Catharines, Ontario, Canada
June 1-2-3	I.R.A. Championships	Syracuse, N.Y.
	Head of the River	Chomeday, Quebec, Canada
June 10	A.R.A. American Henley	Philadelphia
June 16-18	N.W.R.A. Championships	Seattle, Wash.
June 17	Schuylkill Navy Regatta	Philadelphia
	Harvard-Yale	New London, Conn.
June 24-25	103rd NYAC Open Regatta	New York
July 1	Independence Day Regatta Heats	Philadelphia
	Dominion Day Open Regatta	Toronto, Ontario, Canada
July 2	Independence Day Regatta Finals	Philadelphia
	St. Catharines Invitational Regatta	St. Catharines, Ontario, Canada
July 4	Philadelphia Youth Regatta	Philadelphia
	Central States Amateur Rowing Assoc. Regatta	Ecorse, Mich.
July 13-14	Youth Nationals	Philadelphia
July 13-16	Nationals	Philadelphia
July 23	West Side Invitational Regatta	Buffalo, N.Y.
July 29-30	New England Amateur Rowing Assoc. Regatta	Boston
August 3-6	90th Royal Canadian Henley	St. Catharines, Ontario, Canada
August 5	East Falls Sprints	Philadelphia
August 12	Middle States Regatta	Philadelphia
	Hunter Island Regatta (NYAC)	New York
September 9	Pelham Bay Regatta (NYAC)	New York
September 23	Metropolitan Championships (NYAC)	New York
October 7	Columbus Day Regatta (NYAC)	New York
October 8-9	Lowell Tech. Fall Regatta	Lowell, Mass.
October 14	Head of the Schuylkill Regatta	Philadelphia
October 21	Veterans Day Regatta (NYAC)	New York
October 22	Head of the Charles Regatta	Boston
November 4	Election Day Regatta (NYAC)	New York
November 18	Frostbite Regatta	Philadelphia
November 25	Thanksgiving Day Regatta (NYAC)	New York
December 31	New Years Eve Regatta (NYAC)	New York

OLYMPIC TRIALS

July 20-22	Singles, Pair Without	Lake Waramaug, Kent, Conn.
August 3-5	Doubles, Pair With, Four Without	Lake Waramaug, Kent, Conn.

1972 OLYMPICS AT MUNICH

August 26	Opening Day
August 27-31 - September 1	Olympic Heats and Repechages
September 2	Olympic Finals
September 10	Closing Day of Olympics

Compiled by
D.P. Schnorr & W.M. Hollenback, Jr.

NEW ZEALANDERS & BRITISH BUILD TOWARD MUNICH



The 1971 World Champion New Zealand Eight — Will the boating remain the same in 1972?

by Jack H. Frailey

As evidence of our own preparations for the upcoming XX Olympiad becomes more and more visible, so, too, are we becoming increasingly aware of others, around the world, preparing their quest for the 21 medals to be bestowed this September 2.

There's no doubt that, outside our own, the squad in which we'll be most interested is the "all-blacks" from New Zealand. Their international successes since 1967 have been truly remarkable, especially when considered in relation to the number of oarsmen active in the tiny country. The "David and Goliath" aspect of their challenge to the East Germans at Copenhagen last year immeasurably heightened the interest in and passions for the final event — what was to become the "Great Race." Reaction to their defeat of the East Germans was nothing less than ecstatic — what will happen in Munich?

The New Zealand approach to selecting and building their National Team is now quite well known to us all, being so widely discussed as a model, in part, for our own approach this year. The 30-or-so candidates asked to attend their final selection trials at Wanganui have now been reduced to a squad of 18 oarsmen and two coxswains. (The July issue of THE OARSMAN will contain photographs and a report of the New Zealand National Championships.) According to Fred Strachans, Chairman of the Selectors, the task was more difficult than ever before since "the overall standard of the trials was tremendously high, with the top oarsmen in the country being far more numerous." The team is now at Christchurch where they will train for ten weeks after work each day before beginning a European tour in mid-July. They intend to enter both fours events as well as the eight and single.

The Copenhagen Gold eight is back intact with Messrs. Robertson, Coker, Earle, Wilson, Hunter, Joyce, Veldman, Hurt and Dickie all in attendance. All but the stroke of the Copenhagen four return, as does Murray Watkinson, their sculler. Others in the final 18 include W. Cole (Waikato), J. Clark (Wellington), D. Lindstrom (Avon), R. McCarthy (St. Georges), C. Nilsson (Hawkes Bay), and R. Tonks (Wanganui Union).

Almost as far away to the East, our kinsmen, the British, are now about halfway through the development plan presented to their Minister for Sports in December 1969. This five-year, quarter-million-dollar program is aimed chiefly at restoring England's rowing fortunes to the topmost heights they once enjoyed, and a significant portion of these funds is budgeted for national coaches and international competition.

After their ill-starred previous attempt (Nautilus) at a National Team (concentrating on the selection of individuals rather than clubs), apparently now Bob Janousek, their National Coach, has successfully spearheaded a new effort which holds much greater promise of success. Apparently, even this effort has not progressed on a thorn-free path, for the British ARA News of last January had this to say: "The fact that opposition to the formation of a national squad held the national coaches in chains until nine months before the Olympic Games must not escape attention."

The initial move toward such a National Squad was made last fall when, through invitation to all members of their Copenhagen team and small boat trials of others interested in being added to that group, a total of 57 members was identified. Thereafter a five-part program was begun resulting in further development and periodic testing in small boats and by ergometer to reduce the number of oarsmen on the squad. The fourth part of the program will culminate in competition at the Ratzeburg, Amsterdam and Lucerne regattas, after which the final selections will be made. Part five consists chiefly of three weeks of high altitude training at St. Moritz, Switzerland.



Rusty Robertson (left) and Harry Parker, Coaches of the New Zealand and U.S. teams, respectively.

At international regattas, the entries will be of combined crews under the names of those clubs whose members form the crew. Other than participating in certain international regattas, the members will be available to their clubs (some have already rowed in the Boat Race), provided this does not clash with the squad training program.

Following this article is Dominik Keller's excellent, detailed description of some of the training methods being used in both East and West Germany and pertinent remarks dealing with preparations in Norway and Hungary. In future issues, we'll be able to provide more information of this type as more becomes known of the plans and aspirations of other nations around the world.

EUROPE PREPARES for the Olympic Season

by Dominik Keller

The results of the 1971 European Championships were of some importance for the Olympic preparations of various Federations. Several nations suffered bad surprises at Copenhagen and could only dream of remote days of past glory. Therefore, for many of these nations, the opening of the Olympic season was also the beginning of a new method of preparation while others were aiming to defend achieved positions. It seems that never before have so many countries prepared with such efforts for the Olympic rowing events.

GDR APPROACH

Ever since the Mexico Olympic Games, the performance of the East German (GDR) teams has been so outstanding that there is tremendous interest in their methods. Since, however, it has so far proven to be almost impossible to obtain any precise information about their techniques, I can only try to give a general picture of their training program.

The GDR training is based on a daily average of 50-70 kms of rowing, beginning about one month after the FISA Championships. They then start steady-state training with 125-130 pulse frequency and a rowing cadence of around 24 strokes per minute. They gradually intensify the stroke and increase the rating. In winter during their workouts, they start building up the load. They usually do smaller series of 500 and 1,000 meters.

The main intention of these extremely long workouts (three per day) is the achievement of automation and a technically perfect stroke as well as the regeneration of the vegetative nerve system by the steady-state training which follows immediately. This program, however, is only applicable to oarsmen who have become accustomed to it at a very young age. Otherwise they would wear out after a short time. Two components of this concept are now generally in effect. Teams train during fall and winter in small boats, i.e., singles and straight pairs and occasionally coxed four crews in coxed pairs. Furthermore, the workouts are generally getting longer, mainly in the pre-regatta season. The total of kilometers rowed per year has increased from 2,500-3,000 kms to 3,000-4,000 kms.

THE "KONSTANZ MODEL"

Another program which has already worked out satisfactorily is the so-called "Konstanz model" which had been developed by Karl-Heinz Bantle for his coxed four, winner of the FISA Championships since 1969. A short review of this conception appears below.

In autumn: twice a week muscle endurance training; once a week steady-state training; once a week maximum load through weight lifting; pulse frequency charge over a longer period (180 pulse over one hour); over the weekend, 2-4 outings for a total of 70-100 kms. Regular medical controls are used during the four weeks' test. These controls, however, are not yet sufficiently refined to allow selection of the athletes, but they do show clearly the individual development.

In winter the steady-state training and pulse frequency load over a longer period are to be replaced by running against the clock on a cinder track. Mid-February, during one week, running over distances of 3,000, 5,000 and 10,000 meters and intervals will be used. Winter training ends in early March after a fortnight's cross-country skiing camp.

Within about two weeks the change is made to interval training on the water. During the first phase, the interval (500-550 strokes) is followed each time by long distance training without load. After this the effective fortnight's rhythm starts which is built up as follows:

- | | |
|----------------------------------|---|
| first day
(day after regatta) | - 25 kilometers long distance training |
| second/third/
fourth day | - 600-700 strokes per day divided in series of 40-70 strokes |
| fifth day | - 25 kilometers long distance training |
| sixth/seventh
day | - training climax - on both days 6 times 560 meters and 4 times 1,000 meters in morning and evening trainings |
| eighth day | - 25 kilometers long distance training |
| ninth/tenth/
eleventh day | - small load block - 400 strokes per day divided in small series on the ninth and long ones (100) on the tenth day. On the eleventh day notably starting exercises. |
| twelfth day | - workout at liking, no load |
| thirteenth/
fourteenth day | - regatta |

Additionally, since training begins on October 1, daily one hour steady-state training in the morning (static or mobile bicycling or cross-country running) is employed.

In a meeting last fall dealing with the consequences of the (so far) worse results ever obtained on a FISA Championship, the West German Federation declared the "Konstanz model" was compulsory for all candidates and all coaches agreed on training their athletes accordingly in the future. As a consequence, this program has also been extended and slightly altered for the needs of seniors and juniors. Besides, a Sports Director responsible for the execution and coordination of the program has been elected. Karl-Heinz Bantle of Konstanz, possessing great technical experience and excellent psychological knowledge, accepted this difficult task. Psychological care is of greatest importance providing that the athletes are in excellent physical condition. Only an athlete in top psychological condition is able to provide an optimal performance.

OTHER APPROACHES

Various nations are searching for a way between the two German programs. So, for example, did the Norwegians. They don't work with maximum load but prefer high series with lower weights. Since rowing in winter is not possible for them because of their extreme weather conditions, they

(Continued on p.47)

HANOVER, N.H.: Site of



by Peter Gardner

The decision to try the National Team approach to forming the U.S. Olympic eight and four-with led to a search for an appropriate site for training. National Coach Harry Parker chose Hanover primarily because of water conditions there during June and July. The following information about Hanover and its rowing facilities should therefore be of great interest to the over 400 oarsmen and coxswains who are currently trying out for one of the few spots on the training squad.

Hanover is located on the boundary between New Hampshire and Vermont about halfway up on a north-south line. It is a small New England town of some 5,000 inhabitants considerably augmented and enlivened by 3,200 Dartmouth College students. It is hilly, wooded and

granite-laced country — the end result of the last great glacier, best suited for small towns and colleges and less so for the many small farms which cover most of the valleys.

The Connecticut River which forms the boundary between the two states is calm, clear, and placid in early summer. The temperature is usually mild, neither hot nor humid, with cool nights and sunny days. The river itself is sheltered by hills on either side so that it is well protected from wind. It varies in width from 100 to 300 yards. Although generally winding, there is a straight, three lane, 2,000 meter course (surveyed in 1964) located three miles upstream from the boathouse. An equal distance downstream is the Wilder Dam which transforms the river into what is essentially a lake by backing up the water for 34 miles. The current varies from slight to none depending on the electricity being generated at the dam. The river is used for fishing and swimming but is not recommended for drinking because of some traces of pollution from towns and mills upriver. It is seldom used by motor boats, however, which is a great blessing for the oarsman.

The Boathouse itself is located within a half mile of the center of town and the College. It contains no locker rooms or showers but does have three good-sized bays, one being used as a fully equipped shop. The deck is reached by a path through towering pines and accommodates two eights or three fours simultaneously. Four launches are berthed on the inside of the deck.

Oarsmen training at Hanover will be staying in Dartmouth College facilities and eating all meals in a private



Rowing on the Connecticut River.

ational Team Training



room in a restaurant in Hanover. All facilities for eating, sleeping and rowing are within easy walking distance of each other. Because of graduation and reunion activities, all oarsmen and coxswains in the first group will stay in the Dartmouth visiting team dormitory, but by the time the second group arrives, a regular dormitory will be available with all men housed in double and single rooms. Special arrangements will be provided for married oarsmen who wish to bring their wives with them.

There are many activities going on in Hanover in the summer for those with energy to spare. Dartmouth College

In order to use the best possible methods for evaluating the oarsmen and coxswains, the staff of coaches will have the full use of two ergometers, a portable closed circuit video tape system and weight machines. If medical research and/or testing and evaluation are desired, there is the Dartmouth Medical School which is affiliated with the Mary Hitchcock Hospital. A professional trainer will be provided along with the first-rate training facilities. There will be a rigger on hand to make any repairs to shells or oars or to help in any rigging changes. Excellent rowing equipment is available. Some is on hand at Dartmouth College and the



A view of the Connecticut River.



The Slip.

runs an active summer term and there is the normal gamut of student activities including plays, movies, concerts, lectures, art exhibits and coffee houses. An excellent library and one of the nation's top computer centers are added attractions.

rest can be sent in from nearby Boston, a two and a half hour drive.

The National Team Coaches, with the cooperation of Dartmouth College, plan to make available all resources necessary to conduct the finest possible training camp.

Rigging of Sweep Boats

by Dietrich Rose
Vesper Boat Club



DIETRICH ROSE

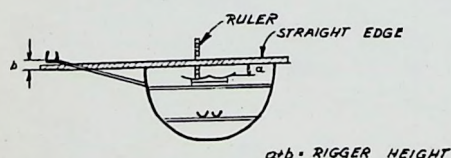
The word rigging is as old as the time when the first boat set sail. The meaning of rigging, however, has a special connotation in reference to our sport. "Rigging" is to adjust the equipment of a boat including the oar to enable an oarsman to assume a comfortable, effective position to apply power and technique to move the boat.

In the early days of rowing, this rigging was a secret science which was conducted only by the coaches. Today, you can find quite a few elite oarsmen who are able to rig their boats. However, it is most desirable when coach and oarsmen think together about the physical laws involved to make the proper adjustment in the rigging. The following subjects are part of rigging: (1) rigger heights; (2) spread, inboard, outboard, load; (3) pitch; (4) through the pin, footstretcher, track. Dimensions and sizes given in the sub-headings are meant to be guide lines which could differ for various makes of boats, riggers and oars.

RIGGER HEIGHT

Rigger height is the difference between the lowest part of the seat and the midpoint along the bottom of the oarlock where the oar rests. This difference usually is 14-16cm. The height is influenced by three factors: physique of the oarsman; weight of oar; and how far the boat is submerged in the water. It is recommended that the rigger be kept .5-1.0cm higher than is required in order to allow a clean release in rippling water conditions. For very rough water the rigger should definitely be raised by 1-1.5cm.

To measure the height, a straight edge and a ruler are needed. The straight edge is placed across both gunnels with one end reaching underneath the rigger. The seat is pulled below the edge and dimension "a" in Sketch 1



SKETCH 1

RIGGER HEIGHT

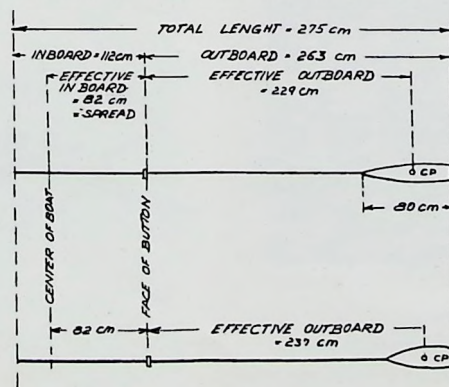
can be taken between the lowest part of the seat and the bottom of the edge. The dimension "b" can be taken between the bottom of the edge and the midpoint along the bottom of the oarlock. The sum of $a + b =$ rigger height. The most common way to change the height is by using slotted shims between the boat and the rigger. A shim of 1mm thickness changes the height by 1cm. Newer types of riggers have washers at the pin of the oarlock, where the height can be changed by adding or subtracting washers below the oarlock.

SPREAD, INBOARD, OUTBOARD LOAD

It used to be common practice to take a boat with standard oars fresh from the boat builder and row it. The boat builders used their experience for designing the proper measurements. These measurements were kept standard for many, many years. In 1953, Karl Adam of Ratzeburg broke with this old tradition. He asked a boat builder to design a rigger fully adjustable for spread. Spread is the distance between the center of the boat and the pin. His thought was that boat classes with various speeds should have different gearing. The next step was the use of longer oars with increased blade area. New terms like movable buttons, inboard-outboard ratios (load) and shovel blades were born.

FULCRUM RATIO

In order to determine for comparison the ratio from effective inboard to effective outboard, the spread (SP) can be substituted with the effective inboard (see Sketch 2). The effective



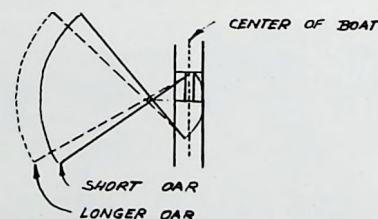
SKETCH 2

FULCRUM ON AN OAR

outboard is the distance from the pin to the center of pressure (CP) of the blade. The CP with a blade of the size 80 x 16cm approximately is 34cm from the tip of the blade.

For example, let us assume that the measurements of a standard oar are 112cm (inboard) plus 263cm (outboard) = 375cm. Now, if the boat has a spread of 82cm, then the inboard to outboard ratio is 82:229 or 1:2.79.

With a wider and shorter blade, Sketch 2 shows clearly that the CP moves further to the outside. A blade of the size of 60 x 20cm would have the CP only 26cm from the tip of the blade. The effective outboard would increase by 8cm assuming the other dimensions given above for the oar have not changed. The new ratio is 82:237 = 1:2.89. An oarsman would call this oar a very heavy load and probably could not handle it well. Since only the shape of the blade was changed, the heavy load is the result of the ratio. In order to retreat to the old ratio, the outboard or the total oar has to be shortened in this case by 8cm. The effective outboard would be then 255-26 = 229cm as before. In order to accommodate oars longer than 3.75m, the adjustable spread was necessary to keep the old ratios. Sketch 3 shows the change of the



SKETCH 3

CHANGE OF WORKING
AREA WITH LONGER OARS

working area of various length oars. It is obvious that there must be a different effect when the blade working area is moved further away from the center of the boat.

If an oarsman could be treated like a motor with a constant power output,

there would be a chance to compute the measurements in order to find the best load for a given boat. Since the human motor is influenced by endless factors, we are left with the trial and error method. It is recommended that one try different loads, and based on trials done over a fixed distance with fixed conditions, one may be able to determine the best load for a given crew. Once a load is set, it should remain for the rest of the season. There are cases where for a race in head-wind conditions, the load can be lightened. This is done by moving the buttons .5-1.5cm towards the blade end. After the race the buttons should be moved back into their original position. The change of the button by 2.5cm is equal to a change of 1.0cm on the spread. The total length of the inboard should always be 30cm longer than the spread.

Table 1 gives load configurations which were used successfully by many international crews in the 1971 European Championships in Copenhagen.

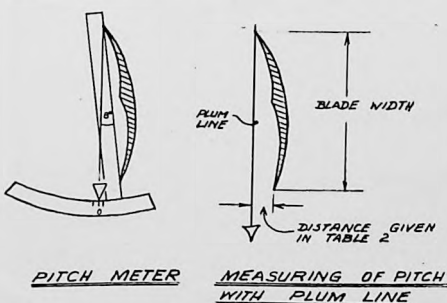
TABLE 1

BOAT CLASS	SPREAD	LENGTH OF OAR	INBOARD
Pair without	85cm	382cm	115cm
Pair with	87cm	382cm	117cm
Four without	83cm	382cm	114cm
Four with	85cm	382cm	114cm
Eight	81.5cm	382cm	113.5cm

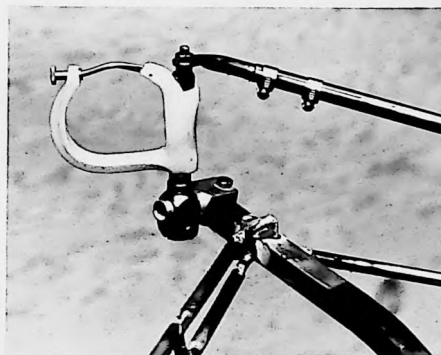
The size blade used in Table 1 is 60cm long, 20cm maximum width and 18cm at the tip.

PITCH

Pitch is the angle of the oar blade surface from the vertical when the oar is squared up in the pulling position. An oar blade which is vertical when squared up would have the tendency to go deeper towards the finish. In order to keep a blade fully covered with a uniform depth, a pitch of 8° is most commonly used. Some crews prefer less. In most American oars the pitch of 8° is built into the oarlock;



most European oars have 4° in the oar and 4° in the oarlock. The European type riggers have the pitch adjustable with the rigger itself, while the American type cannot be adjusted without bending the rigger. It is very important that the pitch in every seat of a boat is checked throughout a season. Some faults in technique are created or accentuated by pitch problems. Often a disabling and incurable balance problem can be traced to a badly pitched oar.



Fully adjustable rigger.

To check the pitch the following can be done:

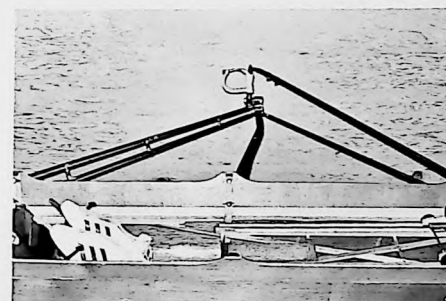
The boat has to rest perfectly level in slings. The oar is placed in the oarlock and pressed firmly against the pin in the squared up position. A plumb line held tightly against the top of the blade will create a measurable distance between the string and the bottom of the blade. This distance in mm can be related to a 8° pitch by knowing the width of the blade tip (see Table 2). Some boat companies have manufactured a pitch-meter, whereby the pitch can be measured directly at the blade. Since last year, there are some adjustable riggers available which allow the pin to be pitched from side to side, as well as fore and after. In outward pitch, in general 2° - 4° maximum has the effect of changing the pitch through a stroke. The most common adjustment is to have 9° at the catch and 3° at the finish.

TABLE 2

BLADE WIDTH	BLADE ALONE 4°	BLADE AND OARLOCK 8°
150mm	10.5mm	20.9mm
160mm	11.2mm	22.3mm
170mm	11.9mm	23.7mm
180mm	12.6mm	25.1mm
190mm	13.3mm	26.5mm
200mm	14.0mm	27.9mm
210mm	14.7mm	29.3mm
220mm	15.4mm	30.7mm
230mm	16.1mm	32.1mm
240mm	16.8mm	33.5mm

THROUGH THE PIN, FOOTSTRETCHER, TRACK

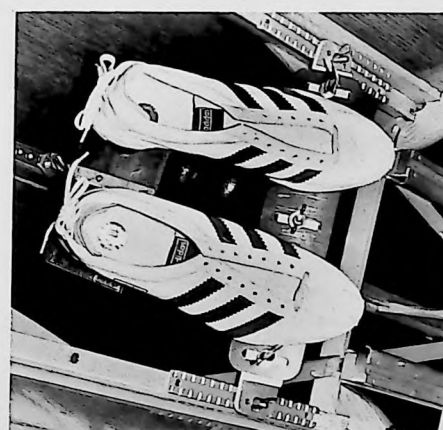
The traditional setup in a boat is such that the stern end of the tracks is in the same line with the center of the pin. New rowing techniques needed more compression for the legs and the pin was moved towards the bow. The effect is called rowing through the pin. The measurement for rowing through the pin depends on the size and speed of the boat. It can measure as much as 7cm in an eight and maybe 2cm in a pair. Newly developed tracks can be adjusted to accommodated various dimensions. Movable tracks should be adjusted so that the working angle in front and in the back of the pin is a constant of 45° . This feature has



Adjustable track set for rowing through the pin.

advantages for accommodating oarsmen of various sizes.

The footstretcher with a common angle of 45° in most European boats is also adjustable for various angles. The newest inventions are sport shoes which form the footstretcher. They are adjustable in height and allow an oarsman to lift the heels approaching the catch.



Sport shoe stretcher in a boat.

For people not familiar with the Metric System it should be noted that: 1 inch = 2.54cm; 1 inch = 25.4mm; 1cm = 10mm.

The writer recommends that a chart be kept with all measurements once a boat is rigged. Changes made at a later date should also be incorporated in this chart.

ROWING THE NILE

on a Whirlwind Tour

... or Cleopatra wasn't the only one dragging her asp.

by David B. Smoyer

This past December, the Harvard and Yale crews raced twice on the Nile against the Oxford and Cambridge crews, Egyptian university crews and the Cairo Police eight. In September Tony Johnson and Harry Parker received letters from Dr. Fathy Bahig, the head of the Egyptian Ministry of Tourism Office in the U.S. Dr. Bahig wrote that his government had been so well pleased with the experience the Cambridge and Oxford crews had when they visited Egypt in December, 1970, that it had decided to ask the two American universities if they would join the Englishmen for the 1971 Nile Festivals.

At first, it seemed that the trip might not be possible because of financial and political hangups which arose during the fall. But on the first day of December, telegrams were received in Cambridge and New Haven advising that if the Americans could get to London, the Egyptians would handle everything from there on. The Americans could, and following a hectic period of shots, travel arrangements and hard decisions by both coaches as to who would go, the crews arrived at the London airport on the afternoon of December 16 ready to board their Egyptian plane for the flight to Cairo.

Arriving around midnight, the British and Americans were greeted by several representatives of the Ministry of Tourism, who were to be their guides throughout the week's stay. These men and one woman proved to be consistently friendly, open, efficient, flexible and tireless and will never be forgotten by any of us. That a group of 50 could have spent seven days in a country so different from their own without significant problems of any sort is a tribute to the skill and diplomacy of their guides.

The next morning (Friday) the four crews flew to Luxor, a city of 50,000, about 420 miles south up the Nile, where their first race was on Sunday. Luxor, formerly called Thebes, was the capital of ancient Egypt and is the burying place of many of the Pharaohs. The oarsmen visited these tombs,



American oarsmen and oarsmen from Einchamps University in Cairo after the first race of the tour in Luxor.



The folkloric festival in the Temple of Luxor; the central figure represents the famous Pharaoh Ramses II.

which were built into the hills on the west side of the Nile, as well as the famous and imposing Temples of Karnak and Luxor. Awesome is the word that best describes the impression which these monuments, built over 3,000 years ago, left upon the visitors.

Difficult as it may have been at times to keep in mind, the oarsmen had been invited to Egypt to row. So, sandwiched around their formal tours and informal sorties to the center of town for shopping and conversing with

the unusually friendly townspeople, were practice sessions on the Nile in preparation for the upcoming race. All crews were in good shape and seemed to adjust well to the new climate (Who wouldn't? It was in the 60's and sunny) and new food.

Sunday in Egypt, a predominately Moslem country, is ordinarily a regular work and school day. But this Sunday was race day and a holiday in Luxor. The Nile was lined by thousands of Egyptians well before the noontime

start of the race. Following the Ceremony of the Oars in Luxor Temple, a tradition recalling races 3,000 years ago held by crews on a canal which then bridged the two-mile span between Luxor and Karnak Temples, the crews took to the Nile. The water was rough, whipped up by unusually strong winds. But it did not bother Harvard, which was ahead by 1,000 meters and won by ten seconds over Oxford in 5:58. A second behind Oxford was Cambridge at 6:09; Yale followed, again by one second. The two Egyptian university crews were well back, although they rowed smoothly, considering their lack of experience and small size. The rough water made it difficult for any of the crews to row really well, but there seemed no doubt that the Crimson were the better boat.

On Sunday evening a gala reception was held for all six crews. Featuring a belly dancer, who, although somewhat fleshy, knew how, what, when and where to shake, and supplemented by audience participation on the part of several oarsmen, the evening went

well. The next morning, the oarsmen left Luxor for Cairo, the site of the second race.

Cairo is the capital of Egypt and one of the largest cities in the world with a population of five million. Off again on a whirlwind of tours, the oarsmen visited the Egyptian Museum, repository of thousands of ancient Egyptian works of art; a Moslem mosque; Christian church; Jewish synagogue (about one million of Egypt's 37 million citizens are Jews); the famed Cairo bazaar, where a tight hold on one's wallet and a sharp eye for bargains were essential; and, of course, the Pyramids and the Sphinx, truly marvels of engineering skill and manpower mobilization.

Wednesday, race day, dawned cloudy — a rarity in Cairo. The rain which fell for several hours around midday was more than a rarity — it was an occasion like snow in Florida. The effect it had on the city was amusing to us but frustrating surely to the citizens; cars were stalled in the flood-

ed streets and the communications system was washed out. In any case, by the time of the race, four o'clock, the rain had stopped (not to reappear again for another two or three years!) and the sun was shining. Again Harvard dominated the five other crews, winning by five seconds over Oxford at 6:15. The Cairo Police boat, veterans of last year's Henley Regatta and considerably stronger than other Egyptian crews, was third at 6:20, followed by Yale at 6:24. The men from Cambridge finished a disappointing fifth, with an all-star group of Cairo university oarsmen last.

We said farewell to the Egyptians that night at a festive dinner held in Cairo's premier nightspot, Auberge des Pyramides. Although almost everyone was anxious to be on his way home the next day to be with his family at Christmastime, we all felt sad to be leaving Egypt after such a short stay. The glories of ancient Egypt and the hospitality and genuine friendship shown us by the modern Egyptians left indelible marks on us all.



Yale captain Pete Murphy tries on a hat in the street in front of the New Winter Palace Hotel in Luxor.



Yale oarsmen Pete Murphy (left) and Joe Ristuccia pose in front of the Great Pyramid of Giza.



Coaches Tony Johnson (left) and Harry Parker in the Temple of Luxor with Mahmoud, the boatman assigned to help them during their stay.



Entering the 3,000-year old Temple of Karnak. Part of an ancient ceremony was an annual boat race on the Nile from the Temple of Karnak to the Temple of Luxor two miles away.

ROWING

Competitive and for Pleasure

**67 PAGE BOOKLET on the
MECHANICS of the ART of ROWING**

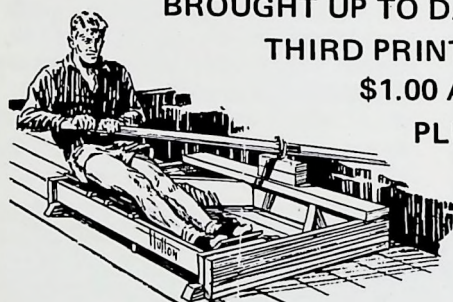
with a new section on Advanced Rowing
By Wm. J. Cochrane, former Executive
Secretary, NAAO and former Secretary,
Schuylkill Navy and Malta B.C.

Edited by the late Dr. Charles W. Riggall, Jr.,
President and former Coach, Vesper B.C.

**BROUGHT UP TO DATE
THIRD PRINTING**

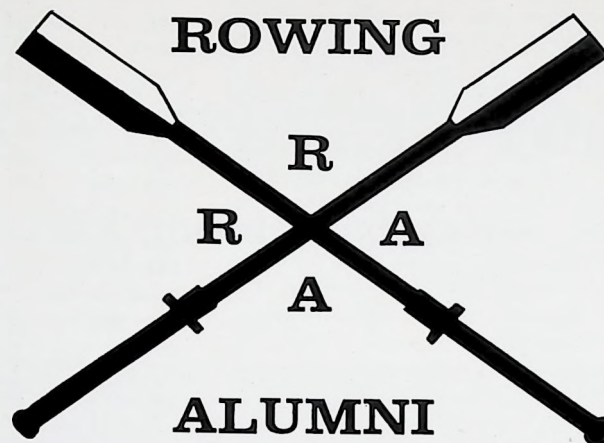
\$1.00 A COPY

**PLUS POSTAGE
(14¢ in U.S.)**



write: W. J. Cochrane, c/o Bates
1614 Girard Trust Bldg. Philadelphia, Pa. 19102

RUTGERS ROWING



ALUMNI ASSOCIATION

WE'RE HERE!

WE'RE NEW!

WE'RE STRONG!

WE'RE PROUD!

WE'RE GROWING FAST!

WE'RE DETERMINED!

**WE'RE OVER 250 REGULAR,
ANNUAL, DUES-PAYING ROWING ALUMNI
WE'RE GOING TO SUPPORT OUR RUTGERS CREWS
and
THE NATIONAL ROWING EFFORT!**

Eighth Annual Fall Rowing Festival

HEAD OF THE CHARLES

REGATTA

ENTRIES: Charles Attager
P.O. Box 52
Cambridge, Mass. 02138

SUNDAY, OCTOBER 22, 1972

Boston, Massachusetts

NAAO Sanctioned



WHERE THEY ROW

THE UNIVERSITY OF WISCONSIN

**MID-WEST INTERNATIONAL ROWING CENTER
Madison, Wisconsin**

Physiological Testing of Oarsmen

by Fredrick C. Hagerman, Ph.D.
Associate Professor
Department of Zoology and Microbiology
Ohio University

Human performance in sport has improved significantly in the last few years. The underlying factors for this improvement are numerous and their relationships, complex. Such factors as new and improved facilities and equipment, modifications of training methods, development of new techniques, improvement of diet and a greater understanding of the psychological aspects of sport are responsible for raising physical performance levels. It is not difficult to identify these factors, but it is nearly impossible to determine their relative importance during man's competitive endeavors. The importance of the two disciplines, physiology and psychology, to sport is reflected in the abundance of literature currently available describing experiments in work physiology and the psychological factors associated with exertion. Many journals and periodicals are devoted entirely to the reporting of recent research in these fields. Almost every facet of industry and leisure has been investigated and since highly competitive sports probably represent the extreme in human performance, it is not surprising that their participants have been highly sought as attractive experimental subjects.

The reasons for conducting experimental research with highly conditioned athletes probably number as many as there are exercise physiologists presently carrying out research. Work physiology had its beginnings in the late 18th century and no doubt started simply as a result of a scientist's inquiring mind: how is one man able to do more work than another? We haven't progressed very far in our hypotheses, but the tools and techniques of physiological research have improved even beyond the imagination of the first recognized work physiologist, Lavoisier. It is with these tools and techniques that the modern scientist has steadily clarified theories and revealed new knowledge in such important areas as neuromuscular function and energy extraction and utilization. Theoretically, information obtained from work experiments conducted with athletes has been useful in helping to describe the intricacies of cell biochemistry and metabolism and to identify specific changes associated with a marked physical stress. Practically, the knowledge of man's upper physiological limits could be useful for coaches and athletes in the improve-

ment of skill and conditioning. It is to this last point that I make special reference. The scientist has been criticized for his failure to conduct experimental studies of a practical nature and his inability to produce results that could directly be applied by the coach and athlete. This is certainly a valid criticism as many of the current physiological studies deal with basic research encompassing narrow and highly scientific investigative methods and results. In some instances where information could prove immediately valuable to the coach, the scientist either publishes the results in a journal seldom seen by those other than physiologists or if he does make his findings available to coaches, he fails to communicate with them. If the scientist is claiming he can be of some assistance to the coach or athlete, then it is important that useful information be accessible and understandable. It is, however, equally important that the coach recognize the value of scientific information and that he be interested enough to learn basic physiology and physics. I believe this is necessary if adequate interpretation of experimental results is to be made and also to determine what studies seem most helpful.

Some researchers have been criticized for repetition of studies and soon gain a reputation of turning out several successive manuscripts all of which seem to report the same results. I agree that the scientific literature is

becoming cluttered with the "same old stuff" but at the same time, I will defend one of the basic principles of sound experimentation and that is, reliability or a consistency in measurement. Results of research must be reproducible and if they are to be acceptable answers to theories and ideas, then they must stand the test of replication and time. Thus, up to a point, repetitive studies are necessary to substantiate accurately experimental conclusions. Whether or not the crew coach or oarsman acknowledges it, he conducts experimental research. The formulation of training methods, developing new equipment or modifying old pieces, selection of a crew, and planning race strategy all involve experimentation. This experimentation may be based on trial and error or strictly empirical judgment, but regardless of what research methods are used, the consistency of results determines their success or failure.

It has already been mentioned that there are a number of interdependent factors which influence physical performance and their respective roles in this performance seem to become more complex as exercise severity increases. It is my belief that if a thorough understanding of man's upper physiological limits is to be realized, then scientist, coach and athlete must collaborate in experimentation, both in the laboratory and in the field. One

(Continued on p.41)

you CAN have it both ways!

- be right in center of town, and
- next to Boathouse Row, too

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

FRANKLIN MOTOR INN

Benjamin Franklin Parkway at 22nd Street
PHILADELPHIA

Write or Call
for Brochure,
Rates and Reservations

(215) **LO 8-8300**



300 ROOMS • SWIM POOL

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

National Women's Rowing Association

President Mrs. Ingrid J. Barrett, Box 454 Campbell Rd., Bernardsville, N.J. 07924
 Vice-President Miss Paula Mitchell, 3141 Eastman Avenue, Oakland, Calif. 94619
 Secretary Miss Coleen Lynch, 13300 70th Ave., N.E., Kirkland, Wash. 98033
 Treasurer Miss Jinx Becker, 2220 Green Street, Philadelphia, Pa. 19130
 NAAO Representative Mrs. Ingrid J. Barrett, Bernardsville, N.J.
 NWRA Advisor Edward McCagg, Seattle, Wash.

NWRA MEMBER CLUBS

College Boat Club of the
 University of Pennsylvania
 Piedmont High School Crew
 St. Paul Women's Rowing Association
 Greenlake Junior Crews
 Lake Merritt Rowing Club
 Philadelphia Girls Rowing Club
 Lake Washington Rowing Club
 ZLAC Rowing Club, Ltd.

Seattle Junior Crew
 University Barge Club
 Litchfield Girls Rowing Club
 Holy Names High School
 Mills College Crew
 California Womens Crew
 Minneapolis Rowing Club
 Oregon State University
 University of Washington

Baldwin High School Girls Crew
 Ohio Valley Rowing Club Women's Crew
 Long Beach Rowing Association
 Vesper Boat Club
 Cambridge Boat Club
 Seattle Tennis Club
 Duluth Boat Club
 Blood Street Sculls
 Lincoln Park Crew

The NWRA extends a warm welcome for all women's rowing organizations to join the Association and compete in the Seventh Women's National Championship Regatta to be held in Seattle, Wash., in June 1972. For information contact the Secretary of the NWRA.

POTOMAC BOAT CLUB



- Heavyweight Small Boats Program directed toward 1972 Olympic Trials and Games.

Coach Mike Gasch
 (703) 892-2174

- Youth Program:

Coach Charlie Butt
 (703) 356-5886

- 150 lb. Program:

Jon Butler
 (703) 931-8407

- We have additional equipment and new support for our Heavyweight Small Boats Program.
- We invite undergraduate and post-college oarsmen and coxswains to join our effort before or after the Hanover National Team Camp.

3530 Water Street, N.W., Washington, D.C. 20007/(202) 333-9737

ROWING AND THE CONSTITUTION

or Can a Girl Find Equality on the River?

by Emory Clark

"In the statistics conscious world of sport where men patently run faster, jump higher and throw farther, women are doggedly becoming more visible and more valuable. Most of their recent considerable gains have been in sports in which they compete amongst themselves . . . But some women have begun to enter the male domains . . ."
TIME Magazine, March 20, 1972.

It seems strange that your liberal, liberated, forward-looking, now-generation editor should commission an article on this highly topical and sensitive subject from a male chauvinist such as myself. At least so he has branded me in these hallowed pages, thoughtfully omitting the "pig," which it is supposed you, dear reader, will supply if you so choose.

The foregoing epithet, in any case, brings us squarely to this delicate subject I have heretofore but hinted at: Women and rowing. For where there is a male chauvinist, a female is of necessity not far behind.

Now I'm not talking about women's rowing. Not at all. Eight girls in a boat are a stimulating sight. The sport is healthy and fun for them and if they're going to bet shirts, no doubt they will handle the payoff discretely. Girls have rowed for a long time — more in Europe than in the U.S., though women's rowing is catching on here — but it has always been a sort of separate but unequal proposition (to paraphrase Mr. Nixon on another subject). The girls don't try to beat the men, or get in the same boat with them, or row the same distance men do.

No, what I'm talking about is when the female derriere plants itself firmly in the six seat in front of me, when painted fingernails curl around the roughed-up oar handle and a sweet soprano voice says, "Let's give 'em hell!"

You don't think that will ever happen, eh? That mixed doubles in tennis is one thing, but that mixed elite eights stretch the imagination. But what about lady jockeys? And lady baseball umpires and those girls who take the local athletic association to court so they can compete on their school's varsity swim, rifle or track teams? What about the Boston Marathon, open this year to women for the first time?

Yes, but rowing is different, you say. Well, I hope it is, but I'm afraid like a lot of other prophets — Ezekiel, Henry the Eighth, Martha Mitchell — I'm going to have to say "I told you so." Did not Congress just approve another Constitutional amendment giving women absolute equality? What is that supposed to mean if not that some dimpled damsel can take my seat if she can make the boat go faster (or make the coach think the boat is going faster)?

Of course, it has already started (no one expected women to wait for Congress to give them a "Partez") naturally enough with lady coxswains.

Last fall the infant and most welcome University of Nebraska Rowing Club entered an elite four in the Head of the Charles with a Miss Mary Marguerite Moreo at the tiller ropes. While rowing is not officially recognized by the Big Eight Conference, Kansas, Kansas State, Oklahoma and Nebraska are all pushing for recognition. When it comes, Mary Marguerite could well be the first woman to compete in traditionally all-male sport in Big Eight Conference history. She is no Gloria Steinem though, no sir. When asked if she thought her achievement was another step forward for women's lib, she replied blithely, "I'm not a woman's lib, I'm just a girl." Eve probably said something like that to Adam, "It's just an apple."

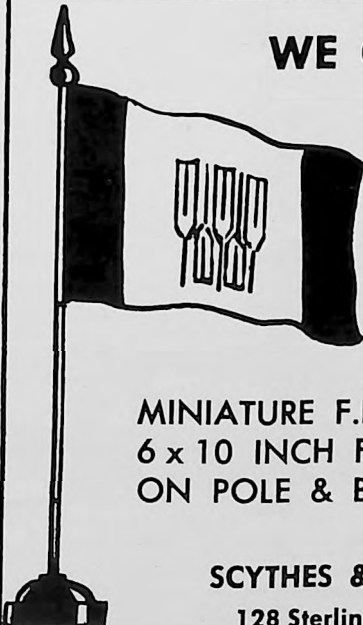
That the Nebraska four was last of 23 boats in the Head of the Charles is probably no reflection of Miss Moreo's expertise (more experienced hands than hers have failed to negotiate the course, i.e., to finish) and no comment is intended as to Nebraska's showing since they certainly rowed a respectable time for newcomers and were in fast company indeed.

Then there is Victoria Brown who was reported February in THE NEW YORK TIMES to be first in line for the coxswain's job in the University of Oregon eight. The University has petitioned the Western Intercollegiate Crew Coaches Association to approve the young lady for competition. In the past, the crew coaches and the Pacific Eight Conference have held girls are not eligible because the NCAA prohibits it. For shame! Not only is that ungallant, it will shortly be unconstitutional.

Ah, you say, coxing is one thing, but on an oar? I say it's a foot in the door and they'll never look back.

Let me share with you one of the most harrowing experiences. The race, in Australia's Sydney Harbor, was only 500 meters (thank God) as we went off the line in the vicinity of a 62, settled to about a 50 and then sprinted. I was rowing three in a coxed four behind a lady of impeccable virtue and unchallenged stamina (both of which

(Continued on p.43)



**WE CAN SUPPLY FLAGS
FOR ALL YOUR NEEDS**

F.I.S.A. FLAG

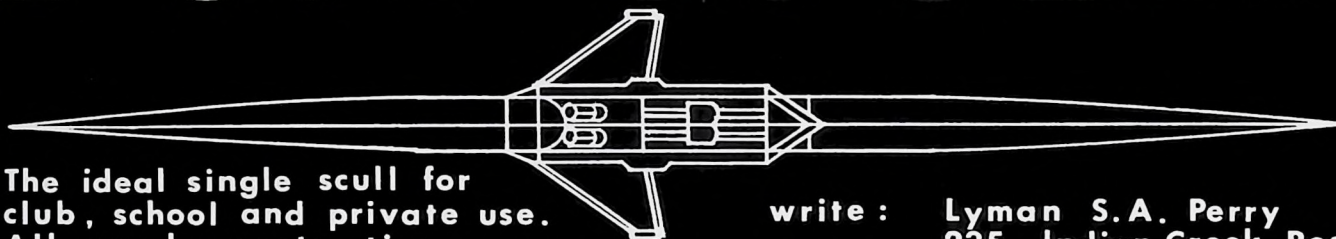
**NATIONAL FLAGS
OR
CLUB PENNANT**

**MINIATURE F.I.S.A.
6 x 10 INCH FLAG
ON POLE & BASE**



SCYTHES & COMPANY LIMITED
128 Sterling Rd., Toronto, Canada

FUJI SCULLS



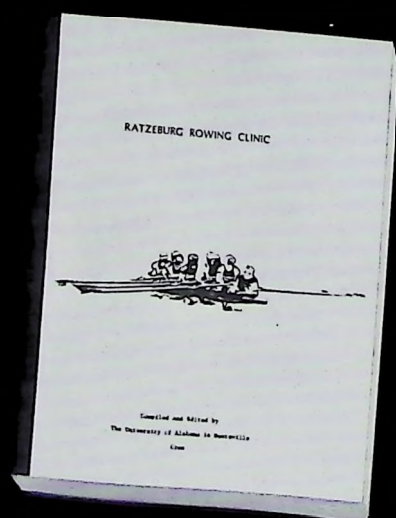
- The ideal single scull for club, school and private use.
- All wood construction.
- Sixty day delivery time.

write : **Lyman S.A. Perry**
235 Indian Creek Road
Philadelphia, Pa. 19151

The Companies and Organizations listed in the Index of Advertisers (p. 48) help support the NAAO.

Please give them your business
and tell them you saw their advertisement
in THE OARSMAN.

Ratzeburg Rowing Clinic



Price: \$6.50 per copy

Use the attached coupon to order your copy of "Ratzeburg Rowing Clinic" - the transcript of the coaching clinic given by the world-famous West German rowing coach Karl Adam and his associates from October 9-13, 1970 at Princeton, N.J. This 220-page book, compiled and edited by the University of Alabama in Huntsville, is made available to the rowing community through the support of the U.S. Olympic Committee. It contains discussions of virtually every aspect of modern coaching and will be an invaluable asset to both coaches and oarsmen.

NAME _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____

Make check payable to U.S. Olympic Committee and send it to: V. H. Michalson, Athletic Division, Brown University, Providence, R.I. 02912.

The Rosenberg "Style"

by Allen Rosenberg

Coaching is an art which can be acquired by certain persons and can be perfected with some degree of creativity. It's in this latter respect that I believe we in America have generally lost pace with our worldwide contemporaries in that we have tended to follow only what we believe to be the mode in any past given year. The net result is a never-ending game of leap frog whereby the overwhelming number of organized oarsmen are (1) being trained and coached in an already outmoded manner and (2) are generally wasted on the basis of insignificant and usually harmful variations which for the lack of a better term are called "modern."

To Go Fast — Economically

Everyone knows the construction of any building requires that the architect understand the purpose which the building serves and beyond this, possess current knowledge of materials best suited to that purpose. It is within this framework that variations can be effectively employed. But, as you can easily see, the first step is digging a hole and providing a sound foundation. So, also in crew, one must appreciate that the object is to go as fast as one can go — economically. Further, it is absolutely essential that the style employed by the men who pull the oars is capable of producing both end products by the use of equipment which is equally understood.

I believe a successful rowing program requires at least one coach who has a firm and rational approach to moving a boat, and as many or as few oarsmen as he can effectively influence and teach. In some instances, of course, the flow of people is small and selection less than ideal, nonetheless the coach's task remains the same — to teach a style which is easily understood and efficiently executed and to train those people physically and mentally.

Oarsmen As Performing Artists

Athletes, as performing artists, appear before the public in competition for a single prize. Consequently, this very thought of all-or-none deprives many men of the mental restraints which would permit them to compete or exhibit at least as well as they have done in practice. It is erroneous, therefore, to expect a crew to

"rise to the occasion" every time they race and outstrip their best practice times, though there are some exceptions. On the contrary, by proper training — both physically and mentally — the best practice performances can be duplicated with reasonably predictable results. Once this is known and believed, the incredible fear of an unknown performance or racing effort will largely disappear and in its place will come the methodical machine-like (almost lackadaisical) race which we have marveled at in outstanding crews.

Planning The Training Program

Practice then becomes the routine of training by which the sum total of selected portions of every day's performance somehow complements the athletes' racing pattern. It has so many parts that not all can be used in any one day or week, even if the oarsmen were physically capable of consuming the training regime. Further, it is not absolutely predictable weeks in advance as to what progress the oarsmen will make from one level to the next so that considerable latitude must exist for accelerating, decelerating or simply holding a pattern until the time is right to move on. In this regard, the coach must possess an intimate knowledge of the physical and mental adjusting capabilities of the crew. I have often spent two hours on land after workouts for every hour of water time in frank discussions with each of the crew in order to make certain that my visual assessment of their ability to tolerate the workout and its variable patterns coincides with what they believe.

The oarsman is usually intelligent enough to want to know why he is being asked to train in a particular way. The need for knowing why and for always having a reason for doing something is squarely and undeniably on the coach.

The Rosenberg "Style"

With this as general background, I urge that the coach have a firm, unshakable picture of what he wants his crews to look like. He must not only know this but he must be able to describe both it and all of the unwanted deviations which he would conclude are "faults." My own style is one which has evolved from the smooth and efficient sculling of Ned Ten



ALLEN ROSENBERG

Eyck, perhaps the greatest sculler the world has ever seen. Because he was only 5'9" and weighed barely 145, his movements had to be easy, effortless and efficient so as to permit him to whip scullers 30-40 pounds heavier. It did! Years later Ten Eyck achieved unparalleled success with the Syracuse University and Duluth crews by teaching the same style which emphasized the normal body rhythm and the application of strength at the most critical points in the rowing cycle.

So, I have attempted to teach the same thing by first achieving relaxation in all body movements so that the oarsman is comfortable and at ease at his station. Second, I have stressed those areas of work and emphasized the difference between "work" and "relaxation." No worthwhile races are won by crews who work the entire distance. This is not an easy task, for many men are trained in weights and other sports so that sheer force is often confused with utilizable strength.

The same principles of explosive strength in contrast to harmonious relaxed body movements form the basis of all Oriental physical disciplines such as karate, tai-chi and others. I firmly believe Emory Clark's Marine Corps training in karate permitted him to perfect this almost at once after he joined Vesper in 1964 and, while invariably among the lower half of the crew in terms of weightlifting, he was singularly able to bend his oar at 46 strokes a minute. Many coaches and crews often felt that that great Olympic crew could have "worked harder" because they never appeared to be struggling. They were in total control during their recovery period and it was only by looking at the clock that one could really believe that they had gone as fast as they did.

(Continued on p.44)

PENN ATHLETIC CLUB ROWING ASSOCIATION

BOAT HOUSE ROW, PHILADELPHIA, PA.

WE'RE ROWING OUT OF OUR FIRST, AND INVITING YOU ABOARD FOR OUR SECOND ...

100 YEARS

WINNING IS OUR
ESTABLISHED TRADITION

Excellent Coaching for
All Levels of Competition
All Classes of Oarsmen

Middle States Regatta Association

Al Lawn President
Oyster Bay Rowing Association

Coleman Boylan Vice President
N.A.A.O.

Joseph A. Hasiak Secretary/Treasurer
Fairmount Rowing Association

81st Annual Regatta

SUNDAY, AUGUST 13, 1972

Schuylkill River, Philadelphia, Pa.

"LATROBE GOGSWELL TROPHY"

To Club Scoring Most Points

Enclosed please find _____ check _____ money order plus 50 cents for postage and handling for a total of \$ _____. Please send me the following items I have circled.

ROWING JEWELRY

Rt. 1, Box 83

Buchanan, Michigan 49107

Phone: 616-695-9637



- | | |
|--|--------|
| 1. Key chain - blue enamel | \$1.50 |
| 2. Tie bar | 1.50 |
| 2. Tie tack | 1.50 |
| 2. Cuff links - set | 2.50 |
| 3. Sport coat buttons - antique gold | |
| Set of 7 (3 lg. & 4 sm.) | 3.00 |
| 3. Enameled buttons with colored backgrounds | |
| of red, maroon, orange, blue, | |
| green or black. Set of 7 | 5.00 |
| 4. Ladies Charm | 1.00 |
| 4. Tie tack - blue rhodium | 1.25 |
| 4. Lapel pin - blue rhodium | 1.00 |
| 5. Tie tack - blue rhodium | 1.25 |
| 5. Lapel pin - blue rhodium | 1.00 |
| 8. NAAO-USA Shield, red, white, blue | 2.00 |
| 9. 'Think Munich' lapel pin, blue enamel | 1.00 |
| 10. Official NAAO pin with crossed sweeps | 2.00 |

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

"Think Munich" T shirts with rowing symbol of 1972 Olympics available. Order sizes of S, M, L, XL.

1 shirt \$2.75 1 dozen \$30.00

Name _____

Address _____

City _____ State _____ Zip _____

In Memoriam



"ROWING IS POETRY"

Alice Platt 2/5/52 - 3/18/72

The runner braves the mucky hill, the rutted pathway; he will not miss today's hoped for gain because the elements are not kind.

The afternoon of Saturday, March 18 was cold and overcast, and the wind was snipping in chilly bursts around jagged corners of Philadelphia's Boathouse Row. The river was a graying brown, flowing with the remnants of a week-old flood, down past wintered banks and uninviting docks.

Not really a bad day for a row, but the kind of weather that usually provides the less dedicated oarsman with an excuse to stay within.

Alice Platt wanted to coach her friend, who was just beginning to row. Certainly, it was not an ideal day for anyone to learn to scull. It would have been more practical to work within a length or two of the dock, but for a beginner to venture out into the broad belly of the Schuylkill and beyond — that was too much.

Alice was little more than a novice sculler herself. Sweeping had been her event and the two gold medals she won at the last Women's National Championships are ample evidence that she excelled in this branch of the sport.

Boats were coming and going and the two girls, one in a racing single, the other in a gig, were not alone out there. A pair of Cornell's eights were momentarily lying aft near the west bank lacing in, and in that place the water currents are deceptive even in a waning spate. Cornell's coaching launch was there, too. Alice was now downstream from the eights with the gig towards the center of the river.

There was concern among those watching from Vesper's boathouse as

the boats were dangerously close to where, in the past, a safety wire was strung across the river above the falls. The sweep men, whether realizing the danger or merely because they had finished with their shoes, dipped their blades, pulled, and were on their way upstream. The single, however, was now speeding with the current and the gig, too, was caught with the current, on the periphery of the rushing water. Alice shouted to Gail and told her to pull hard on her right scull. The gig pulled out of the dragging water and presently its occupant was in safe water. Alice's back was to the falls although the boat was practically facing the west bank because at that point the stony line of the falls curves around to join the bank diagonally. She pulled hard for three or four strokes; yet the craft would not come about and could not be torn from the current's vise-like grip. With the falls some twenty feet away and without any hope of being able to scull to safety, Alice decided to attempt to swim to the bank. Although she was a former champion swimmer, she unfortunately was no match for the cold, speeding water and was swept over the edge some fifteen feet from the shore which she so desperately and so gallantly tried to reach.

The alarm was sounded and within minutes police converged on the bank. A passing motorist had seen Alice struggling beneath the cascade that descended upon her, but now not even the helicopter which hovered fly-like over the foaming ugly water could find a trace of the girl around whom the Vesper ladies' sweep program was being built. The wreckage of the single was soon recovered, and as the pre-

cious minutes sped past, we on the bank fell silent, continued our pacing, and I, for one, prayed. It was at once sobering and shocking to realize that Alice was gone, that her young life was ended by the savagery of a river that even now, as we looked out, passed the docks calmly and slowly.

There were a number of obvious factors that contributed to Alice Platt's death. Undoubtedly, being but a novice sculler, she should not have burdened herself with teaching the fundamentals to another girl in a gig. Alice should not have allowed herself and her charge to get into the fast water zone. However, I believe that the latter happened primarily because she had been preconditioned to the safety wire, and then being occupied with the gig and the Cornell eights and the coaching launch, she unknowingly slipped past that imaginary line which was in her mind's eye.

We who row on the Schuylkill had often witnessed oarsmen being saved by the wire that stretched above the falls. Only last summer Karin Constant, the women's National Single Sculling Champion and the captain of the team of which Alice Platt was a member, was saved because of that safety device. And in October, because the wire had not been replaced by the Fairmount Park Commission, a Vesper man went over in a gig and was blessed to have escaped with only a broken shoulder.

Why then was that wire, that life saver, that necessity, not replaced? We are informed that the Schuylkill Navy, the body which oversees rowing in Philadelphia, on several occasions requested that the Fairmount Park Commission replace the wire. As in most cases like this, it takes a needless, horrible tragedy and frequently the loss of a young life to underscore the need for the replacement of basic safety equipment like the cable in question, never mind cost considerations and bureaucratic fumbling.

Alice Platt has left us and we mourn this twice victorious American Champion, this girl whose New Jersey swimming records have not been broken, this wonderful individual who endeared herself to those who knew her. To her fellow team members she was "an inspiration" and to her coach she was an "ideal, dedicated athlete." Her accident occurred when she was extending a helping hand, on a day when there was no official team practice. *"Sunset and evening star
and one clear call for me,
Let there be no mourning at
the bar
When I put out to sea."*

Alice Platt loved her rowing; she called it "poetry in motion."

by Hugh O'Callaghan

BLOOD



**STREET
SCULLS**

LYME, CONN.

VESPER 1972

Specialized coaching in sculling and small boats is available at Vesper Boat Club. We have one of the finest inventories of small boats in the country. Join us and train for the 1972 Olympics.

Dietrich Rose
c/o Vesper Boat Club
10 East River Drive
Philadelphia, Pa. 19130
after 8 p.m. - (215) IV 3-8723



VESPER BOAT CLUB

PHILADELPHIA

FOUNDED 1865

Schoenbrod

**Specializing exclusively
in the design and construction of
RACING EIGHTS & FOURS**

Write or call direct:

Helmut Schoenbrod
North Main Street
Georgetown, Conn. 06829
(203) 544-8927

A Modern Fairy Tale

by Craig Swayze



St. Catharines Rowing Club oarsmen and queens of St. Catharines national clubs honor Rosie Konrad and Wolfgang Glock as they emerge from Grace Lutheran Church after their marriage.

Every girl dreams of the distant day when that handsome young prince rides up on his prancing white charger and carries her away to a life of everlasting happiness.

But for Rose Konrad of St. Catharines, the prancing white charger was a rowing shell. And her handsome young prince was Wolfgang Glock, a towering West German sculler.

As in most fairy tales, fate brought the young couple together. Love kept them that way.

Rose Konrad, a pretty blonde-haired St. Catharines school teacher, had been crowned Miss Heidelberg early in 1970. As such, she was to be the St. Catharines German-Canadian Club's official hostess during the III World Rowing Championships later that year. And, of course, she was in the stands for all four days of the racing along the Henley Course.

But it was with dismay that Rose watched the competition. Not only were the Canadian crews fairing badly, but even the West Germans were getting knocked off. And for a girl whose family had come to Canada from Saltz-Lebenstadt, it was a double tragedy.

"We almost cried, we were so unhappy about their losing," she recalls. "And at that point, we didn't know any of the members of either team. They were just names in the program."

The final evening of the Worlds, after the huge open-air reception on Henley Island, most of the East and

West German teams wound up at Club Heidelberg for their own regatta party. Rose Konrad was there in her role as Miss Heidelberg.

"One of the West German trainers (I still don't know his name) asked me to talk to one of the oarsmen," she remembers. "He told me this chap was a quiet type and was sitting by himself. So I went over and we got into a conversation."

The young West German was, of course, Wolfgang Glock, one half of the Deutscher Ruderverband double (with Udo Hild) which had wound up fifth in their grand final, won by the Danes, Niels Secher and Jorgen Engelbrecht. And as the evening progressed, Rose was able to draw him out of his corner to join in the festivities.

"We really got along well," Rose Konrad recalls. "And the next night, my parents and Wolfgang and I went to Niagara Falls for dinner."

The West German rowing team flew back home the following day. But Rose and Wolfgang had exchanged addresses and the letters began to flow regularly back and forth between Canada and Germany.

Then, Wolfgang Glock flew back to Canada for Christmas and a three-week stay with the Konrads in St. Catharines. When he returned to his engineering course at Karlsruhe University, the correspondence became even more regular.

Last summer, Rose Konrad return-

ed Wolfgang's visit, spending nine weeks as the guest of the Glock family, operators of a large glass manufacturing business near Frankfurt.

Wolfgang was concentrating on singles sculling and Rose was his No. 1 fan whenever he competed. Sculling in the colors of Karlsruher Rheinklub Alemannia, he provided his Canadian with her biggest thrill on her final weekend in Germany by defeating his former doubles partner, Udo Hild.

By then, Wolfgang had proposed to Rose and the 20-year-old fair-haired maiden from far-away Canada had answered yes to her handsome young prince, the 28-year-old West German sculler. Just four months later, they were wed at Grace Lutheran Church in what could well be described as one of the most colorful events on the 1971 St. Catharines social calendar.

Wolfgang and Rose spent their honeymoon in Canada. But he and his bride are now back in Karlsruhe where he is completing his studies. Then it's into business with his father, Oskar, in the manufacture of specialized glass for scientific research.

Yet, rowing is still a big part of the Glocks' life. Wolfgang is training hard in hopes of winning the 1972 West German singles crown so he can represent his country in the Munich Olympics. It is a national title once held by his father.

It would surely be the crowning touch to this modern day fairy tale.

CHARLES H. KNECHT & SONS, INC.

Mechanical and Sheet Metal Work

CAMDEN, N.J. 08105

609-966-3636

Why should an
advertising agency
worry about
"missing the boat"?

Because we're the official
publisher of the OARSMAN
...that's why!

If we miss the boat, you might miss an edition and Selinger/Rambo, Inc. is too proud of its work to ever let that happen. This same professional conscientiousness is what makes us the successful agency to an ever growing list of clients that ranges from furniture to food to sporting goods to fashion. Wherever you fit in the race, perhaps our team could help put your team out front. Give us a call.

selinger/rambo, inc.

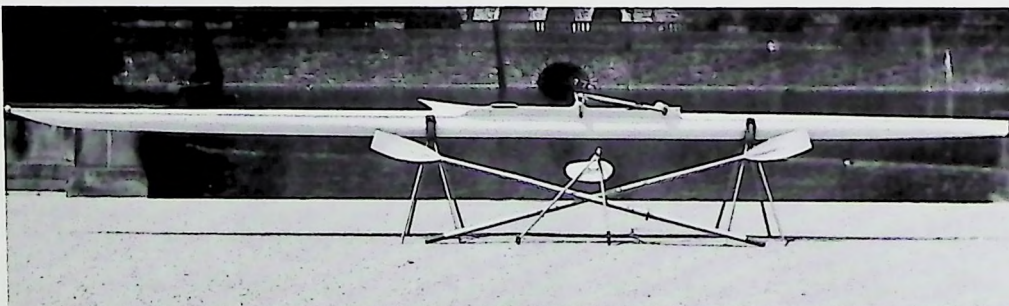
MARKETING & ADVERTISING

The Barclay Building — 1 Belmont Avenue
Bala-Cynwyd, Pa. 19004 (215) TE 9-6550

**RETRACTABLE
S.S. FIN**

**SAFETY
FLOATS**

**WEIGHT
45 LBS.**



**The First
CARBON
FIBRE
Reinforced
Boat**

JIM O'HARA

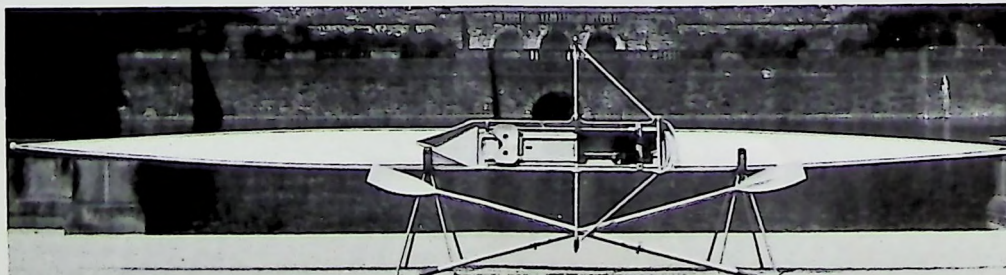
Columbia Boathouse
**555 WEST 218th STREET
NEW YORK, N. Y. 10034**



U. S. Agent for A. H. Baker — Racing Oars and Boat Fittings

Also Available:

- SCULLS
- ROOF RACKS
- STORAGE RACKS
- STANDS
- ALL FITTINGS



**A. H. BAKER
(Derby Ltd.)
45 Hilltop
BREADSALL
DERBY
ENGLAND
TEL.
DERBY
831312**

Physiological Testing of Oarsmen

(Continued from p.31)

of the best examples of this type of mutual assistance and the fruit that it bore was the development of improvement of interval training by Gerschler (coach) and Reindell (work physiologist). Cooperation of this type among scientists, crew coaches, oarsmen and rowing administrators has lead to a successful four-year physiological study of U.S. oarsmen.

SUMMARY OF RESEARCH

Prior to 1969, with the exception of a few studies limited to a small sample size (see references 3, 9), no published physiological research involving oarsmen had been reported in the scientific literature. It was rumored that research of varying intensities was being carried out in Japan, Switzerland, the German Democratic Republic and the Federal Republic of Germany. The results were either published locally in report form and were made available for only a small number of interested coaches and oarsmen outside the country or were restricted for national use only.

In March, 1966 it was my privilege to serve as a consultant at the trials for the New Zealand National Crew. I was charged with the responsibility of determining what physiological data might prove useful in the selection of the national crew. There had been objections in the past by administrators, coaches and oarsmen that the failure to include unbiased objective criteria to assist in selection minimized the likelihood that all oarsmen would be fairly evaluated. Work output was measured during exercise on an electro-static rowing ergometer and heart rate was monitored continuously by ECG during work and recovery to determine cardiac cost. Heart rate levels were used to estimate energy cost and permitted an evaluation of acute cardiovascular response and the determination of chronic cardiovascular fitness. In addition, muscular strength for selected muscle groups was measured by static cable-tension tests. The results of this investigation have been published (see reference 7) and according to selectors, they were valuable in helping them to arrive at their final choices for the team. With certain modifications, this testing program is still being used as a partial basis for selecting the New Zealand National Crew.

INITIAL RESEARCH IN THE U.S.

Our initial research with U.S. oarsmen was carried out with members of the Eastern Development Clinic and the Harvard eight in the summer of 1968. The same tests as used in New

Zealand were administered to these oarsmen for the purpose of selecting a manageable group at the clinic and to use the Harvard crew's results for comparison. The results of these tests apparently facilitated the selection of the final training group and provided us with additional test data for comparison with results obtained from the New Zealand study. This accumulation of a large amount of work data began to give us an insight concerning the energetics of rowing. It was decided to discontinue static strength testing as a part of the battery of tests after this study, since accumulative data for these tests showed a very low correlation with rowing performance. This low correlation was thought to be a result of the way muscle groups function during rowing. The ability of an oarsman to sustain work is afforded by repetitive contractions of muscles and as a result the conditioning and testing of muscles should involve exercises of light to moderate resistance with many repetitions. Basic strength and cardiovascular fitness was evaluated for all subjects. With the cooperation of Drs. E. A. Gaensler and W. W. Addington and staff, Boston University School of Medicine and with assistance from W. E. Collins, Inc., we were also able to successfully evaluate static and dynamic respiratory function. Pulmonary ventilation, O_2 consumption, CO_2 output, and pulmonary diffusion were measured during a standard treadmill exercise. Since there was a great deal of controversy concerning possible deleterious effects of altitude on athletes competing in endurance events,

we requested the subjects to run twice: once, breathing room air followed by an adequate rest period; the other, breathing a gas mixture representing the O_2 concentration found at Mexico City. This phase of the study provided a means of comparing the cardio-respiratory fitness of all oarsmen and of evaluating acute hypoxia exposure.

A follow-up study was conducted with those oarsmen qualifying for the Olympic Games after a month's acclimatization at Gunnison, Colorado, and just prior to departure for the Games. The cardio-respiratory tests were repeated and although there was evidence of a marked erythropoietic response, the results of the treadmill testing indicated that the oarsmen were probably slightly better conditioned in July than after a month of work and acclimatization. Maximal VO_2 evaluation of a few oarsmen demonstrated the hypoxic interference of an exercise lasting from five to six minutes. This was particularly evident during the later stages of exertion. The loss of fitness during acclimatization was thought to be due, in part, to the inability to work at aerobic training levels normally achieved at sea level and to the severe environmental conditions. However, some portion of the decrease in VO_2 measured for chronic hypoxic conditions might be attributed to a reduction of the work of breathing because of the lowered density of the inspired gas. The sea level and altitude studies have been written into two manuscripts (see references 2, 6). (See p.42 for list of references.)

(To be continued in the July 1972 issue of THE OARSMAN.)

H. C. WAINWRIGHT & CO.

Established 1868

Members: New York and Boston Stock Exchanges

One Boston Place
Boston, Mass. 02108
Tel.: 723-7300

120 Broadway
NEW YORK
BARclay 7-5200

LETTERS TO THE EDITOR

(Continued from p.2)

way, the hope is to attract some people who might want to watch races from water and all that that location implies.

- b. The railroad bridge. This still has the most comprehensive view of the last 1,500 meters. Yet to try to use the old staircase up to the bridge is far too dangerous (traffic whipping around the corner) and to hire a policeman as a crossing guard is probably too expensive and bothersome. So I suggest building a new staircase up to the bridge from the grassy spot between the finish line stand and the bridge. There would still be many problems but this is an idea that should be stored not too deeply in the "outlandish" file.
3. Bicycles. Now that the old dirt path is closed for autos it would probably be easy to get the bicycle people down at the old Marina (below Art Museum) to accept a deal to rent their bicycles out to race watchers who could then follow the race for the last 1,300 meters or so (from Strawberry Mansion Bridge to the finish).
4. Transportation to Race Course. Probably more people would show interest if it were easier to get to the course.
 - a. Rent buses for occasion. (I have never understood why Penn does not own at least one large bus for its own use. It has been said that it is cheaper to rent them. That seems hard to believe!)
 - b. Coordinate with Philadelphia Tourist Bureau downtown or Chamber of Commerce to transport tourists, etc., to race course. After all, every one of those pamphlets "Philadelphia in Spring" mentions rowing on the river as a tradition of Philadelphia, but there is no way for the casual traveler to get to it.

One further suggestion related to coaching. I think that an oarsman can learn an incredible amount about rowing — his own style, his boat's rhythm, roll-up timing, etc., by taking time out of the boat and actually coaching his boat — be it only for an afternoon once, twice (maybe once a month) — having everyone rotate. At the worst, the least one can learn from this exercise is how frustrating it is for a coach — that he cannot alter a fault merely by mentioning it. The learning curve sometimes is very gradual.

Gardner Cadwalader
Paris, France

NEW PRODUCT ANNOUNCEMENT



Fiberglass Single Shell

The pleasure of sculling in a fast, high-performance single without the worry of damage to a fragile craft can now be yours. This lightweight, hand laid-up, fiberglass single is based on a racing single large enough to carry the largest oarsman and is equipped with the same shoes, tracks, sliding seat and outriggers as the racing boat. It responds similarly to a racing single so it provides an ideal training boat. Since this single requires so little maintenance, it allows maximum time for enjoyment, refreshing both body and spirit. Price: \$577. For more information, write to the builder: George Pocock Racing Shells, Inc., P.O. Box 111, University Station, Seattle, Wash. 98105. Telephone: (206) 633-1038.

Physiological Testing of Oarsmen (Continued from p.41)

1. Adam, K. *Ratzeburg Rowing Academy Basic Level Coaching Clinic*, Princeton University, Oct. 9-13, 1970, compiled and edited by The University of Alabama in Huntsville Crew, 1970.
2. Addington, W.W., F.C. Hagerman, and E.A. Gaensler. *Severe steady state exercise at sea level and altitude in athletes*, submitted for publication, *J. Appl. Physiol.*, Dec., 1971.
3. Astrand, P.O. *Work Tests with the Bicycle Ergometer*. Varberg, Sweden: Br. Carlssons Boktr. AB., 1966.
4. Hagerman, F.C. *Respiratory distress among oarsmen during competition at the 1968 Summer Olympic Games*. *Med. Trib.*, p. 12, May, 1969.
5. Hagerman, F.C. *A comparison of maximal $\dot{V}_{O_2}$ in conditioned and unconditioned oarsmen*. A paper presented at the joint meeting of Amer. College of Sports Med. and Canadian Sports Med. Fed., May 10-12, 1971, Toronto, Canada.
6. Hagerman, F.C., W.W. Addington, and E.A. Gaensler. *A comparison of selected physiological variables among outstanding competitive oarsmen*, accepted for publication, *J. Sports Med. and Physical Fitness*, Oct., 1971.
7. Hagerman, F.C. and G.A. Howie. *Use of certain physiological variables in the selection of the 1967 New Zealand crew*. *Res. Quart.*, 42:264-273, 1971.
8. Hagerman, F.C. and W.D. Lee. *Measurement of oxygen consumption, heart rate, and work output during rowing*. *Med. and Sci. in Sports*, 3:155-160, 1971.
9. Saltin, B. and P.O. Astrand. *Maximal oxygen uptake in athletes*. *J. Appl. Physiol.*, 23(3):353-358, 1967.

UNION BOAT CLUB BOSTON

If your goals extend beyond just making the U.S. team to an Olympic medal, consider the fact that your competitors abroad are already training intensively. Whether there will be a National Team in 1972 or individual college and club crews, the Union Boat Club will support a training program for oarsmen who are willing to make a concerted effort to achieve international status. Union oarsmen are presently training in Boston. For further information, contact Harry Parker, 60 Boylston Street, Cambridge, Mass. 02138.

Rowing and the Constitution

(Continued from p.33)

she proved later that evening). Had it not been for my pride (male ego) and my screaming lungs, I would have suggested we lower the stroke a tad as I was taking the water just past my knees and the young sylph in the two seat was hitting me in the back on her recovery. Fortunately the stroke's husband was in the bow and managed to gasp a plea similar to the one I would have made had I been able. That we won the race, beating two other "mixed" fours (one of which contained Geoff Picard, former great Harvard stroke and bronze medal winner in Tokyo), seemed small consolation for the pain endured. In short, it was and is my objective opinion that men and women do not row very well together in the same boat.

I suppose if I were not a male chauvinist I would cant some such litany as "I don't care who rows in front of me as long as she moves the boat." Congress says she is equal and I voted, didn't I? But is she going to do five sets of 20 squat jumps with a 35-lb. weight clasped to her bosom? Is she going to take it in the right spirit when I point out with the proper profane emphasis that her blade is not buried in the middle of the stroke? Will she insist on a separate shower so I'll have no way of positively assuring whether she has lost the requisite amount of weight? Will she buy the beer after that final regatta and match me schooner for convivial schooner as we re-row each of our triumphs: the start; the settle, how we felt like kissing it all goodbye at the 800 meter mark until suddenly we had two seats? What I'm trying to say is that she may be equal but she's not the same. Congress cannot change what the Lord hath wrought.

I refer you, as I have once before, to that inestimable rowing philosopher, Harry Arlett, who uttered the prophetic words: "There's more to rowin' than brute strength and ignorance." I wonder if Harry was contemplating the takeover (infiltration) of his noble pastime by the fair sex when he spoke that pithy phrase outside the boat tents at Henley. Chances are he was not, but as he confessed, he talked "only from experience, not theory."

The theory may be beautiful, but I hope he (and I) are spared the experience of witnessing a female-stroked eight winning the Grand Challenge Trophy.

OARSMEN'S CORNER

by Peter Raymond

The rowing community is divided in two unequal parts: the oarsmen still benefiting from sitting on their cans and going backwards six days a week, and those who have grown too wise or old or both to be caught in such a ridiculous posture.

The latter are repaying their debt to the sport, some more conscientiously than others, so this column isn't concerned with them because they know too much. We're trying to get the active oarsmen involved in THE OARSMAN (before they start picketing a house on Church Road in Devon, Pa.) because they are somewhat relevant to the sport of rowing. To spark some word from you birdbrains who would all be better off playing table tennis, here are some questions and issues, any or all of which you should respond to (direct invectives to Peter Raymond, Cherry Valley Rd., Princeton, N.J. 08540). You can get your name in THE OARSMAN without being ribbed by savants (none will read this column), and all responses, excluding obscenities and anti-establishment weirdo comments, are welcome.

ISSUES

East Coast rowing stinks.
West Coast rowing stinks.
In-between-coast rowing stinks.
Hands should be slow out of bow.
The slide should slow into the catch.
The aerodynamic characteristics of

a lightweight crew (headwind vs. tailwind) are insignificant.

It is possible to become a great oarsman without the annoyance of training.

QUESTIONS OF NATIONAL INTEREST

Do coaches cheat?

Why doesn't the U.S. (3½ million square miles, \$1 trillion + GNP) have a decent rowing course?

What sort of man reads THE OARSMAN without looking for a picture of himself?

Why don't more oarsmen want to row in the Head of the Charles?

How did all those damned "furriers" cheat the great '71 U.S. teams out of gold medals at the Pan Ams and Copenhagen, and who invited them anyway?

Who was the nice person who embarrassed the entire gathering at the NRF Awards Dinner?

Where were all the oarsmen honored at the NRF Dinner, the ingrates?

Should scullers split their knees at the catch?

Who needs referees?

Who is Ghwredd WroughHauser?

What's going to happen when the lady oarsmen start showering with the men oarsmen (Attn., Tippy Goes)?

Who needs races, can't we just practice together, say twenty-stroke pieces?

THE OARSMAN STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION (Act of August 12, 1970: Section 3685, Title 39, United States Code)

Date of Filing: September 23, 1971

Title of Publication: THE OARSMAN

Frequency of Issue: Five times a year

Location of known office of publication: No. 4 Boat House Row, Philadelphia, Pa. 19130

Location of the headquarters or general business offices of the publishers: One Belmont Ave., Bala-Cynwyd, Pa. 19004

Publisher: Sellinger/Rambo, Inc., One Belmont Ave., Bala-Cynwyd, Pa. 19004

Editor: H. Boyce Budd, Jr., Church Rd., Devon, Pa. 19333

Manager Editor: Lloyd C. Dahmen, 84 State St., Boston, Mass. 02109

Owner: National Association of Amateur Oarsmen, No. 4 Boat House Row, Philadelphia, Pa. 19130

Extent & Nature of Circulation:	Average No. Copies each Issue during preceding 12 months	Actual No. Copies of single Issue pub- lished nearest to filing date
Total No. copies printed	3850	4000
Paid Circulation		
Mail Subscriptions	3500	3650
Free distribution by mail, carrier or other means—samples, complimentary, and other free copies	250	250
Total Distribution	3750	3900
Office use, left-over, unaccounted, spoiled after printing	100	100
Total	3850	4000

I certify that the statements made by me above are correct and complete.

(signed) E. H. Bayer, Treasurer,
National Association of Amateur Oarsmen

coaching

(Continued from p.35)

The Key — Body Control

This control can be achieved by emphasizing an orderliness in every exercise such as running, lifting, swimming and, of course, rowing. It starts with a regular breathing pattern and a relaxed but firm and flawless carriage of the body. All erratic and harsh body movements are avoided at all costs and at the outset light paddling with absolute precision is demanded. Again, the natural tendency is to move the boat at all costs! But the races are won by those who move the boat on the pull through and take a free ride on the recovery without sacrificing the very speed they have generated. I was told many years ago that Joe Wright, the great Canadian sculler and Penn coach, would see how far he could go between strokes and repeatedly negotiated the distance of about ¼ mile between Girard Avenue Bridge and the lighthouse on the Schuylkill in less than a dozen strokes! I have, in fact, used this as one exercise during the training season in that I have segmented the single stroke in its entirety and have repeated it when the shell has run out completely — 300 times over! It serves many purposes, for example, each recovery becomes an exercise in balance and control as the boat decelerates. In addition, the forceful efforts of an oarsman as exemplified by the quivering rigger, the thrashing of foam and water at the catch and the violent body movements are the root cause of lack of overall speed and duration of run, and moreover are the precursor of fatigue.

There are, of course, as many other such exercises to teach as there are situations which create them. It is in this area that the creativity of the coach comes into play.

Once volitional control over the body is achieved and the exhilaration of achieving the work product of each stroke (true run) is enjoyed, the mental attitude of the crew becomes a joy for any coach. The men are more easily coached because they are attentive and relaxed and moreover, every stroke becomes an attainable opportunity to perform perfectly. What a sense of accomplishment! These positive markers are the stuff that gives a crew real and unshakable confidence on race day.

Under the stress of hard work, the enormous competition for available seats and the general frustration of repetitive movements of oars in and out and seats sliding back and forth,

the attention span of the oarsmen is understandably short. Consequently, teaching and coaching must be selectively exercised. This is most difficult for younger coaches whose vivid picture of the proteges is limited to actualities. To this day I can recall the silhouettes of many of my oarsmen of 1954 and thereafter because I never ceased to explore new ways to say the same thing to correct a fault. Thus there is no magic jargon so long as what you eventually say, without antagonizing the man, has its effect. Patience in an endless degree and devotion to one's work without compromise become the touchstones of the successful coach.

The Race-training Period

As for training, one must keep in mind that while the season is progressing through its various stages, the groundwork for race-training is being laid. This period may be from one to three months depending on a variety of factors, but overall it represents that period when, with very little deviation in performance, technique and speed, nearly acceptable and reproducible race results are achieved.

I regret that so many oarsmen are never fortunate enough, by reason of geography or prescribed racing schedule, to really do as well as they could. The simple reason is that they are still progressing stepwise into their race-training period while they are in fact racing.

Not surprisingly then, so many oarsmen are frustrated and rightfully so, since they know they can do better. This raises the interesting and sometimes overlooked point as to "when is a crew ready?" It must not

be whenever any race is scheduled in their class but rather when they have clearly demonstrated repeatedly in practice that they are physically able to execute flawlessly 225 or so strokes in at least the same good time as intervals in practice. This may seem unfair to many but legitimate theater, for example, would never survive if all the actors need do was to memorize the script irrespective of their supporting casts and appear on stage without "putting it all together." When oarsmen do this, they relegate their performances to disappointing exhibitions rather than exciting races and in some cases, we see the least prepared woefully outclassed.

Problems Of Crew Selection

In general terms, training is both of the mind and the body and in crew, the collective minds and bodies. Regardless of personal differences on land, once boated the crew must regard each man's performance as indispensable in its efforts to win. The coach must then choose his crew with this in mind and, as painful as it may be, replace for cause the unfit and dispensable. Over the years, I have found this the most difficult since most oarsmen view their occupying a seat to the exclusion of another as an act of manliness and great personal achievement.

It means that the varsity boating is "better than" the jayvee because the better men are in the former. Too often overlooked is the fact that somewhere along the way those second boated men will, if encouraged, provide the stimulus for challenge that

(Continued on p.45)



*Practice Sculling
In A
Tropical Storm?**

*Not Recommended,
But Nice To
Know You Can
Do It*

*Tropical Storm Doria
Wind 62 MPH

ALDEN OCEAN SHELL

Unique hull design and curved coaming keep cockpit relatively dry. Rugged fiberglass withstands pounding of waves and rough handling. Not limited to the smooth (and often polluted) water near boat clubs. One boat can be rigged quickly for racing sculls or short oars for children.

Box 2510
Kittery Point, Maine

SWIM-PACK

Tel. (207) 439-1507

coaching

(Continued from p.44)

makes a better varsity. Keep in mind that every selection for one seat is a rejection of at least one other man for the same seat. Of course changes need not be permanent but above all the onus is on the coach to be, without question, fair, objective and most of all, absolutely right! If in doubt, wait but think about it before you decide to go to sleep and resolve it if need be with reasons for the change. In most cases then, the disappointed oarsman will at least have a current critique of his ability on which he can improve. The winning coach is usually popular only because he gets the job done.

Riding The Launch

Training should take into account factors such as adequate preparation both technically and physically so that when the last four weeks of race-training come, there will be no casualties or cave-ins. In this regard, always keep in mind likely combinations (other than your best) which can be mobilized in times of emergency. On certain training days, particularly after excessively hard turnouts, it is beneficial to settle back to technical drills with very little speed rowing using your emergency boatings or by otherwise resting one or more first time men. I have done this with success by insisting that the resting oarsmen ride the coaching launch with me.

Amazingly enough, they usually never have looked at "their" crew rowing before and further, it places them very much closer to the coach in terms of spontaneous and helpful interchange. Needless to say, they often see for themselves for the first time, which you have been trying to achieve by coaching for so long.

Speed Training

I have been asked many times what specific routine a crew should be employing for training, and, without being evasive, to try to explain that despite the similarity of movements and preparation, all crews are peculiarly individuals. As such, one can only comment with a relatively complete history of their training and an understanding of their style before him. However, as stressed above, execution must be flawless before times are meaningful. To achieve only one 500 meter sprint at 1:23 out of six means nothing. The effort must be absolutely duplicable. And this, in a nutshell, is what speed-training is. It necessarily

incorporates endurance training, for with it, the non-deviating repetitions are impossible. Likewise, it must include speed-training and the confidence and mental training to believe that one can go still faster under total control.

Once a crew is properly trained during this period, it is generally easy to determine their absolute racing potential according to accurate split times. If a crew is genuinely fast, knowing this makes them supremely confident and, to the dismay of their competitors, somewhat methodical in their appearance as they compete and win.

Based on this, the intelligent coach must plan over a period of months what his intermediate goals are with an eye toward the month-long level of top-training in preparation for his single main objective of the year. I do not wish to imply that crews get "stale" or "overtrained" after four weeks, for it takes only very little rest and diversion for a good crew to transform themselves into their former great selves. Much staleness comes about through irreversible frustration and disappointment due, regretfully, to the inattention of the coach.

Sprint-based Training

Over the past years the 500-meter distance has gained much favor across the country as the backbone of the training regime, and this is tragic, for no amount of flailing and uncontrolled sprinting provides all that a good crew needs to win.

Other factors such as weather, travel plans, small boat work, changed boatings and the like, demand in part, a harmonious blend of distance rowing at low rating, 750 meter and 1,000 meter sprints, 2,000 and 4,000 meter pieces and moderately high training for both endurance and technique. In addition, one cannot overlook the occasional free day when the crew participates in a culturally enriching or social program as a cohesive and proud unit. It is important that, as performing artists, they appear in public in anticipation of national and international trips so that they are not awestruck by their own presence in coats and ties.

Coaching — An Awesome Responsibility

While it is difficult to condense one's own philosophy as it relates to a sport, I can safely rely upon my own feeling of firm, ever-pushing-forward gradualness in the teaching and training of crews. Moreover, I have always tried to find an honest basis for providing some laughter and levity among the crew but never at the malicious expense of any man. Many years ago,

two of my best teachers were Vesper oarsmen Joe Toland (now a highly successful coach at St. Joseph's College in Philadelphia) and ex-Penn oarsman Irv Miller. One day, disturbed at my erratic steering in the coxed pair, they told me without batting an eye that they didn't need me for they could always row the straight pair. I believe the lesson I took from that was simple.

Unless you do your job (in crew as in all else) you can easily be replaced. At a time when there are so few coaches to serve the needs of our young oarsmen, perhaps this is not necessarily so, but since the coach has the awesome responsibility of guiding his young oarsmen and being responsible for the countless man-hours of toil exacted under his direction, he must first follow fundamentals of sound rowing based on his own experience and that of others. He can never afford to cease asking "how can it be done better?"

Classified Advertising

FOR SALE. Staempli single (for 190+ heavyweight) in perfect condition, no wear. Sculls, two sets of stretchers & slides. Contact: Peter Raymond, Cherry Valley Rd., Princeton, N.J. (609) 924-2499.

FOR LEASE. One Pocock lightweight eight for Henley Royal Regatta in England. Perfect condition, price approximately 40% transat. Contact Hart Perry, Kent, Conn. 06757 for details.

FOR SALE. Donoratico eight, new 1966, used slightly, good shape ... \$2,000. Please contact Charles Butt, 977 Spencer Rd., McLean, Va. 22101.

WANTED. One used set of oars in good to reasonable condition. Contact Murray Rosen, 3122 Chapel View Dr., Beltsville, Md. 20705.

Our college is in its second year of inter-collegiate rowing and we desperately need a good used eight, four with cox, and standard oars at reasonable prices. We will arrange transportation. Please contact Larie Pinte, Crew Coach, Mercyhurst College, 501 E. 38th St., Erie, Pa. 16501.

Classified Advertising rates \$1.00 per line. Send all material to: Lloyd Dahmen, Dahmen Associates, Inc., 84 State Street, Boston, Mass. 02109.

Clubs on Trial *(Continued from p.15)*

Tony's best 14 elite men carried their banner successfully at last summer's Orchard Beach Nationals: they took second places in the eight, both fours, and the pair without. Many of these men are back at it this year at scattered locations, but Tony's prime responsibilities with his Yale Varsity are preventing him from concentrating much close attention on his New Haven men.

He makes a very cautious prediction for his elites: "Too many of our people from last summer are unclear on whether they are really serious about the Camp or even about the Small Boat Trials, so I don't see us with anything particularly outstanding." But none of us who remember the fight his men put in their various races with Union and Vesper at New York will be quick to take his modest club prediction too seriously.

Potomac: There is now a much better all-around environment for college and post-graduate rowing here than in any other recent year: two new sets of oars, a new pair without, a growing inventory in all three "open" sweep events, and a new coaching launch and motor should make Potomac an interesting and viable alternative to the more ensconced Eastern powers Union and Vesper. Most important is the recent location here of a good number of competent elite level oarsmen, including Tom Flammang and Tim Mickelson. Both men have behind them four years of good hard rowing at U. Wisconsin under Randy Jablonic; Mickelson was a member of the 1969 U.S. Team (Union eight) at Klagenfurt.

Potomac has had the help of several major head coaches in directing their post-graduates toward Washington, and Chairman Vic Michalson of the U.S. Olympic Rowing Committee and the various military special services directors have facilitated the assignment of some capable men to this area.

We have practiced, at the time of this writing, with Cornell and have been fortunate enough to schedule upcoming practices with Georgetown, Navy, Penn and Princeton.

Coach Mike Gasch is limiting his effort to elite oarsmen and offers an open program with no established already boated veterans. He hopes to enlist in late June the services of some of the outstanding men selected for the Camp who fail to win seats on the team eight and four with.

Rochester: In the absence of Coach Al Rosenberg, who formed the club himself five years ago and nourished its development in a previously disadvantaged rowing area to the point where his crew won last summer's Senior Eight National Championship, Rochester will not offer a large elite program this summer. Al has contributed to the Potomac effort by facilitating the transfer there of his pair with, Johnson and Bernfield.

Union: Three fours containing men with formidable college and club backgrounds have been working mornings under Harry Parker out of Harvard Boathouse. The names are familiar: Hobbs, Livingstone, Miller, Tytus, Wetmore, Pickard, Marsh, Talbot, Foote and Rance. These men have been doing their pair and land training on their own in the afternoons. Two former Princetonians with important overseas experience, Raymond and Roberts, are training separately at different locations and plan to rejoin Union if they should fail to win seats in the Camp eight or four.

Steve Gladstone is the likely choice to coach this outfit and any newcomers Lloyd Dahmen's highly successful

recruiting machine can muster in the crucial period between the Camp and the Kent Small Boat Trials. Those of us at other locations must be prepared to confront a strong effort from Steve's club.

Vesper: Dietrich Rose's charges may have disappointed our country's hopes at Copenhagen, but their powerful showing at last year's Nationals, where they won both fours, indicates they are still the Eastern "club to beat."

Dietrich has been working the following combinations this spring: Vespoli-Staines-Dreissigacker-Schlenker (four without); Pennekamp-Scherr and Willis-O'Brien (pair with); and Glavin-Gaynor, Hewitt-Ehrmann, and Forrester-Myers (pair without).

Dietrich notes that this is a predominantly veteran group whose determination is especially keen this year because many of this established hard core anticipate retirement after this summer's racing.

PREDICTIONS

Four Without: The West has a history of success in Olympic years in this event (Ted Nash's L.W.R.C. Four, 1960 Gold and 1964 Bronze). I'll be surprised if the West fails to come up with a very fast entry at the Trials, though it's too early to predict from which center such a crew will develop.

In the East, the old standbys Union and Vesper are my early season choices over either Potomac or New Haven, each of which has its own particular internal challenges: Potomac to build essentially from scratch and New Haven to keep its hard-rowing second-placers together. Tony Johnson made continuing efforts throughout last fall and winter to encourage his elites to invest the work they will need to come up to the level he wants, but some of these oarsmen responded only sporadically.

There are occasional signs that the momentum on the Potomac is building, and the three fours working there under Mike Gasch are, in early April, just beginning to come together.

Pairs: Hough and Lyon are already on the tip of every tongue, even before they have reached racing cadence. Still, the nagging question is there: will Larry's strength and conditioning be up to his level of 1967-68-69? I'll speculate that it will: this crew must surely rate the early season guess as our best small boat.

NOTICE...

COLLEGE SENIORS

If you wish to continue to receive THE OARS-MAN following graduation, please send your new mailing address to:

EXECUTIVE SECRETARY,
NAAO
No. 4 BOAT HOUSE ROW
PHILADELPHIA, PA. 19130



In their fifth straight victory, Cambridge defeated Oxford by 9½ lengths over the 4¼ mile Thames River course on April 1. The famous Boat Race series began in 1829 and Cambridge is leading 66 to 51 with one dead heat. The Cambridge crew contained one well-known American oarsman, Gardner Cadwalader, an ex-University of Pennsylvania oarsman who was a member of some of Ted Nash's great crews. The Cambridge crew's winning time was 18 minutes, 36 seconds.

* * * * *

This year the NAAO has elected to produce a supplement to the '71 NAAO Rule Book, a 20-page update of the '71 booklet. The '72 supplement was placed in the mail to all NAAO organizations and officials on May 10. Additional copies of both the '71 Rule Book and the '72 supplement are available from the NAAO Executive Secretary, No. 4 Boat House Row, Philadelphia, Pa. 19130.

Europe Prepares *(Continued from p.23)*

intensify cross-country skiing instead. The effect is similar to the long outings of the East German crews. In summer the Norwegians adopt the fortnight's rhythm of the West Germans and send their oarsmen several times to the Rowing Academy in Ratzeburg. The Norwegian approach seems to be successful since both their double and four without coxswain won the silver medal in Copenhagen. They also have an excellent four with coxswain which, last year, did not manage to build on its St. Catharines bronze medal because of personal difficulties among the oarsmen. For the Olympics, the Norwegian Federation is planning to intensify their endeavors.

The Hungarians are putting particular stress on the coxless four. They won the silver medal both at Mexico and Klagenfurt, so this event has a tradition for them. Their athletes were particularly trained with cross-country running in the mountains and weightlifting. In March and April, during two training camps, the water training was intensified. A few races abroad should allow them to test their crews internationally. The main preparations will notably be during home test races.

After rather unpleasant international results over past years, the British Rowing Federation decided to take the consequences. Coach Bob Janousek developed a program allowing him to concentrate the best oarsmen in various training centers. During their winter training, the athletes were continuously tested and controlled by ergometers. According to test results in coxless pairs, the actual crews will be nominated.

This short review of various programs gives a general idea of European endeavors and efforts for the Olympic Regatta in Munich. In my following articles (after the first regattas of the season) I will pay more attention to the personal aspects of the various national teams.

KONINKLIJKE NEDERLANDSCHE ROEIBOND

ROYAL DUTCH ROWING ASSOCIATION

requires

ASSOCIATION COACH

the man we are looking for will have

to give courses and practical guidance
to young, prospective coaches;

to conduct the central condition
training of our national rowing crew
both in autumn and in winter; he will
have to co-ordinate and stimulate
the activities of the member clubs by
raising the regional condition training
to a higher level.

Conditions of employment and salary to be agreed upon in consultation. Income-level comparable to that of a secondary school gymnastic instructor in the Netherlands. Liberal car and expense allowances.

Applicants are invited to send full curriculum vitae stating qualifications and experience to the:

K.N.R.B.
Joh. Verhulststraat 192
Amsterdam

During the past year(s) there has been considerable discussion of the problems of U.S. rowing, much of it concerned with the performance of U.S. crews in international competition. Most people associated with U.S. rowing would like to see our performance improved and many have suggested ways to help it happen.

To date, however, no one person or group of persons has been able to produce a comprehensive program or proposal for improving the level of U.S. rowing. The recent summit conference in Princeton, N.J., explored the many "problems" of U.S. rowing quite thoroughly and produced some very concrete proposals for attacking them, but did not attempt to produce an integrated, overall program.

In the February, 1972 issue of ROWING, the British magazine, Bob Janousek, their National Coach, proposed a comprehensive program for improving British rowing. In a very well written, thoughtful article, he examines the problems of rowing organization on a national level and proposes specific steps to improve that organization in three areas: (1) Youth competitive rowing; (2) coaching in rowing clubs; (3) the system of the National Squad.

While his proposals apply primarily to British rowing, they would seem to apply to almost any country and particularly to the U.S. rowing situation. I urge anyone concerned with U.S. rowing to read this article and to reflect carefully on Mr. Janousek's proposals.

Under the heading of "youth competitive rowing," Mr. Janousek discusses the problems of a country whose youth rowing is centered in schools rather than clubs. If you add colleges to schools, his remarks apply verbatim to U.S. rowing, and his suggestions apply equally well.

We, too, need to train our coaches for juniors and to create attractive regattas for youth, including opportunities in all types of boats. Those who have worked with the youth program in recent years are aware of this and are

working on proposals to gather the best young oarsmen together during the summer, as is proposed by Mr. Janousek.

In discussing "coaching in rowing clubs" Mr. Janousek states, "a really good coach in these days of scarce time is worth his weight in gold to any club..." We in the U.S. need a more thoughtful, cooperative program for improving the level of our coaching. All of us need greater knowledge of rowing fundamentals, training and physiology, and actual methods of teaching. I cannot help but say that on the whole I do not think we teach our oarsmen to row nearly well enough. Good rowing technique is important and becomes more so as one moves up the competitive ladder. It may well be time for U.S. rowing coaches to get together to openly and thoroughly investigate what is sound technique and how it is best taught.

As a full time National Coach, Mr. Janousek is quite interested in the National Squad System. He offers some very thoughtful proposals for making such a system serve not only the national interest but also the interest of the individual clubs and oarsmen. If the U.S. is going to use the national team program in the future, his suggestions merit full consideration. In particular, his proposal for open trials in the fall of each year for selection to the national squad strikes me as valuable and I would like to see it incorporated in any future national team programs.

If the U.S. is to have a national team in 1973, the decision should be made this July, announcements made immediately thereafter, and thorough trials held in October and November to select the 30 to 50 men from whom the national team crew or crews could be made.

We need a coordinated program for U.S. rowing, and should be tackling at least these three areas now, to insure that we have done everything possible to help our competitors achieve their goals in the future.

INDEX OF ADVERTISERS

John Alden, Inc.	44	Pocock Racing Shells, Inc.	11
A. H. Baker	40	Potomac Boat Club	32
Blood Street Sculls	38	Rowing Jewelry	36
Canadian Henley	14	Royal Dutch Rowing Assn.	47
William J. Cochrane	30	Rutgers Rowing Alumni	30
Donoratico	16	Helmut Schoenbrod	38
E-Electrical Co.	16	Schuylkill Navy	Inside Front Cover
Feldmar Watch Co.	16	Scythes & Company Ltd.	33
Franklin Motor Inn	31	Selinger/Rambo, Inc.	40
Fuji Sculls	34	Staempfli Bootswerft	Inside Back Cover
Head-of-the-Charles	30	The Inn on Lake Waramaug	16
Intercollegiate Rowing Assn.	18	Tully-Tie	12
Knecht & Sons	40	U.S.O.R.C.	34
Middle States Regatta Assn.	36	Union Boat Club	42
NAAO Clearing House	Inside Back Cover	University of Wisconsin	30
National Women's Rowing Assn.	32	Vesper Boat Club	38
Penn Athletic Club	36	H. C. Wainwright & Co.	41
York Barbell Co.	Back Cover		

NAAO CLEARING HOUSE

Books

1. 1971 N.A.A.O. Rule Book \$1.00
2. 1972 Rule Book Supplement50
3. Rowing-Competitive and Pleasure by Bill Cochrane 1.14
4. How to Run a Regatta by Bill Cochrane 1.00
5. Referee's Handbook by Bill Cochrane 1.00

Movies

1. Stroke \$100.00 deposit ... \$25.00 rental
2. Ill World Champ. 25.00 deposit ... 10.00 rental
3. Copenhagen 1971 25.00 deposit ... 10.00 rental
4. 1964 Olympic Games ... 25.00 deposit ... 10.00 rental
5. 1971 Youth Champ. 100.00 deposit ... 25.00 rental

Development Committee

1. Boat Trailer blue prints \$5.00
2. Boat Rack layout free
3. Box Boat Construction Plans 3.00
4. Sample Charter and By Laws 2.00
5. Plans of Mexico, Long Beach, St. Catharines & Munich courses
For Reference Only \$25.00 deposit \$5.00 rental

Miscellaneous

1. Official N.A.A.O. pin \$2.00
2. N.A.A.O. Decals 1.00

Back Issues of THE OARSMAN \$1.00/copy

Issues Available: March/May/Sept./Nov., 1970; May/July/Sept./Nov., 1971

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

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

Name _____

Address _____

City _____ State _____ Zip _____



RACING BOATS SCULLS • OARS

THE LEADING BOAT BUILDER IN FIVE CONTINENTS

WORLD CHAMPIONSHIPS ST. CATHARINES 1970

19 Staempfliboats in the finals winning
3 gold — 2 silver — 4 bronze medals

cable address: Staempfliboats Zurich

Direct sale throughout
the world without
intervention of agents.

please address correctly:

Alfred Stämpfli Bootswerft
Seestrasse 489
8038 Zurich, Switzerland