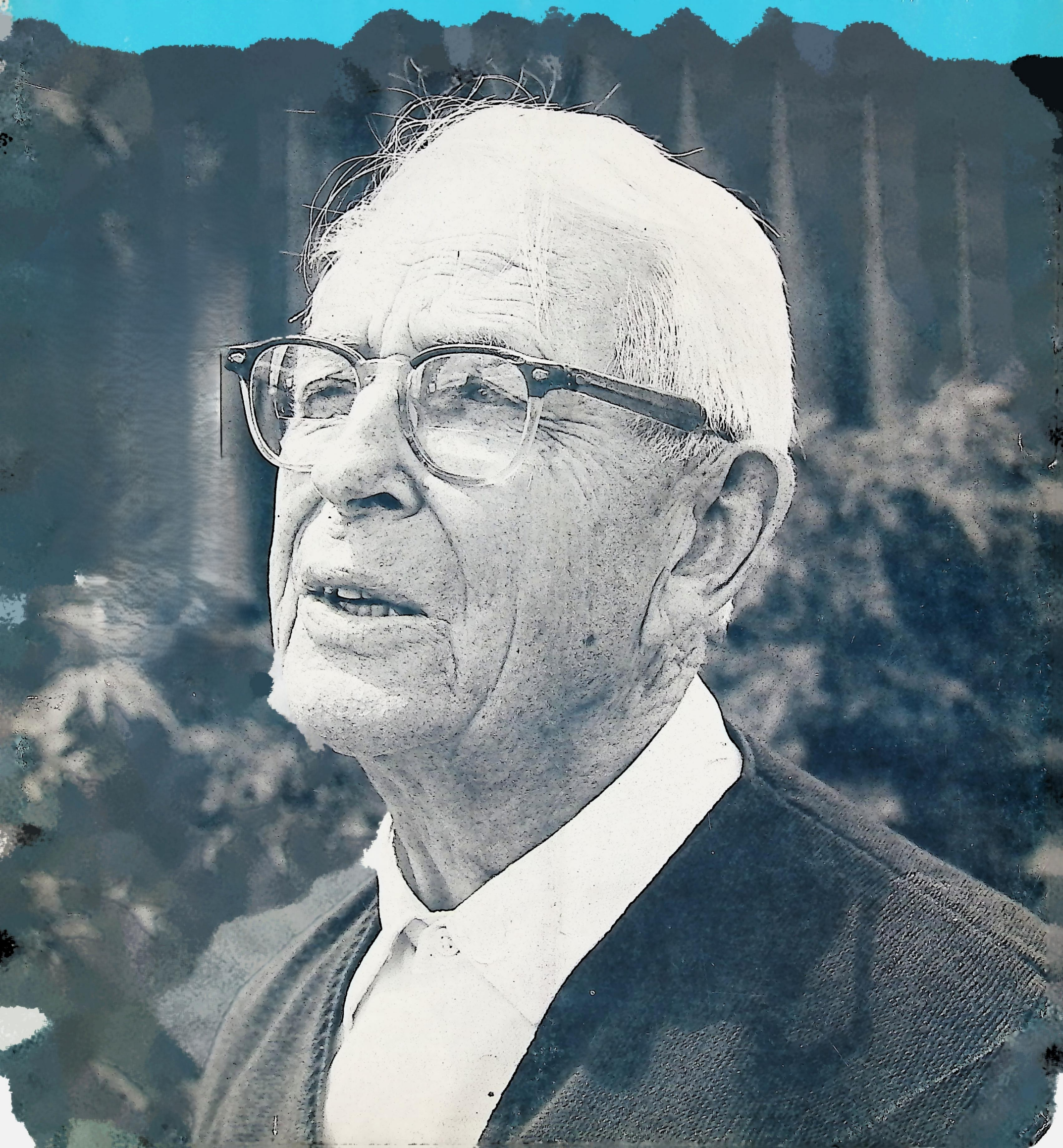


THE OARSMAN

Official publication of The National Association of Amateur Oarsmen

May/June, 1976



1976 REGATTA ANNOUNCEMENT

THE HEAD-OF-THE-CHARLES® REGATTA

AMERICA'S FALL ROWING FESTIVAL

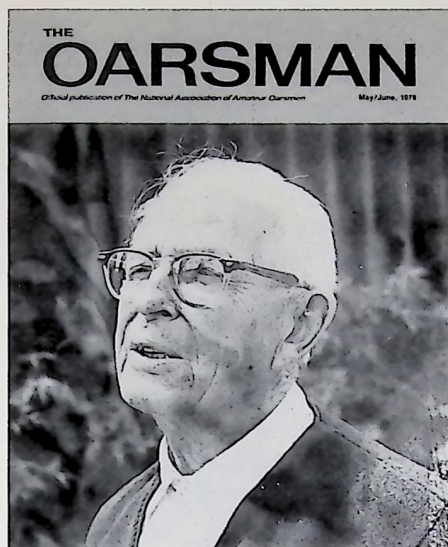
Sunday, October 17, 1976

CHARLES RIVER, BOSTON, MASSACHUSETTS, U.S.A.

The philosophy of the Regatta continues to be that it should be fun to row in and manageable in organization. The order of events will be the same as last year. The following Rules include some changes reflecting 1975 experience:

1. Entries will be accepted only from organizations that, for at least three months immediately preceding the Regatta, are members of the N.A.A.O. or the N.W.R.A. or, if located in Canada, are affiliated with the C.A.A.O. or, if from other foreign countries, are approved by their F.I.S.A.-recognized governing body.
2. Entries must be submitted on official 1976 Head-of-the-Charles Entry Forms which will be issued in early August to all eligible organizations in the U.S.A. and Canada.
3. Entries for single-sculling events will be limited to a total of 40 per event and will be accepted in the order in which they are received fully paid, except that each of the top 15 finishers in a 1975 Head-of-the-Charles single-sculling event will have prior rights to race in that same event provided they are still eligible and a valid, fully paid entry is received by September 15. Any such single sculler (top 15 finishers) who is no longer eligible for that same event will have prior rights to race in *any* single sculling event for which he is eligible provided a valid fully paid entry is received by September 15. No one may compete in more than one single sculling event.
4. Entries for all other events will be limited to a total of 40 per event on a "per organization" basis insofar as is necessary to keep the total down to 40. Organizations that finished among the first 15 places in any non-single-sculling event last year will have prior rights for one boat in the same event this year provided a valid fully paid entry is received by September 15. Priority beyond this will be established by order of receipt of valid entries within the "per organization" limitation.
5. Any person who won in any Intermediate event in the '73, '74, or '75 Head-of-the-Charles Regatta may not compete in that same event in the '76 Head-of-the-Charles Regatta.
6. Entries received after October 1, 1976 will not be accepted.

For further information, please write: REGATTA, P.O. Box 52, Cambridge, MA 02138.



GEORGE YOEMANS POCOCK
1891-1976

A book should be written about George Pocock, by a professional writer; a biography replete not just with details of his life, but also with his thoughts and views of rowing and of life in general. What George experienced and what he thought should be passed on to the world in as full a manuscript as possible. Instead, for now, the article on page 20, put together by an amateur who was lucky enough to know George in his later years, will sketch out a few highlights. May it at least serve to encourage someone better qualified to do the job much more completely and properly.

Bernard S. Horton, June, 1976

THE OARSMAN®

Volume 8, Number 2

May/June, 1976

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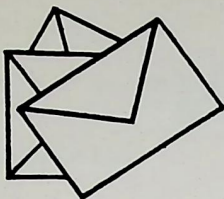
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Letters To The Editor

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

May, 1976

Dear Sir:

I would like to comment on Scott Baker's article about lightweight weigh-ins. Scott arbitrarily defined as the purpose of lightweight rowing the division of oarsmen into two groups which cannot compete with each other. I always thought lightweights came about as an effort to expand competitive rowing to individuals who would otherwise be disadvantaged on predominantly heavy-weight squads. Certainly a major goal of rowing should be to bring as fair a competition to as many as possible. But it seems to me that no matter where the limits are set, or when the weigh-ins occur, there will be borderline individuals who will be disadvantaged. Heavy lightweights choose between the discomfort of making weight, or probably 3rd-boating it as heavyweights. Those on the slight side will need to be extraordinary oarsmen to compete with other lightweights.

The only way to be completely fair is to have several weight classes as in wrestling. But what athletic budget, coaching staff or regatta schedule is not already hard put to handle heavies, lights, women and small boats? The point is that the present rules seem to allow the widest spectrum of individuals a shot at varsity competition.

I should think the Sprints weigh-in procedure has several justifications: early morning heats, number of entries and an equitable order of weigh-ins to mention a few. As for the individual regattas, the arguments for a 24-hour weigh-in admittedly relate to the traveling oarsmen's comfort and the desire to reduce a home school advantage. I would suspect that for international regattas with the 2 hour weigh-in, lightweights would arrive well before race day.

I see no particular virtue in trying to equalize the numbers of competing lights and heavies. So many programs struggle to maintain any crew, regardless of weight class. Nor do I understand the motivation for slowing down

the lightweight crews, if that indeed would result from a 2-hour weigh-in. I would imagine that pulling a few 170 pounders from a lightweight squad would affect the varsity's speed but little. So why should we deplete lightweight contingents while adding to the pool of smaller heavyweights? Or, as Scott suggested, why should we raise the limits only to increase the disadvantage to the slighter fellow?

I share Scott's distaste for the weight crashing. Certainly those who crash compromise their value to the boat on race day, regardless how early the weigh-in. If the choice between heavy or light is the oarsman's own, he must live with that: pain during the season or moderation leading into it.

As a final comment, any coach who would permit, much less encourage, the use of diuretics, sleeping pills, or dehydration to the point of dark urine belongs in another sport. Football, maybe.

Respectfully,
Ward Romer
Ithaca, N.Y.

Dear Editor:

Congratulations to Scott Baker for a fine article supporting the FISA two hour weigh-in for lightweights. In addition to the compelling medical reasons that favor a short interval between weigh-in and race, such a schedule, combined with the NAAO weight requirements (154.5 lb. average, 160 lb. maximum), would do much to better define the lightweight class.

Lightweight rowing should provide a separate and equal rowing class. This can only be accomplished by establishing a class that cannot be joined by J.V. heavyweight oarsmen who desire a varsity letter or varsity recognition, a class that encourages middleweight oarsmen (168-175 lb.) to row with heavyweights where so many middleweights have been successful, and a class that does not measure success in terms of heavyweight crews beaten. The "lightweights-

-can-go-as-fast" myth has been detrimental to lightweight rowing in general by encouraging the recruitment of skinny heavyweights to beat healthy heavyweights.

The creep toward bigger lightweights, which is encouraged by the EARC day before weigh-in procedure, is unhealthy for both lightweight oarsmen and lightweight rowing. It is time we get in step.

Sincerely,
Greg Stone

Letter to the President of the NAAO

March 8, 1976

Dear Hart:

We greatly appreciate having had Allen Rosenberg come to Marietta this past weekend. He is fantastic! We only regret that he couldn't stay longer.

Mr. Rosenberg talked about style and had a few of our oarsmen work on the ergometer so that he could evaluate their rowing and also illustrate the style he advocates. It is amazing how he can change a person's mistakes in a few minutes on the ergometer.

Fritz Hagerman joined us for dinner, along with the various coaches' wives and after dinner we went back to the boathouse with the men's and women's crews for a discussion by Fritz and Allen on land training and the importance of stretching exercises. The evening was concluded with the showing of the 1974 World Championships.

On Sunday morning the coaches and crews from Marietta High School, Brooke High School, Parkersburg High School, and Parkersburg Catholic High School and Notre Dame joined us. The session was directed more to high school level of rowing with technique, rigging, boating, etc., discussed, followed by a question period.

We learned a great deal during the short time Mr. Rosenberg was here. I think the time with the crews on the water and the work with the people on the ergometer was invaluable—so many mistakes were corrected in such a short time.

Enclosed is our check for \$50. We received more for our money than any \$50 ever spent on rowing at Marietta.

Regards,
Ralph Lindamood
Head Coach of Rowing
Marietta College

(Cont'd on p. 47)

The Nonpareil R.C.

by Robert M. Fox

Borrowing from my knowledge of french, the words "nonpareil" can be translated to mean "none equal." This notion has been sustained for over 101 years on the Harlem River of New York City. The Nonpareil R. C. dates back to 1874 and has occupied its present site, approximately 150 meters up river from the finish line of the Harlem River course. The club's rowing activities has subsided since the days of Sy Cromwell's victory of the Diamond Sculls at Henley. The orange and black's history is distinguished by two noteworthy items. First, the boathouse was originally Columbia's at 115th Street on the East River. Nonpareil acquired the house and floated it up on a barge and moored it at the foot of Dyckman Street and the Harlem River Drive in upper Manhattan. Access was possible only over a foot bridge built out to the boathouse. Second, the club's handball court came from the Neptune B.C. whose house was torn down after World War II. The area around the boathouse was transformed into a land fill site through the dumping of cinders from a Department of Sanitation incinerator — now inoperative.

Unfortunately, on Saint Patrick's night, Monday, March 17, 1975, a fire broke out upstairs in the house. The blaze spread quickly and engulfed the wooden structure in a matter of minutes. The flames at one point streaked upwards to a height of 200 feet. A fire boat and two companies, numbering 10 pieces, responded to the alarms. The building, however, was beyond hope. The heat was so intense that firemen could not get within 100 feet of the building. The fire was contained through the firemen's persistent efforts, saving our neighboring boathouse.

In the morning, while the pile continued to smolder

Robert M. Fox, Vice-President of the Fordham Rowing Association, coached at Fordham University 1973-1974 after rowing for Fordham from 1969 to 1973 as Captain and President of the crew.

through a light rain, I could not believe my eyes. The 3-story boathouse had been reduced to a heap of charred beams and twisted metal. Lockers were strewn on the ground; shoes, shirts, pipes, and blackened pieces of wood lay sprinkled around the perimeter. During the blaze, the fireboat had propelled a jet of water whose force eroded a 30 foot section of ground.

The property was transformed: the handball court was gone, the shells and racks had disappeared, riggers were rusting in the rain, the trophies that graced the walls upstairs were mounds of clay covered with blackened ash.

And something was missing: there were no members milling around on the dock or up on the deck. Then I saw one, Danny Allen, over by the shed near the parking lot. I said I was sorry — but it sounded so empty. He just bent down and continued to sift through the debris — finding a members' list from 1936. I asked, "Does Captain Hennessey know?" Mr. Hennessey was in the hospital with diabetes. Danny — his eyes filled — swallowed and opened his mouth to say...I listened to the silence and understood.

All that remains is for the insurance companies to investigate the cause — a careless cigarette, or faulty wiring. Questions to be answered among all the charred facts. But



can an insurance claim reimburse the members lives? Part of them was consumed in those flames. Some of the policemen and firemen who were Nonpareil members, will have to work out or play handball some place else. For the old single sculler and storyteller from Hungary — only his memories of the club and the Harlem River Speedway remain. Other members like Jim O'Neil, the President, Jack Ryan and Danny show up some evenings and on weekends to sort out what can be salvaged or trucked away. The club continues to meet at Val Ray B. C. to start the tedious process of rebuilding. But the road is blocked by City regulations, money and some members' inertia. Nevertheless some traditions can never be burned out. And for a few, "Nonpareil" now more than ever remains "none equal."

I decided to try to write this after reading an article printed in *The New Yorker* of May 26, 1975 on this same Nonpareil, before the fire. I felt even more compelled to write when I heard about the tragic fire this summer at West Side in Buffalo from Seth Hoard, the assistant Rowing Coach at Fordham.

FUEL FOR CREW

By Frederick C. Hagerman, Ph.D.

Robert H. Sawyer, M.D.

David Gundy, M.D.

Many myths and exaggerations have been perpetrated regarding an athlete's training diet and pre-competition meal. Before one can adequately determine either a specific training diet or pre-meet meal it is necessary to analyze the work of rowing as it relates to the energy sources necessary to sustain this work. It has been established that rowing a 2000 meter race at maximum effort requires tremendous amounts of energy (approximately 30 Kcal/min or, Kilocalories/minute) and that an oarsman utilizes the *aerobic* metabolic system or oxidative metabolism to contribute approximately 75% of the total energy requirement. The remaining energy is supplied *anaerobically*. Although specific training regimens vary from coach to coach and oarsman to oarsman, it is generally accepted that during the off-season and well in advance of the racing season the competitor is concerned with such conditioning activities as distance running, stadium stairs, aerobic-based fartleks, cross country skiing, and various forms of weight training. This general conditioning approach tends to increase strength, local muscular endurance, flexibility, and aerobic and anaerobic power. As the racing season approaches, supplemental training activities are minimized or deleted and although long rows are still included as part of the training regimen, they become less frequent and are now replaced by the kind of training that will increase the crew's speed and stroke rate. Such predominantly anaerobic activities as anaerobic fartlek work, repetitive work, and interval training are introduced to prepare the boat for racing. These kinds of activities cannot be surpassed in their stimulation of greater O₂ debts, increasing lactic acid tolerance, improving one's ability to endure pain and discomfort, and developing competitive tenacity. Research seems to tell us that the oarsman preparing for a 2000 m race should devote 75% of his training to aerobic conditioning and 25% to anaerobic conditioning.

What are the nutritional requirements necessary to sustain the severe training activities described previously,

and what does the current literature tell us about the manipulation of diet immediately prior to competition? To answer these and other questions, let us consider the following:

1. nutrition during training
2. adequate hydration
3. dietary supplements
4. pre-competition diet

NUTRITION DURING TRAINING

Fats and Glucose

A well-balanced diet during training can adequately sustain the athlete. In comparison with diets of forty years ago, the increasing use of prepared foods and fast food services have affected the relative proportions of carbohydrates, fats, and proteins that we consume daily. Approximately 40% of our current diet is comprised of fats, 10-15% is represented as proteins, and the remainder is supplied by carbohydrates. The highly conditioned athlete must insure that his carbohydrate intake is kept at a relative high level since this is the primary energy fuel for his work. Fats will also contribute significantly to providing energy for training, particularly as training becomes more prolonged.

Mathews and Fox (13) have summarized the relative contributions of foodstuffs to rest, short explosive work, and exercise of longer duration. Under resting conditions about two-thirds of the food fuel is contributed by fats, and the other one-third by glucose. Use of protein is negligible. The aerobic metabolic pathway supplies all the ATP required to maintain energy levels during rest. During exercises of short duration such as 440 yard or 880 yard dashes, the major food fuel is glucose with fats playing a minor role and, again, protein being a non-contributor. In any athletic event where a near maximal metabolic rate is to be maintained for two to three minutes, glucose will be the dominant food fuel and most of the energy released for muscle contraction will be derived from the anaerobic metabolic pathway. Exercise of longer duration (5 minutes or more) will initially make use of glucose metabolism but glucose stores are limited and are

GLOSSARY

AEROBIC — Using oxygen, as in exercise using respired oxygen as a basis of metabolism, in events over 1½ minutes.

ANAEROBIC — Without oxygen, as in exercise using stored energy sources in metabolic cycles without oxygen, usually in events longer than 1½ minutes.

ATP — The body's principal biochemical compound for storing energy released from reactions in a form which can be used in future energy-requiring reactions.

GLUCOSE — A simple carbohydrate which, while being metabolized, provides energy for the body in the form of ATP.

GLYCOGEN — A complex carbohydrate resulting from multiple glucose molecules. It is the storage form of glucose.

LACTIC ACID — The main byproduct of glucose metabolism in the absence of O₂ (anaerobic exercise).

O₂ — Oxygen is one of the principal requirements for normal cell metabolism. Its presence increases the extent to which glucose may be metabolised and therefore, increases the amount of ATP which can be derived from it.

V_{O₂} Max — An individual's maximum capacity of O₂ consumption in milliliters/minute, at STP (Standard temperature, pressure, dry), per kilogram body weight.

rapidly exhausted. During a rowing race fats will assume the role as the major food fuel contributor over the last one-third of a race. The major source of ATP is supplied by the aerobic pathway whereas anaerobiosis is important only at the beginning and during the later stages of a competitive piece.

The fat content should make up no more than 25-35% of the daily caloric intake and the amount of polyunsaturated fatty acids should be increased. The amount of refined sugar in the diet should be low. The consumption of vegetables, fruit, berries, skimmed milk, fish, lean meat, and cereals (natural) should be relatively high since a balance of these foods will insure the adequate intake of the necessary minerals, vitamins, and proteins.

Protein

The intake of large amounts of protein is usually greatly overexaggerated. It has been shown that an athlete in training needs only about 1 gram of protein per kilogram of body weight per day to adequately meet his protein needs. The important point to remember concerning a training diet is to maintain a well-balanced diet and eat at regular times without hurrying through meals. Breakfast is essential. Stay away from junk food and fillers as they usually have little or no nutritional value and in addition will interfere with appetite. Try to avoid excessive snacking between meals as this will also tend to dampen the appetite. There is nothing wrong with an apple or orange, an ice cream cone, or candy bar between meals or an hour or so before practice or a light snack before bed, but practice this in moderation. Some people after working very hard cannot consume the customary large meal; their appetite is dampened somewhat

by severe activity. As a result, they usually become very hungry a few hours after the regularly scheduled meal, in most cases after dinner. They should be encouraged to eat in order to adequately restore the energy sources, particularly if they are training in morning sessions prior to breakfast. However, the snack should be limited in quantity so as not to interfere with sleep and should consist of foods not containing caffeine or other substances that could produce increased awareness.

Frequency of Meals

Eating smaller meals more frequently than our normal three meals per day may prove more nutritional in the long run. Researchers recently at Michigan State University have shown in both animal and human studies that digestion, metabolism and storage of certain foods are positively affected by the frequency of meals and the quantity consumed at each meal (11). Less fat deposition and greater storage of glycogen appear to occur as a result of more frequent, lighter meals. Certain enzymes are suggested to play important roles in the way metabolic function responds to how often and how much we eat. Apparently smaller quantities of food taken ad libitum will influence the enzyme metabolism sufficiently to convert most of the ingested carbohydrate to glycogen as opposed to the other form of stored energy, fat. A change in the activity of specific enzymes has been noted when comparing animals who have been fed the same quantity of food but using different meal patterns. The precise physiological and biochemical mechanisms responsible for these effects have not been thoroughly elucidated.

(Cont'd on next page)



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Eating/Exercise Interval

Some athletes claim they can eat a meal and then immediately engage in a strenuous workout. We believe this is more the exception than the rule. A rowing workout usually places great demands on the circulatory system; if one consumes food immediately prior to a workout, this asks the circulatory system to perform the impossible: the blood simply cannot be in two places at the same time, and since the skeletal muscles are demanding 80% or more of the circulating blood volume, the gut will have a significant decrease in blood flow, which is reflected in retarded digestion. If optimal metabolism is to be realized, a pattern of eating followed by strenuous exertion on a regular basis should be avoided. Perhaps drinking or eating a small amount prior to a workout can be handled by some people, but it is our contention that the most successful training sessions occur at least three hours after a meal.

HYDRATION

Although good nutrition is an important consideration during training, the oarsman must also be conscious of proper hydration, particularly during the hot and humid days of late spring and in the summer.

Recent research seems to show that only water replacement is beneficial for prolonged work. None of the electrolytic-based liquid replenishment solutions have been shown to be more important in rehydrating the tissues than water; this is probably due to the high glucose concentrations in these fluids which retards rather than increases the absorption of water from the gastric region. An ingestion of fluid with a glucose concentration as dilute as 2.5% plus the effects of exercise will significantly reduce gastric emptying and solutions of 5% and 7% will reduce it by half. Because neither the water nor the solute is adequately absorbed from the stomach, the use of popular liquid replenishments is probably not helpful, and since the fluid remains in the stomach longer under these conditions, there is the possibility of physical and psychosomatic discomfort occurring during exercise.

Water should be available in ample quantities so that the oarsmen can take even some small amounts prior to practice and then consume liberal amounts ad libitum after practice depending on the environmental conditions. As work intensity and duration increase, coupled with conditions of high humidity and temperature, the oarsman should be more conscious of drinking and replacing fluids. He should actually drink more than his thirst control mechanism in the brain is telling him. In cases of excessive fluid losses, either in hot environments or under low humidity conditions such as altitude, the thirst control mechanism will not adequately sense excessive losses. The oarsman should therefore drink liberally after practice, at meals, and during the day. It is probably best to drink small amounts more frequently, since this prevents the discomfort of overfilling the stomach. Electrolyte losses are not usually excessive in highly conditioned individuals so a low glucose (below 2%) electrolyte solution can be used before and after practice while the remainder of the fluids can be replaced by water or other liquids.

DIETARY SUPPLEMENTS

Vitamin E

Current research has demonstrated that if an athlete engaged in a vigorous training program eats a well-balanced

diet, there is no reason for the ingestion of vitamins or special food supplements. Recently there has been a great deal of emphasis placed on supplementing an athlete's diet with large doses of vitamin E (sometimes in the form of wheat germ). There is no documented evidence that extra amounts of vitamin E are needed by the athlete despite the claims by some coaches and athletes that this vitamin improves human performance and permits more rapid recovery of the physiological systems supporting work. Some athletes have also reported that skeletal muscles seem less tired after exertion and local muscular pain after exercise is significantly reduced. The vitamin E studies that have been conducted show no positive effects of this vitamin on performance or subsequent recovery (10, 15, 16). Since vitamin E is a fat soluble vitamin and dissipates very slowly in the system, large doses of it may lead to toxic effects.

Vitamin D, B₁, B₁₂

The value of extra vitamin D and some B complex vitamins seems to be greatly overstated. It was rumored at the 1972 Summer Olympic Games that Soviet athletes were ingesting a mixture of iron and nicotinamide to obtain increased efficiency in carbohydrate and fat metabolism. Vitamin B₁ provides for catalytic reactions in the decarboxylation and carboxylation of pyruvic acid, one of the intermediary degradation products of sugar breakdown and also insures an adequate supply of acetylcholine, the chemical transmitter for nerve impulse conduction across synapses. It has been purported that the vitamin B₁ requirements of an athlete may increase as much as fifteen times during severe training. Based on the recommended daily requirement of 1.5 mg of B₁ for a sedentary man weighing 70 kg, the athlete, in order to obtain his necessary daily requirements would have to eat 12.5 kg of lean meat/day, 90 g of dried brewers yeast/day, and 750 g of commercial wheat germ/day. It appears there are some errors in requirement calculations. Vitamin B₁₂ and folic acid have been used extensively by some athletes to supposedly increase red blood cell production which would ultimately elevate the O₂ carrying capacity of the blood. Since exercise is the most significant stimulus for increased red blood cell production, it is highly unlikely that the athlete engaging in vigorous activity will have a low red blood cell count, and if he does, it will most likely be related to an anemic condition. Recent studies have shown no value of vitamin B₁₂ and folic acid in improving performance. Their use in the correction of pernicious anemia is well documented and is standard medical practice.

Vitamin C

A number of investigators, mostly Russians, have suggested that supplemental doses of vitamin C permit athletes to work longer with less fatigue. These studies have been refuted by more numerous and better controlled investigations demonstrating no effect of this vitamin on performance. It is possible that the ingestion of 250-500 mg of vitamin C/day may either prevent the common cold or lessen its effects. Many experimental studies have picked up the theme of Linus Pauling and have completed some excellent single and double blind studies and have shown a positive influence of vitamin C and its association with the common cold. We believe that no more than 250 mg/day should be used by the athlete and that its purpose is strictly prophylactic in nature and not intended to directly improve performance. We are categorically against excessive dosages of any vitamins. The

average person wonders: If 250 mg of a certain vitamin will provide substantial benefit, then what will ten times this dosage do? Even the water-soluble vitamins, taken in excessive amounts, can produce toxic effects; many of our athletes are producing some of the most expensive urine in the world.

It has already been stated that if the athlete can obtain a well-balanced diet, protein supplements are not needed.

Steroids and Liver

Recently some workers suggested that the use of desiccated liver and the regular ingestion of anabolic-androgenic steroids have produced remarkable improvements in performance. Liver tissue is highly metabolic and supposedly upon quick freezing and drying of this tissue important enzymes responsible for facilitation of the energy pathways are retained intact, and that upon ingestion the efficiency and output of the athlete's energy pathways are significantly improved. At present there is no experimental evidence to support these claims. We are currently conducting studies in our laboratory dealing with the effects of desiccated liver on performance.

Anabolic-androgenic steroid studies have produced conflicting results, some showing a marked increase in muscle mass and subsequent increases in strength while others have shown little or no effect of this drug. No improvement in aerobic-anaerobic capacity has been associated with steroids. This drug, like all pharmacological preparations taken in excess, may produce negative side effects. The use of anabolic steroids, along with other specific drugs, some restorative but mostly of the additive type, have been declared illegal by the International Olympic Committee and their detected use will result in disqualification. The use of any restorative drug to insure the participation of the athlete represents poor medical practice. The use of additive drugs such as amphetamines or caffeine is ridiculous. The athlete risks disqualification, possibly harmful side effects, questionable results, and even addiction.

PRE-COMPETITION MEAL

When

We believe that the athlete should eat whatever is most appealing and palatable, providing it is not greasy food, or highly spiced, or a gas-producing food. Some foods are more difficult to digest than others and digestive time is proportional to the metabolic ease of breaking a food down; therefore, any fatty-based food, including milk products, should be avoided immediately prior to competition. When should a pre-meet meal be eaten? To account for near completion of the digestive processes, the athlete should eat at least two to three hours prior to his event, though this depends on the amount and type of food the oarsman consumes. A light, palatable, and easily digested meal two to three hours before competition seems a reasonable approach.

Super-compensation

There has recently been a great deal of controversy surrounding the term super-compensation. The term has evidently been applied to both the actual training process and also to a specific manipulation of diet. Some coaches and oarsmen have interpreted this term to mean a predetermined cycle of workouts which should culminate in a peak performance at a specific point in training. The nutritional meaning implies the acute exhaustion of energy stores in

(Cont'd on next page)

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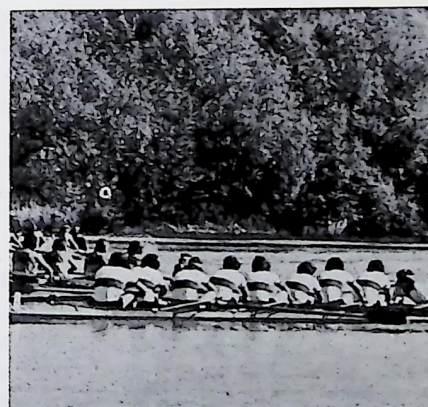
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skeletal muscles followed by a strict control of diet to cause a subsequent build-up of energy stores in excess of those found under normal conditions. The literature seems to indicate that the derivation of the term super-compensation was originally based on dietary considerations but since it was necessary to use exercises of varying intensities to create the metabolic conditions which caused super-compensation, many people began to narrowly interpret the specific exercise regimen as super-compensation.

Glycogen Content and Exercise Capacity

A technique has been developed by which small pieces of skeletal muscle tissue (25 mg) can be sampled and their content of glycogen and other substances analyzed (1). Many studies, including one conducted in our laboratory, have been able to follow the variation in glycogen content of muscles during various stages of dietary and/or exercise regimens (2, 3, 4, 5, 7, 8, 9, 14). On a normal mixed diet the glycogen content in the quadriceps femoris muscle is approximately 1.4 g/100 g wet muscle (9). After exhaustive work the glycogen content of muscle is almost totally depleted and has been found to be about 0.1 g/100 g wet muscle. Recent research has shown that the initial glycogen content in the skeletal muscles is a prime factor in determining an individual's ability to sustain prolonged heavy work. With the glycogen depots emptied, work has to be stopped or the athlete must reduce his rate of work. Even with the conversion of glycogen to glucose in the liver, the rate at which this occurs cannot sustain high exercise. If the exercise demands 75% or more of VO_2 max, it appears that the glycogen stores in the exercising muscle are the principal determinants of maximal work time. It has been reported that after a normal mixed diet giving an initial glycogen content of 1.75 g/100 g wet muscle, the subject could work at 75% of maximal performance, until exhaustion, for 115 minutes (3). After three days on an extreme fat and protein diet, glycogen stores were reduced to about 0.6 g/100 g wet muscle and the same work load (75% of max) could only be carried out for 60 minutes. However, after three days on a carbohydrate-rich diet, the same subject's glycogen content was increased to 3.5 g/100 g wet muscle and the subject, working again at 75% of max, was able to work for 170 minutes until exhaustion.

It has also been observed that a more pronounced effect was obtained if the glycogen depots were first emptied by heavy prolonged exercise to near exhaustion and then maintained low by the subject's observing a diet that is low in carbohydrates then followed by a few days of a carbohydrate-rich diet. Using this procedure, the glycogen content can be increased in excess of 4 g/100 g wet muscle and heavy work loads can be maintained for longer periods. The total muscle glycogen content of the body under these conditions has exceeded 700 g. The original procedure for dietary super-compensation dictated an exhaustive exercise on day one followed by a diet low in carbohydrates on days two and three then followed by a diet high in carbohydrates on days four and five, a mixed diet on day six, and race day on the seventh day. We have recently conducted experiments in our laboratory at Ohio University which demonstrated that a reversal of the standard super-compensation procedure could produce glycogen storage that nearly equalled the amounts achieved by the standard method. After an exhaustive exercise and complete glycogen depletion, the subjects immediately went on a high carbohydrate diet and then after three days began a

gradual transition to a mixed diet with carbohydrates comprising approximately 25-30% of the diet on the day before competition.

Problems

College crews may have difficulty in meeting the necessary dietary requirements because of the variety of places that crew members eat their meals. In addition, a high level of training is usually occurring on a weekly basis so that a low carbohydrate diet in the initial phases of super-compensation will not permit high energy expenditures. Severe hypoglycemia (low blood sugar) may occur if hard training continues during the low carbohydrate phase of the procedure (12). Hypoglycemia will have a deleterious effect on the conduction of nerve impulses, production of red blood cells, and kidney function. Almost total reliance on fats for energy leads to a condition known as ketosis which is an excessive accumulation of the waste products of elevated fatty-acid metabolism and can further upset the normal acid-base relationship of body fluids, including the loss of essential electrolytes and buffers. It might be a good idea if the college crew selected its most important dual-match race and/or its most important regatta to use super-compensation.

Super-compensation for a crew training for the qualifying trials to represent the U.S. at the World Championships or Olympic Games or for National Camp boats would be easier to carry out. Besides being able to manipulate dietary factors under better controlled conditions, these crews would only have to super-compensate on one or two occasions, and therefore would not have to be constantly concerned with keeping their glycogen stores at the highest levels. They would be hypoglycemic for only a short time and this would be compatible with the tapering process prior to the race or races when energy output is considerably reduced as a result of the marked decrease in intensity of the workouts.

If a crew desires to attempt super-compensation more frequently and yet continues relatively hard training, a recent article has suggested a modification of the original super-compensation method (6). Earlier literature indicated that the final amount of glycogen stored in the muscle is not affected by the low carbohydrate phase of the procedure. Therefore an oarsman would not have to go through the early phase of super-compensation, but instead do a hard workout on a Tuesday followed by a high carbohydrate diet Tuesday night through Friday with the race on Saturday. The oarsman can then eat normally after the race through Tuesday afternoon of the following week. Using this procedure a crew could super-compensate for every race as they desire, because they would still be able to train normally for their blood sugar levels and glycogen stores would be high enough to prevent central nervous system or local muscular fatigue.

We believe that the modified super-compensation procedure just described has some disadvantages compared to the original procedure. Not only is the low-carbohydrate phase of the study important, but rest during super-compensation is probably as important as the diet factor. Even exercises of low intensity will drain some of the stored glycogen and trying to achieve high intensity and quality workouts will negate any super-compensation attempt. It seems logical that a crew, particularly an international representative crew, will only want to peak for one important regatta and the tapering process plus the psychological preparation are compatible with the original super-compensation procedure.

It is important to remember that heavy carbohydrate loading should be terminated at least six hours prior to competition. The value of ingesting pancakes, spaghetti, loads of honey, or other foods high in carbohydrates immediately prior to competition is greatly overexaggerated and in truth may be detrimental to the physiological processes and subsequently adversely affect performance. A high carbohydrate meal upon ingestion tends to absorb large amounts of water into the stomach, thus reducing circulating fluid volume and reducing cardiac output and potentially affecting rate of water loss as a result of sweating during exercise. In addition, large amounts of water retained in the stomach could lead to extreme physical discomfort for the athlete during competition and subsequently have a negative effect on performance. Long term super-compensation seems to improve work performance under laboratory conditions but it has not been established that higher pre-exercise levels of muscle glycogen will lower competitive performance times. Increased glycogen loading in the muscle may not necessarily be helpful for the oarsman as 1g of glycogen is stored along with 3g of water. This can cause a stiffening and weighing down of the muscles, a condition not conducive to maximal physical effort. In addition, increased amounts of glycogen in any tissue can have toxic effects.

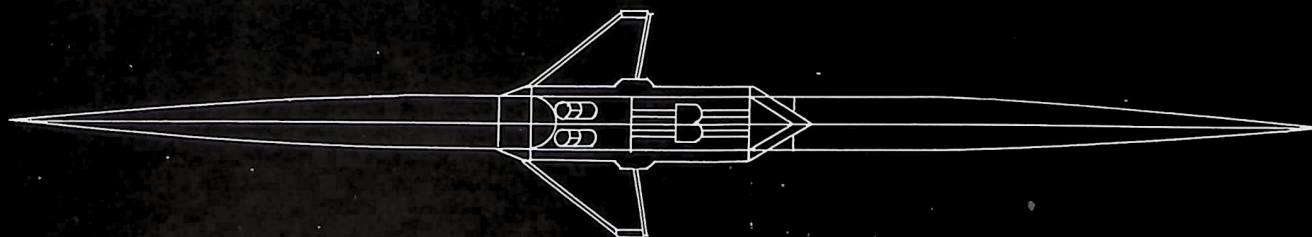
SUMMARY

We have emphasized that an athlete should not be concerned with large vitamin intakes or other dietary supplements including extra protein unless a well-balanced diet is not possible to achieve. The training diet should be well-balanced and palatable and low in fats; it is interesting to note that as the athlete begins to work harder, expends more energy, and improves condition, he also does a better job in selecting a more nutritional diet. It is almost a natural selection process as if the greater energy expenditure was mysteriously telling him to prefer the necessary foods to provide for energy, minerals, vitamins, electrolytes, and adequate hydration. Perhaps a bio-feedback mechanism is at work to insure this relationship. Carbohydrate loading may improve performance but super-compensation should be carefully manipulated and observed as some of the principles of this dietary scheme could lead to negative physiological effects. The value of a high carbohydrate meal immediately prior to competition is a fallacy, and one should eat something that is palatable and light no less than two to three hours prior to the event. Adequate hydration is as important as food ingestion and the athlete should drink small amounts of water frequently during training and prior to and immediately following a race.

We hope this discussion has proved beneficial. Our suggestions and hints are a direct result of requests and feedback offered by coaches, oarsmen, and oarswomen at the recent N.A.A.O. meetings.

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TECHNIQUE

Rowing's Three T's Part II

By Thomas C. Mendenhall

Just as the rowing stroke itself is in fact always seen as a continuous motion, however much it may be broken up for analysis, so technology, technique and training (three convenient divisions of the whole art of competitive rowing) are inseparable and constantly interacting with each other. Technology (what one rows with) was briefly surveyed in March/April; technique (how one uses it) comes next; and training (how one learns to row as well as how one is conditioned physically and psychologically to do so) will follow after. Of course such a tripartite division is arbitrary and even misleading. Technology can determine technique, as was the case on the appearance of the sliding seat a century ago. Technique and training are constantly working on each other, because of changing ideas on physical conditioning, changing fashions in regular race distances, and changing ways of practicing for the different distances. Some styles (techniques) are more demanding physically than others. No style is any better than the technology available or the physical condition of those rowing, humans all (oarspersons if you must, but oarsmen in this article, even if it puts me behind the eight-oar with Emory Clark).

In essence, any style or technique of rowing is concerned with how the oarsman applies his strength to his oar and thus helps move the boat through the water. Available for this purpose are back, arms, and legs. (Perhaps the head should be included, for a century ago one secret of Cornell's victorious style was a sharp toss of the head which supposedly helped to keep the crew in time!) Whatever the technology, the eternal problem has always been the harnessing of these separate parts of the body to the oar, and most especially the order or sequence with which they should be applied. As long as rowing was on fixed seats, the back and arms could be brought into play much more completely than the legs. Of necessity, the answer included a pronounced back-swing from the hips and a comparatively high rate of stroking. Although the sliding seat eventually made the legs the most important part of the stroke, this very fact now made the harnessing of back, arms and slide both critically important and inevitably controversial. The traditional importance of the back-swing yielded place only slowly and grudgingly to the superior strength of the leg-drive. The original slides were less than six inches and stopped back. Only after the mid-eighties were the oarsmen sliding up to their work on 16 inch slides. In many ways it was the comparative wealth of resources made available by the slide which eventually gave rise to the variations in style, as different sequences for harnessing the back, arms and legs to the oar now became possible.

With the emergence of different styles, how they were handed down became important. There has always been a natural style, to the extent that through trial and error individuals, especially scullers, have often discovered the most effective way to move a boat. The young Charles Courtney, who so dramatically challenged the best amateur scullers in his first appearance at Saratoga in 1873, had apparently come upon the most efficient stroke for himself during long hours of lonely practice on Lake Cayuga off his native village of Union Springs. Indeed, despite certain obvious contrasts with sweep rowing, sculling has always provided a natural laboratory for testing a change in style, with the number of variables reduced, at least, to only one oarsman.

In the early days of competitive rowing, rowing style was often the monopoly of the professionals who were usually jealous of letting out their secrets and often quite inarticulate at the difficult art of teaching others. The first college crews sometimes sought some coaching from a professional sculler, but more frequently the captain did all the coaching from the boat. In 1873 Bob Cook brought back from England the alternative of coaching from the bank and the use of a tub-pair. Rarely could the steam yachts of that time keep up with a crew for any distance. By 1870 the literature on rowing style was large, almost all of it originating in England as was long to be the case. *The Principles of Rowing at Harvard*, put out by the Harvard University Boat Club in 1873 for 50 cents a copy, one of the first American treatises on style, was freely adapted from an English work of 20 years before. With the coming of paid professional coaches such as Courtney himself at Cornell from 1885 to 1916, the handing down of a style was regularized.

TRAINING

Other determining factors in the evolution of rowing styles are: who is doing it and over what distance? The watermen rowing and racing their Whitehalls in New York Harbor a century and a half ago came naturally by a certain style, as did the professional scullers who followed them. College and school rowing, initially in England and later in this country, first borrowed from the professionals and then broke away to develop their own styles. Originally the clubs in America drew personnel and style both from the working professionals and from the college oarsmen. The distances to be raced varied with the locale and the fashion. For their first fifteen encounters Harvard and Yale raced in light VI's over three miles either around a turn or straightway; only in 1876 did they row a four mile in VIII's. As recently as ten years ago, many American crews were racing one mile, two miles, 2000 meters, and four miles during the same season, which could make a difference in training, conditioning, and even in style.

Although some might cry over-simplification, I shall try to distinguish four different historical styles or techniques of

rowing: English Orthodox; American Orthodox; English Fair-bairn; and Ratzeburg or International Modern. It is not my intention to evaluate them in any way. Not only am I unqualified to do so, but also it is only proper to try to see each primarily as a product of a certain level of technology as well as an answer to different variables of time and place.

English Orthodox appeared first in time, in answer to the technical problems of the fixed-seat and as an expression of 19th century England. Many of the public schools (Eton, Westminster, Shrewsbury, Radley) and the two ancient universities were conveniently located on enticing rivers where rowing was possible almost the year round. Academic programs which featured the humanist ideal of *mens sana in corpore sano* as well as encouraging the social utility of competitive sports completed the idyllic setting for painstakingly teaching boys and young men the nice points of style, especially a physically-demanding body swing with a straight back swinging from the hips. By the middle of the century, oarsmen and coaches were articulating the details of Orthodox style, largely in reaction against the rather short swing and early break of the arms which the professional watermen quite naturally were using with their much heavier boats. An Oxford oar and coach, master and later Headmaster of Eton, Dr. Edmond Warre (1837-1920) coached Eton for almost 25 years and wrote *On the Grammar of Rowing* (1909) as a brilliant summary of English Orthodox at its purest. It is based on fixed seats, and many of his disciples were always convinced that all oarsmen should be started out on them.

TECHNOLOGY

As between slide and body swing, English Orthodox has always emphasized a shorter slide and a longer swing. This puts the shoulders well back at the finish where the wrists and hands drop squarely and smartly, to lead the arms, body and slide into a definitely sequential recovery, with the slide not until the starting forward hands have crossed the knees and decelerating as it approaches the front stop. A sharp and quick beginning is taken with legs and shoulders opening up together and arms being saved for the second half of the stroke. In Dr. Warre's words, "Let the coach also remember that in teaching men to row, his object should be to teach them to economize their strength by properly using their weight. Their weight is always in the boat along with them; their strength, if misapplied very soon evaporates."

During the half century before World War I, English Orthodox ruled supreme in England and pretty much throughout the world. As will be seen, it came to America most completely in 1873. Its well-spring was Eton, Oxford, and Cambridge. Whenever these became polluted or strayed from the original inspiration, such foreign examples of the true faith as the great Belgian crews of 1906-09 would win at Henley to bring the English back to Orthodox fundamentals. An historian of Henley has calculated that "eleven different nations competed against us in our ordinary regattas between 1872 and 1914 and out of 119 attempts only 15 won a Henley Cup outright, or about one in eight."

Although throughout its history American Orthodox would have native roots like Courtney, Hanlan, the Ten Eycks

(Cont'd on next page)

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and other scullers or self-taught geniuses like the elder Glendon, its origins and development came primarily out of English Orthodox as adapted to American conditions. The earliest English manuals on rowing from the decade before the Civil War were available to American students, either through excerpts or pirated editions. But in the spring of 1873, Bob Cook, then a sophomore and Captain at Yale, became convinced that "there was really no one in America who understood the subject [rowing] . . . reading descriptions and conversing with one or two English varsity men had given me a faint idea of what their stroke was. I felt convinced that Yale had to go to school in rowing and learn her alphabet." The result of his three months of studying rowing at London, Cambridge and Oxford was the migration of English Orthodox to America, just at the critical moment when the sliding seat was making necessary a review of that style.

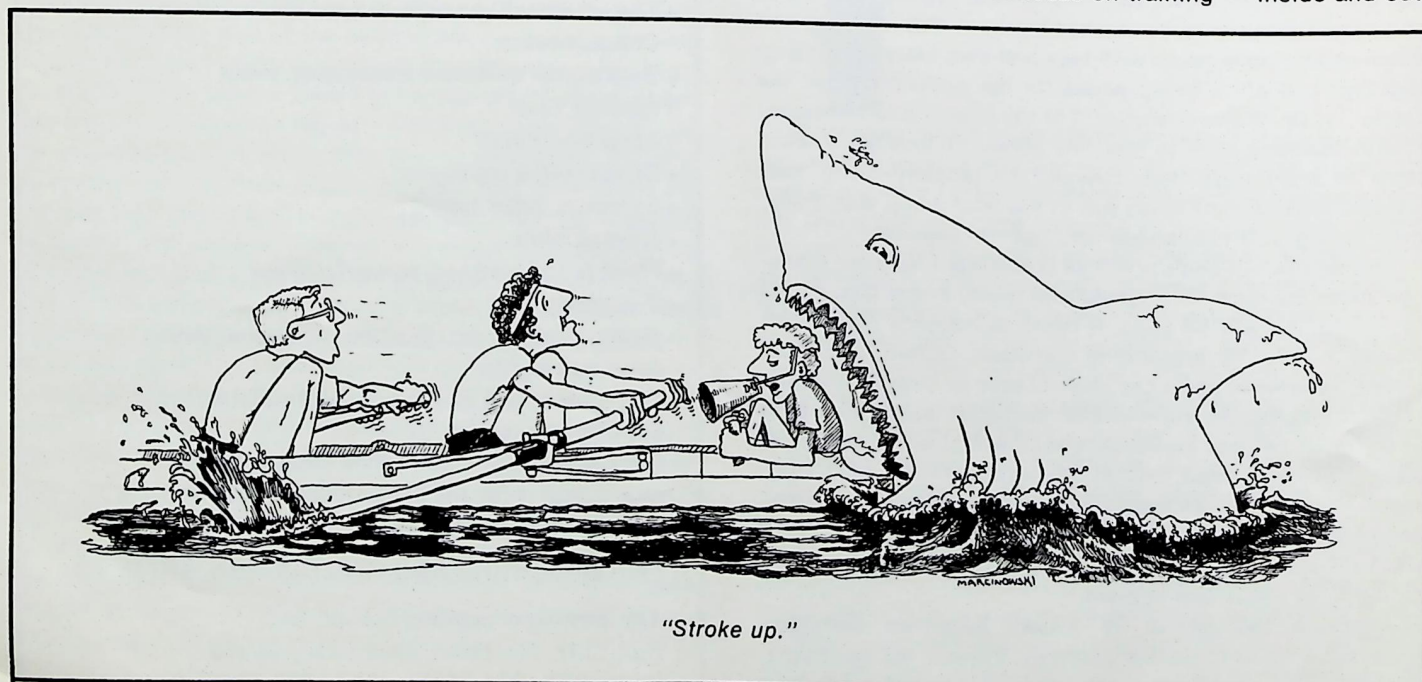
With a shorter rowing season and virtually no secondary school feeders comparable to Eton where the boy could master the long, straight-backed body swing and the fixed pin, the changes in the English import to suit American conditions were predictable: a shorter swing on longer slides; swivels instead of fixed pins; larger blades; center-seating and shorter oars inboard; fast hands out of bow, a low feather and often a slower entry. Indeed, America was better suited to exploit immediately the possibilities of long slides for an VIII, which in the 20 years after the first American race for VIII's in 1876 became the most generally-used boat in American colleges. A less happy result was that American college oarsmen (whose numbers increased faster than the clubs) had increasingly less experience in small boats and were probably less skilled watermen in 1926 than their predecessors had been 50 years before. But American Orthodox would keep essentially the same finish, recovery, and ratio if not the body swing of the English original.

Originally greeted with much chauvinistic suspicion as an effete import from England, the new American Orthodoxy took at least 10 years after 1876 to effect any widespread conversion. The occasional importation of English coaches to Harvard, Yale, and Penn in the years before 1914 represented additional infusions of the true faith, but perhaps the most permanent, if circuitous, renewal of the English tradition came through George and Dick Pocock. The brothers left the

family business of watermen at Eton College and migrated to Vancouver and then Seattle. From them Hiram Connibear, a former trainer with the Chicago White Sox, learned English Orthodox at the source and then adapted it to American conditions and physiques. His pupil, Ed Leader, rowed 2 in the Washington crew that took third at Poughkeepsie in 1913. Eleven years later, Leader moved east to Yale, leading a Washington invasion which would bring the Washington perfection of American Orthodox to almost every college boat-house in the country over the next 20 years.

Though little known in this country and of less influence here than in Europe, the third style I have chosen to describe is Fairbairnism, not so much because of actual importance but rather for what it reveals about the rise and fall of styles generally. Steve Fairbairn (1862-1938) was an Australian who displayed the usual ambivalent mixture of reverence and impatience of many colonials for things English. Following his brothers to Jesus College and Cambridge at a time when the traditionalists were still resisting lengthening slides from 8 to 14 inches, Steve began his life-long war against what he felt to be the inflexibility of the high priests of British Orthodox. In his coaching, which went on for over thirty years, and his several books on rowing style (*Rowing Notes* went through three editions 1926-1930), Fairbairn emphasized leg-drive and slides as the source of power. Where the Orthodox catch might lead with the shoulders, Steve taught: "Drive at your blade and let your body and slide take care of themselves." For him the finish was rounded and rowed around the turn "just like turning the handle of a mangel" rather than a rectangular dropping of the hands. He urged the oarsman to sit back at the finish and flick the hands away fast and over his knees before he let his slide move up. An articulate amateur psychologist Steve had, in his son's phrase, "a wonderful capacity for giving a man confidence in himself" and eventually an almost "mystical faith that a man must eliminate all consciousness of his body in order to achieve the perfection of rowing."

Always on swivels, the Fairbairn stroke, by comparison with the Orthodox, was much easier to learn, but even easier to abuse. Its author was most skillful in developing a host of vivid images both to teach the beginner and correct the experienced oarsman. His ideas on training — inside and out-

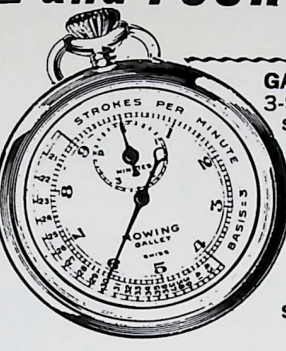


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side the boat — were forward looking for their time, and mileage still makes champions as Steve loved to point out. While a Fairbairn crew might seem to nurse its boat along with a bell-like beginning and backs bellying out like a sail at the finish without an effective leg-drive or pace, few individuals have had a greater influence on rowing or introduced more people to its pleasures. The oarsman should "if he wins, remember the feelings of the crew he has beaten. And if he loses, be glad he has done his best."

The fourth style I have chosen is called International Modern or Ratzeburg Style, after the little German town 40 kilometers northeast of Hamburg. As early as 1962 its Boat Club had won or shared in thirteen German, three European, one World Championship, and one Olympic title, under the informed, inspired leadership of Karl Adam, a teacher in the local secondary school. By coincidence it had been the victories as early as 1933 of a Fairbairn-trained crew over Germany's best which raised doubts about the prevailing Orthodox style, especially since the latter had increasingly concentrated on body posture at the expense of moving the boat. By contrast, Fairbairn helped lead Adam and his colleagues to their own revision of orthodoxy which culminated in the victory of the West German crew at the Rome Olympics, the first time an American crew had not won the Olympic VIII's.

In the last 15 years the Ratzeburg style has spread the world over. As a style it is perhaps more closely linked to certain developments in technology and training than was the case with any previous style. The Ratzeburg recovery represents the most radical change with English over American Orthodox. Rather than a slowdown of the slide as it approaches the front stop, it actually increases its momentum in order to secure a harder initial drive, a comparatively modest

swing, and an over-all smoother run of the shell between strokes. Ratings tend to be higher. These developments in style have been accompanied by such technical changes as shorter, tulip blades and adjustable buttons which permit an easy change of inboard/outboard ratio to fit different personnel, distances and weather conditions. Just as modern science and technology have been used to analyze and perfect this new technology, so the latest advances in physiology, kinesiology, and even psychology have led to the great advances in training which have so effectively partnered the Ratzeburg style. The more scientific use of weights and other forms of muscle build-up have done much to pinpoint the development of the oarsman's strength while the improvement of interval-training has furthered the stamina and speed of the crew. No other style had included so many possible variables both in the rigging of the boat and the individual oarsman and in the training of the crew as well as the individual. Perhaps the only thing that has become more simple is the present fashion of concentrating most, if not all, races on the 2000 meter distance!

In any history of rowing technique or style, certain truisms are worth repeating. All have depended on the skill of a coach or teacher at articulating and illustrating by example or imaginative visual images what he is trying to teach a crew to do. Up to a point a certain widespread acceptance of a style and uniformity in its application is a healthy thing in a college, a boat club, or a country. Yet that point where uniformity becomes slavish conformity and stifles all experiment and change is the critical one. For in rowing styles, like any art form, there is a veritable organic evolution through history. But here we come into training and coaching, of which more next time. 

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THE OARSMAN INTERVIEW: Larry Hough



THE OARSMAN: How many years have you been pulling on oars?

HOUGH: Except for 1971, 1973, and 1974, I have rowed nearly year 'round since 1959.

THE OARSMAN: Give us a brief resume of your rowing career — schools, clubs, major victories (and defeats if there have been any)?

HOUGH: I rowed coxed fours in high school, eights at Stanford, and, except for a coxed four in 1966, coxed and straight pairs between 1967 and 1976. From 1966 to 1970 and in 1972, I raced internationally every summer, traveling to Yugoslavia, Germany, Austria, France, Holland, Canada, Mexico and Switzerland. The most significant victories were the European Championships in 1967 and 1969. There was also a day in July, 1968 when Tony [Johnson] and I raced four 2000 meter races — two in the coxed pair and two in the straight pair, beating the East German straight pair who later beat us to win the Mexico Olympics, and the Italian coxed pair which also won in Mexico.

On the list of defeats, two stand out. Certainly the loss in the '68 Olympics to the East Germans was tough — it was one of only two straight pair races lost in three years with Tony. If I had 1968 to train for again, my approach to altitude conditioning would be quite different. The 1972 loss in Munich was difficult in a different way. After believing strongly that we had speed and excellent conditioning, realization that we were out of the finalist category shook my confidence. Those experiences do add perspective to the successes.

THE OARSMAN: It seems to me that your career has spanned many coaching techniques and rowing styles and has included a variety of boats. Could you comment?

HOUGH: Though this spring's experience is shaking my theory, I believe success in rowing depends more on conditioning than technical skill, equipment, or rigging. My emphasis on conditioning is essential to my approach to the

sport and, therefore, it becomes more of a training philosophy than a fact to be tested in debate. Over the years I have consistently tried to keep the importance of conditioning uppermost and thereby avoid looking for excuses in equipment or technique. Recently I find myself turning more often to technical explanations and rigging changes, perhaps because really intense training is now impossible.

THE OARSMAN: I was first aware of you on the club scene in the mid-sixties and you have been very active in international competition almost steadily from then 'til now. Is it an Olympic gold medal that keeps you going?

HOUGH: My motivation has come from a series of different factors. I continued to compete through high school and college because of the excellent coaches, enjoyable friendships, travel, and winning, whether consistently or just occasionally. Had not this been the case, I would have followed a different course long ago. During the years in which I was in the Navy, no motivation could have been more effective than that offered by alternative Navy billets available at that time some distance west of California. Since leaving the Navy, motivation has been more difficult to identify. I think I have stayed with the sport during the last five years because of the unyielding contrast to the years when winning seemed to happen as a natural, almost unavoidable outgrowth of intense training. Seeking the solution, in technique, more conditioning, or a lucky combination of partners has kept me in the sport. This will be the last year, however.

THE OARSMAN: For every competitor there are different factors and combinations of factors which push them to keep training and competing. In such a demanding sport, as rowing, what factors have pushed and still push you to continue?

HOUGH: That question is nearly unanswerable. Several sources of motivation help get you up, out of bed, and down to the boathouse. Once there and faced with the prospect of hard training, I am not sure where the push itself comes from. This year has been especially hard — the logistics problems and personal conflicts continue to tempt me to throw in the towel. I suppose where in the past the real prospect of gold medals was a vast source of energy, the most probable explanation I can think of now is some strong inner need to compete. Not simply racing alongside other boats, but competing with one's self — scoring better than last week on the ergometer, lifting more weight on the clean or dead lift, running farther or faster; whatever.

THE OARSMAN: You have been married for 10 years and now have 3 children; how do you find the time to train for international competition while still working and meeting a husband's and father's other demands?

HOUGH: I really *don't* have time to meet all the responsibilities as a husband and father, the requirements of my job, and the demands of training. If one is to train properly for rowing, one can only average 75% effectiveness in other endeavors. And as the job becomes a more important linkage to a family's future stability, and children become older, you reach the point where rowing is no longer an option. My tendency has been to delay this decision because I decided long ago, once I quit, I will make as complete a break as possible — turn to tennis or running, but not leisure time rowing or coaching. My wife and family and all four prior employers have all accepted a 75% effort during the rowing season.

THE OARSMAN: You have a unique perspective on a decade of U.S. and international rowing. How have things changed? Is the training harder than a decade ago?

HOUGH: Training is not harder — nor is it any easier. It *is* more intelligently directed by the coach and the oarsman himself. As a result of the ergometer, improved understanding of aerobic and anaerobic work, and improving sports medicine information, the general level of conditioning may well be improving, but it is not necessarily due to harder work.

THE OARSMAN: Does rowing attract a better quality athlete now than then? Is the equipment materially improved? Are techniques of rigging or styles of rowing producing more efficient performances? Are times really faster than they were?

HOUGH: I don't think the caliber of the athlete has changed a lot. Physically, if anything, our 1976 Olympic team may be slightly smaller than the '64, '68, or '72 teams. I wouldn't say the U.S. crews will be appreciably faster than crews from these former Olympic games. I may be way off base, but I think the scullers training this year are generally slower than in prior years, certainly the years '64 through '69. The eight will be faster than '64 and '68, and perhaps '72 as well. Overall, I won't say U.S. crews are faster today.

THE OARSMAN: Because of your deep involvement in NAAO Board and USOMRC matters you have had the opportunity to view the problems of our sport from both the officials' viewpoint as well as that of the competitor. Who is most often in the right? Are the competitors realistic in their demands of the officials and do the officials respond to the needs of the competitors?

HOUGH: Both parties fall prey to some very basic human instincts. Competitors tend to become vocal and critical only when a decision affects them adversely. Officials tend to become extremely defensive when criticized for efforts they undertook on their own time, using what they felt to be a reasonable approach. While an outside observer might find one party more at fault than the other, it is pointless to keep score, though I tried it for a while. The key consideration is the need for increased involvement of athletes in the NAAO. The door is, and has been, open for more interested athletes to contribute ideas, criticize proposals and otherwise participate. Nothing can help more than an infusion of interest from the competitors.

THE OARSMAN: Do you still consider yourself to be in the "rugged individualist" camp or in the national camp, and why?

HOUGH: "Rugged individualist" is not a very good description of those not part of the camp program. The phrase connotes a distinction which is unfounded. I would prefer to make a U.S. team with oarsmen of my choosing affiliated with my club or college. On the other hand, that approach may not lead to as fast a crew as otherwise possible through the camp. With the exception of the '72 and '74 eights and the '68 double, this country's only medal winning crews of the past fifteen years were boated the year before the competition. The concept that two or four oarsmen can be put together in the month or two preceding a competition and expect to do well (medal) seems to belittle the magnitude of the effort required. Certainly the camp has not been thoroughly tested, but the concept of quickly assembling oarsmen has been tried on many occasions. Unless I'm totally wrong, this approach will, at best, produce finalists but at the same time do little to establish the individual relationships fostered within the club or college program which has been common to medalist U.S. crews in the past.

In the future I would like to see the eight continue to come
(Cont'd on next page)

from the camp. I believe there would be a benefit in conducting the camp from one of the boatclubs (Union, Vesper, Potomac) and by so doing increase the exposure of these alternatives and possibly reduce the cost. In non-Olympic years, I would like to see the camp concept tried without the free room and board which constitutes such a large element of the total cost. I believe the other sweep boats should be selected through competition.

THE OARSMAN: Look 5 to 10 years ahead in U.S. rowing and tell us what you see in areas such as national organization, organization for international competition, relative strength in men's, women's light-weight and youth rowing, regatta formats, etc.?

HOUGH: This is the last year in which there will be a separate Olympic Rowing Committee. In the future the Olympic effort will be administered within the NAAO. This change is of little significance to rowing, but similar changes affecting track and field, gymnastics, boxing and other sports will really shake things up. The international efforts of U.S. rowing need much more input from oarsmen — the subjects of time standards, allocation of the very limited number of dollars to the non-traditional needs (lightweight, women, and youth), selection of managers and team coaches — all these issues could benefit from additional input. Again, I believe strongly that the opportunity is and has been there; unfortunately, current or recently retired oarsmen have not contributed as they must.

THE OARSMAN: You have been involved in the Washington, D.C. debate over government involvement in amateur sport. What changes do you foresee in the funding of our sport by government?

HOUGH: Within two or three years, I believe there will be a federally sponsored foundation or some other less direct financial resource (tax incentive program) which will make available more support for amateur sport in this country. I do not believe rowing stands to receive much from such a source since our numbers are very limited and additional dollars will not greatly increase the numbers of participants. The equipment and facility cost associated with rowing is far higher, it seems to me, than that associated with soccer, field hockey, team handball, volleyball, and cross country skiing — other sports which would compete with rowing if the objective is to improve past performance or increase the number of competitors from a current low level.

Rowing would do better to continue to work on its exclusive financial sources, although this is a slow and trying experience. Let's face it: we'll never have all the money we could spend, and the more we have, the more management

problems and disagreement on priorities we'll face.

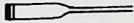
THE OARSMAN: If federal funds are made available to rowing, how do you see them being allocated and administered, and do you think that any better performance can be expected from U.S. teams?

HOUGH: I'm not so sure. Again, if the standard is medalist rather than finalist, I believe money will only help if it can encourage pairs or fours to get together and remain together for a year or more. The record is all too clear on that account both here and abroad.

Rather than direct financial support, I think the most beneficial program to support our international caliber oarsmen would be one which identifies meaningful jobs in the locations where post-collegiate rowing could be pursued. An oarsman simply shouldn't have to adopt a welfare outlook in order to continue the sport. Employers, of course, would have to give more priority to being flexible in their job requirements — but they will generally end up with individuals who will appreciate the opportunity and will work hard to maintain it. How do you implement a job locator program like this with only volunteer effort?

THE OARSMAN: Since you began your international rowing activities, there have been many changes in the funding of international travel by oarsman; has the attitude of the competitors changed much toward coaches and administrators?

HOUGH: As volunteers, our officials are limited in how much they can do to get proposals, the budget decisions, and various requirements received and accepted by the competitors. By the same token, the demands of training, continuing education, and the initial years of family and employment make it equally difficult for competitors to serve in advisory capacities. The situation can develop easily into a standoff with misunderstandings and little motivation to initiate new communications. Though I have been training more or less continuously, my training has been in isolation from the majority of our best oarsmen. However, I have been close to the decision making process and feel that all involved at that end have worked harder than ever before to make good decisions based on all the input received. Unfortunately, money tends to create expectations. The little extras provided for one year seem to become expected in subsequent years.

Funding decisions are the root of the great majority of misunderstandings and hard feelings. With more money to allocate recently, it follows that more oarsmen or categories of oarsmen will be affected adversely by such decisions each year. I am not sure there is a solution other than the work for greater athlete participation and a renewed effort on both sides to hold open the lines of communication. 

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Scrutinizing the Scrutinizer

AN ANALYSIS OF THE FIRST REPORT OF THE PRESIDENT'S COMMISSION ON OLYMPIC SPORTS

by Emory Clark

"The United States should compete in international competition to the best of its ability and should commit the necessary resources to ensure the country is well represented in such contests."

Such is the basic premise of the *First Report to the President* of the President's Commission on Olympic Sports, published in February of this year. Note the Commission does not say "*Americans* should compete . . . to the best of *their* ability," but rather speaks in terms of the *nation*. More on that later. It is important.

The Commission, which does not, alas, boast an oarsman among its numbers, sounds a familiar and consistent theme:

"Amateur sports in the United States today are fragmented without purpose and are fraught with internal competition for participants, funds and public awareness."

The Commission's first blush solution is to create a "Highest Sports Authority" which, given the proper power and funding, would cure the plethora of ills plaguing U.S. amateur sports today, and increase our harvest of gold at the Olympic and various world championships.

Among other things, a "Highest Sports Authority" would:

1. "Provide a national amateur sports policy . . ."
2. Provide a "review system to deal with disputes among organizations or between athletes and organizations" and "have final binding authority and arbitration of all such disputes related to amateur sports."
3. "Determine the one sports organization in each sport that best meets established criteria for governing bodies and recommend these bodies to the International Federations for recognition and acceptance".
4. "Require organizations using (its) financial, managerial or technical resources to be accountable to (it) for their operations and financing."

5. Provide funding and funding expertise to all sports and a greater share of support for the so-called "minor" sports, i.e., those sports which are minor in terms of public interest, exposure, or ability to raise funds on their own.

In arriving at its "Highest Sports Authority" solution the Commission paints a jumbled and probably accurate picture of the many conflicting and overlapping leagues, conferences, clubs, associations and organizations haphazardly controlling amateur sports in the U.S. today. It compares America's hodgepodge of sports authority with the U.S.S.R., Canada and most East and West European nations which, it contends, have a "single ultimate authority at the apex of their amateur sports systems" — which authority "fairly and efficiently administers a coordinated national program."

The comparison is nice given where the Commission wants to come out, but I am not sure it is as accurate or useful as other points the Commission makes: for instance, that most foreign countries have a coordinated network of local clubs as developmental breeding grounds for athletes rather than our primary, secondary school and university system —

a system largely dependent on property tax for funding and teachers for coaches. Or that this system leaves all but the most gifted athletes with no place to go once they have graduated from high school or college.

Our educational system, of necessity, limits participation in athletics by successively "selecting out" those who have lesser amounts of talent to be developed. But while that system "produces" most athletes in the U.S. (IRA), in most instances "non-educational organizations take responsibility for giving athletes the opportunity to compete in international competition" (NAAO).

The foregoing observations by the Commission may be applied without difficulty to the rowing world where the uneasy tension between the colleges and the clubs has long been apparent, while competition for international caliber oarsmen has been intense, and the plight of the average graduating oarsman who likes to row ignored. (The plight of the oarswoman is worse yet and will no doubt find poetic expression in another effort.)

The leaders of rowing's governing body, the NAAO, which boasts 180 odd (loyal?) member organizations and which shares the limelight if not some of the purse strings with USORC and the NRF, are trying to cope with these problems against a background of limited facilities, limited funds, conflicting personalities, century-old rivalries, and more and more people and institutions wanting to row. In the 24 years since I started rowing, the U.S. influence on the international scene has steadily diminished — but not from internal causes, rather from gains made by the competition.

In light of the Commission's recommendations it seems imperative that the rowing bigwigs succeed in coping sooner rather than later — for if rowing's house is not in order and presenting a unified front when the "Highest Sports Authority" comes into being, a little order may be imposed willy-nilly by folks who never pulled an oar or stood on a river bank. What is wrong with that you say? Well, at first blush, the first blush solution looks fine, but its philosophical underpinnings are a bit ominous and deserve some careful scrutiny.

In proposing a "Highest Sports Authority," the Commission, while impartially (apparently) examining all the options, is careful not to say whether the all-powerful creature it has in mind should be an entirely new entity or an existing organization, say the USOC, beefed up — or whether it should be a private or governmental agency. It expresses no preference, but it tips its hand early on by the assumptions it makes.

Starting with the premise that "there is value in international competition for both *athletes* and the *nation*" it concludes, logically enough, that "the *United States* should compete in international competition to the best of *its* ability . . ."

Sounds reasonable, but where should the focus of our effort be? On the "athletes" or on the "nation?" A subtle difference, but a crucial one that perhaps characterizes our present set up and that of the countries (the East Europeans are most

(Cont'd on next page)

efficient) the Commission would have us emulate. Note how quickly the Commission goes from "value to the athletes" to what the "United States" should do. The "value" to the athlete and the "value" for the nation may well be two different things. They certainly are not always compatible.

An element of nationalism must, of necessity, figure in international competition if only for purposes of control and description. It is not destructive so long as it is not allowed to engulf the meaning of the competition as a fair test of skill and endurance among individuals. When I compete internationally I am first an individual, second an American — proud to be sure — but my hours of training, my effort, my sweat, my joy, my heartbreak, my goal are individual things. How then should they be submerged in a national purpose the moment I step foot on foreign soil? I wear the red, white and blue not as a soldier wears his uniform, to denote service first to a national policy without thought of self, but rather as a badge of pride and identification. Careful note should be made of this distinction.

The Commission pays considerable lip service to the indi-

vidual primarily in its endorsement of an athlete's "bill of rights." Citing the International deCoubertin Committee to the effect that the "Olympic sportsman fights for his pleasure, for honor, for himself, for the benefits he can reap throughout his life from healthy habits giving simple joys, within the reach of everybody," it concludes that "the rights of an athlete to compete when, where and for whom he desires should be inviolate." Again it sounds good, but it is plainly inconsistent with a coordinated national goal. What if the "Highest Sports Authority" decrees that the U.S. send its best athletes to the Pan American Games and makes participation a requirement for eligibility in the Olympics? Not so far-fetched. Will the national policy or my individual rights to compete prevail when I decide I am not ready for the Pan Ams or cannot afford the time?

Another assumption reinforcing my misgivings is the Commission's curious proposition that "the public" has an interest in amateur sports; that those managing amateur sports are somehow accountable to it. Noting the United States is "one of the few nations in the world without a na-

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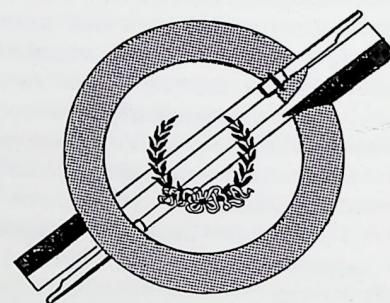
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tional organization representing the public's interest," the Commission blithely asserts:

"Amateur sports do not exist only for the pleasure and benefit of those persons who control them. Nor, for that matter, do amateur sports exist only for those who compete, coach or officiate in them. Rather, amateur sports are in the public domain and exist for the enjoyment of everyone — participants and non-participants alike."

That is the first time I knew the public enjoyed my 5 a.m. workouts, cared whether I ate that extra piece of pie, or had an interest in whether I rowed for Vesper or the Union Boat Club.

I suspect the Commission is confusing "the public," that great amorphous mass of humanity which participates in amateur athletics very little, and then mainly through television, with the concept of nationalism, which I have already touched on. Wearing U.S.A. on one's chest carries with it a dual responsibility, granted, but that responsibility is to self first and then nation, nation in the abstract. Not the public. What right does the guy drinking beer in the pool hall have that needs an agency to protect? None, I submit. To justify a new agency ("Highest Sports Authority"), it is essential to be able to show that everyone will benefit. "The public" has been called on before for such a purpose. But that call here by the Commission rings false. Amateur sports, as is ably pointed out by the Commission, have enough trouble without saddling them with "the public" too.

The clinching indication of the Commission's eventual position is its assumption that you can't run a railroad or an athletic program without public funding — tax money. Enter "the public" once again and with it governmental control. The Commission can point all it wants to other nations where "without controlling the sports federations, other governments disburse generous grants or funds which are used in a variety of ways..." It can impartially point out nongovernmental alternatives all day long. In the United States, when the Department of Transportation provides dollars for state highways it also specifies how thick will be the concrete. When the President bails out New York City he tells the Mayor how much to pay the police. If the federal government bails out (God help us) amateur athletics you may be sure some federal official will be there gently suggesting how the money will be spent.

Can't you imagine the public hearings before the Senate

Finance Committee when Senator Scully's nephew doesn't make the national eight and complains that he consistently won seat races against an oarsman who is on the boat? (Harry Parker would have to write another seat racing article explaining it really doesn't mean anything.) No, no, gentle readers, be sure if we are to invite the federal government into our sports world we better start running oarsmen for Congress.

The Commission's analysis of U.S. amateur sports is instructive and should serve both as a stimulus and a warning to the leaders of the various sports organizations. Nor should the Commission's efforts be discounted. I do not do so here. Charged with finding a solution it has been diligent and thorough. That its solution is predictable should surprise no one. Ask a Marine how to solve a problem and he will inevitably advise hitting the beach. Ask a government Commission for a solution and it will create more government. The tragedy of amateur athletics is that our President or anyone else in government should have felt it necessary to get involved.

The Commission is essentially saying democracy is all right to run the country but not its amateur sports. That should not surprise us either. Whenever I dream of better worlds, as Avery Brundage did, as the Commission was asked to do, I conjure up a benevolent dictatorship — with me as the dictator. But while such a solution may be palatable to the East Germans it should not be so for amateur athletics in the United States. The United States has always been a nation of individuals whose individual freedoms have been given first priority.

If the supposed national interest in amateur athletics is given priority or even placed on a par with that of the individual athletes, then the essence of our freedom, in this case athletic freedom, is irretrievably lost. International competition becomes little more than another form of warfare — using athletes instead of soldiers.

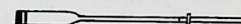
I do not share the Commission's view that there must be a "national amateur sports policy."

I do not think "the public" has any interest in amateur athletics needing protection or representation.

I do not believe amateur athletics in the United States should accept government funding.

The *United States* should not win every event every time.

If there is to be a "Highest Sports Authority", it behooves us in the rowing world to participate in its formation so that it does indeed solve the problems the Commission so ably describes — and allows *American athletes* to compete in international competition to the best of *their* abilities.



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For additional information contact: Evelyn Bergman, Secretary at above address.

GEORGE YOEMANS POCOCK

by Bernard S. Horton

THE ENGLISH YEARS — SUCCESSFUL PASSING DOWN OF A TRADITION

George Y. Pocock was born and raised in Kingston-on-Thames, a suburb of London. Together with his brother Richard, he was destined to become the third generation builder of racing shells, and champion oarsman. His father, Alfred, in addition to being the manager of rowing and head boat-builder at Eton, was Bargemaster of the Fishmongers' Company, chartered by the Crown as a guild of the fishing industry entrusted with running the famous Doggett's Coat and

From the *London Daily Graphic*, circa 1910



STARTING THE "JOLLY YOUNG WATERMEN."

Mr. Pocock, the Bargemaster of the Fishmongers' Company, starting yesterday's race for Doggett's Coat and Badge from London Bridge to Chelsea.

Badge Race established in 1715. In keeping with the traditions of that era, George and his brother became successful *professional* oarsmen. George was acknowledged as a "singularly good young sculler" by a newspaper of the day, having won in 1909, at 18, the first of a series of handicap races promoted by *The Sportsman*. He also won the Kingston Coat, and afterwards the Starnes Handicap.

One of George's favorite memories of his racing days is also a lesson in the faith of father in son. George was pitted against an old pro in 1908, in one of his early races, the major singles race in England. His father had entered him in the race and George, under his father's orders, built a new shell for the affair. It was a handicap race, with much wagering by all and prize money for the winner. During practice for these races, the stewards would assign the handicaps. In this case,

George showed his best form, but still suffered a large handicap. When he won the £100 (\$200) prize, a sizable sum in those days, he came home to find that his father had enough confidence to bet on him, at 20 to 1, and had also won £100.

George's grandfather Richard also built barges and went into what would still be the envy of every aspiring oarsman, the ownership of a pub. How this enterprise and all the wagering on races influenced George's youth is not known to me, but from his later life, as we will see, those factors must have been balanced by his mother, who played the organ at church.

In the off-season, George competed in bicycle road races, with all the aches and pains and hardships known to today's oarsmen/cyclists.



Alfred Pocock (George's father, on the right) and his father, Richard, in front of family's pub, *The Albion*.

George often liked to tell why he left England and a secure situation as champion sculler and master boat builder. This, like many of his recollections, had a point, which will develop a bit further on. A newspaper article appeared, telling of billions of board feet of cedar available in British Columbia. As George recounted, "just think of how many shells you could build with all that lumber." Thus, with visions of a lucrative trade to spur him on, he went out on another handicap race, sponsored by the manufacturers of Nugget Shoe Polish, and earned \$200 for his fare to the far side of the New World. He emigrated to Vancouver with his brother in 1911.

A SHORT SOJURN IN CANADA— AT LEAST TWO HARD KNOCKS

The photo (below) shows the first Pocock shop in North America, floating on Coal Harbour. George wrote a caption for this as follows:



"Pocock's workshop floating on logs. Building itself was 42' long inside — 20' wide. Built Fours, Pairs and Singles. Lived upstairs, a tough life. This was the original Vancouver Rowing Club building. Downstairs, racks for shells, and upstairs, living quarters for caretaker and family. The building was not long enough for Eights. The first Eight-oared shell was ordered in 1911 from Sims of Putney, England. It arrived and was stored in the Horse Show building for a year until the new Vancouver Rowing Club building was completed in 1912."

The first of two less than happy episodes for George completes the story of his dream of building fleets and fleets of shells with the billions of board feet of cedar. "We built some fours, pairs and singles, and, guess what, we saturated the market." The "market" was the Vancouver Rowing Club, for which four shells were built, and the rowing club in Victoria, British Columbia.

The second episode had much more immediate personal impact on George Pocock, the oarsman. While working with a circular saw, he hit a piece of soft grain in the wood and his right hand went straight on to the saw. Two fingers were lost in this mishap, preventing George from returning to England in 1912 to scull for the Doggett's Coat and Badge, which had been won previously by his brother. The accident did not prevent George from sculling nearly daily into his seventies, nor did it stop him from building racing shells. For the latter, the whole world of rowing can be grateful.

The history of why George and his brother left Canada is not entirely clear. It involves that unfulfilled "market" and a

man named Hiram Conibear, who had recently come to Seattle to work in athletics at the University of Washington. Conibear had been a professional bike racer and a trainer of the Chicago White Sox. He has been described as having been the admiral of the UW's "Sun Dodger" navy and a man of extreme persuasive powers. While in Vancouver one day, he spotted a Pocock four. Evidently, the Pocock's were then treated to a crescendo of descriptions of Seattle, its ideal situation for rowing and boatbuilding, and the destiny of the UW as "the rowing center of the world." A push from their nonmarket and a very strong pull from Conibear added up to a southward migration. The Pococks moved to Seattle on July 12, 1912 according to record.

THE U.S.A. YEARS — A LONG AND FULL LIFETIME IN THEMSELVES

Early On and Survival

It seems to me that Conibear, that legendary developer of rowing at the University of Washington, must have really developed his coaching skills under the guidance of George and Dick Pocock.

Whatever the case, when they came to Seattle, the lure was strong enough for them to send for their father. He stayed for six months and then returned to his less remote home in England. Dick Pocock left in 1922 to become the boat builder at Yale. George made Seattle his permanent home and the site of a series of shops from which Pocock shells of all description were to emanate.

From 1912 to 1916, the Pocock brothers' shop was in a building left from the Alaska-Yukon-Pacific exposition and located on the University of Washington campus and the shore of Portage Bay. That shop turned out shells of a new, lighter design that revolutionized rowing in America.

We find an interesting story in a paper from the Pococks' earliest days in Seattle:

"With two new racing shells, costing \$750 apiece, added to his fleet, Coach Conibear is much encouraged in regard to the crew situation.

"'If we can get a set of ten English oars at a cost of \$1,500 for the first varsity eight to use in Spirit I with two extra ones for emergencies,' said Conibear last night, 'Washington's equipment with the two new shells will be the best of any college in the United States.'

"The 'Seattle Spirits' were constructed on a new model, which is the joint product of the brains of Conibear and the Pocock brothers. They are built to combine the good points of the English and eastern, practically the Cornell model, along with the best ideas of many prominent boatbuilders."

In 1916 the Pococks were recruited by William E. Boeing to build pontoons for seaplanes he had decided would be the basis for his fledgling airplane company. He had observed the design and construction of a Pocock eight-oared shell and decided it was just right for pontoon construction. The Pocock lightweight design proved to be the answer to the problem of heaviness and cumbersomeness in existent seaplanes. World War I came and the Pococks were soon building pontoons under tight delivery schedules. (It seems everyone has wanted lighter, faster craft delivered quickly. George Pocock responded to these demands for 65 years.) They then built the hulls of the first Boeing flying boats. After the war and while still at Boeing, the Pococks built sea sleds, very fast motor boats used by the Internal Revenue Service or similar government agency to chase rum runners who, I believe,

(Cont'd on next page)

were also using Boeing sea sleds. Perhaps these latter characters were local people who knew well the virtues of the speed of Pocock-built equipment!

A squib in a Seattle paper early in the war mentions George as one of many athletes called into military service. I suppose duty at Boeing rescued him from going overseas.

Aside from the sea sled business, Boeing's airplane fortunes fell after the war and George turned to the manufacture of high-quality furniture to keep the factory going. The Pococks were drawn back to their first love, racing shells, in

1922, Dick going with Ed Leader to Yale, and George back to the University of Washington at the behest of Rusty Callow, the new coach there. George's shop, from then until 1949, was an unused hangar built at the University for Navy aviator training. This building still stands and has been known as "the old canoe house." From 1959-'69 a shed built onto it served as the LWRC boathouse.

If my reckoning is correct, 1922 was really special for George. He also left the realm of bachelorhood that year. Frances Pocock became a friend to many of us who knew

George was given many, many honors during his lifetime, but the influence he had on the rowing world and the world of young men was felt strongest in the years up until 1965. Some statements made about him serve to give an idea of what George meant to people:

Al Ulbrickson, Crew Coach of the University of Washington:

"George Pocock has contributed more to the betterment of American rowing than any man that has been connected with the sport in the past fifty years. I do not think I would be far wrong if I said he has contributed more than all others combined. He has given us constantly improved boats and other equipment from year to year, which has meant that we were always rowing with the world's best equipment. This in turn gave our oarsmen the confidence and incentive so necessary to championship performance.

Of equal importance to this material contribution to the upgrading of our sport has been the impartial giving of his knowledge of rowing to all who sought his counsel. He has always been unstinting in the giving of his time, energy and thought to the betterment and expansion of rowing.

I am sure that all the crew coaches in this country join with me in this inadequate expression of the great feeling of gratitude, respect and friendship that we all hold for George."

Ray Farwell, Jr., Director of Swedish Hospital:

"One of the most lasting memories of my life is that of a tall, earnest man who instructed our weekly Sunday School class during our high school years. In 20 years the details of his remarks have faded out, but I can still see our group clearly, intently absorbing George Pocock's message each Sunday. To hold the attention of a group of that nature even for a few minutes was no small achievement.

As I recall, a great number of these lessons were based on the writings of Daniel Poling, mixed with all of the ideals and the examples of character and sportsmanship that George himself had absorbed in his life-long association with rowing. What impressed me most was the obvious fact that not only were his talks painstakingly prepared, but that George *believed* and *lived* the things he was telling us.

We respected him for his great stature in the field of sports. To have such a man devote his time week after week to trying to instill real character into the likes of us was a privilege, and I think most of us knew it. We listened and absorbed, not so much because of what he said or because he was a great orator, but because

of the kind of man George Pocock was, and the fact that he was pouring out to us his own philosophy of the right kind of living.

By his personal example and with simple, unaffected words of truth, he made us feel the reality of the Christian ethic. I know that all of us are better men today because of this exposure to George."

Royal J. Brougham, Sports Editor of the Seattle Post Intelligencer:

"Putting it mildly, George Pocock is one of America's grand sportsmen. There is no one person in the realm of athletics who is held in higher esteem than the individual who has contributed so much to rowing through his lifetime.

To many rowing followers this soft-spoken veteran of crew is the world's most famous boat builder. But George is more than that to those of us who are his more intimate friends. Inspiration is a word used loosely in the realm of athletics, but Pocock is a man who has been a true inspiration to young and old. His keen interest in the young has given him an opportunity to lend a helping hand to scores of brawny oarsmen at Washington. More than that, he has inspired coaches throughout the nation. Back at the big rowing regattas of the East I have seen many a noted crew coach come to Pocock for advice when things were going badly. This gentlemanly, scholarly son of a famous British boat builder has gained a world-wide reputation through his travels and his contacts with rowing leaders on other continents."

Bob Moch, Coxswain of the 1936 Olympic Championship 8-oared Crew:

"George Pocock has been respected and loved by many generations of crewmen. Rowing at Washington has always been an enriching, inspiring experience and more than any other man, George Pocock has made it so. The master craftsman in producing rowing equipment brought wood into vibrant beauty and vitality and, more important, set the feet of young men upon the proper path.

His great ability to convey his deep religious convictions to young men and his obvious adherence to those convictions, have enshrined him in the hearts and minds of Washington oarsmen. Through George Pocock there has come to them a glimpse of the true meaning of life, a realization of the real way to play the game. In his presence Washington crewmen always stand, for he symbolized that for which God's children always rise."

George. Together, they epitomized a dignity and gentility and strength for which George became known outside the rowing world — as well as within. Frances continues the Pocock family, with her daughter, Patricia, and son, Stanley, five grandchildren, George's sister, Kathleen, and nephews and nieces. Stanley, of course, carries on the Pocock boatbuilding tradition. In 1967, George said, "I'm sure Stan has an advantage over most of the old Pocock lines; he's a graduate engineer. His mother and I didn't encourage him at all to take up boatbuilding. We thought maybe he would like to follow engineering in big work such as bridges. But he chose to come into the shop, and now he's really better than I ever was. It's through him that the business of boatbuilding is going on."



George Pocock (in his thirties) sculling in Seattle, perhaps after winning the Pacific Coast Amateur Sculling Championships against Blondie Gregory, a race arranged by Rusty Callow.

In the early years of George Pocock in America there was no question as to the innovation, quality and success of his products. In the 1920's he also became the Pacific Coast Amateur Sculling Champion. When the Great Depression sank the wealth and spirit of America, George did not close his shop to the practically non-existent demand for equipment. Instead, a standard design was developed so that universities could still compete without the expense of transporting shells for each regatta. One school could visit another and know that equal equipment was available. Perhaps this established a period, into the 1950's, during which, at the university level, races were truly contests between men.

Despite the need for the standardization of eights, George did not stop innovating in other craft. As an example, in 1931 he built what is thought to be the first "tear-drop" single. Very fast 45 years ago, very fast now. This and items like adjustable riggers were all done in those years. George used to laugh at how such things come and go, like fashion cycles. When shovel blades became the rage, he sent me a letter, the

envelope franked with the Eakins commemorative stamp showing the Biglin brothers. Shovel blades. In the 1870's. Certainly also in the Pocock repertoire in England.

The recognition of George Pocock as a boat-builder and leader of men reached its peak in the 1940's and 1950's. He was the boatman of three U.S. Olympic Rowing Teams, in 1948, 1952, and 1956. In 1948, he also coached the four with coxswain, the first and last time the U.S.A. won that event in Olympic, or World, or European Championship competition. In 1949, George moved his shop to the new Conibear shell-house which served the University of Washington crew.

In 1955, George was struck by cancer, but had an operation after which the doctors assured him of another 20 years and a demise from another cause.

The Last Twenty Years

George Pocock did not slow down after 1955. Rather, he turned his attention from the construction of eights and fours and pairs to the handcrafting of his beautiful singles, each one tested by George himself until very recently. At least into the mid-sixties, he also sculled regularly. I remember one humiliating early morning in the Spring of 1961 when I was flopping around in a wherry trying to fathom the skill of sculling. I was on the small bay between the University and Lake Washington proper. Suddenly and silently along came a single, manned by someone dressed in a green sweatsuit and a sort of cabby's hat. It was George. He glided by flawlessly, giving me a polite touch of the cap without stopping, a cheery "morning" and a chuckle, I suppose meant to be encouraging. He was 70 — I was 24. As I still try to fathom the skill of sculling, I try in my mind's eye to recall in stop action those few precious moments when I actually had beside me a real master of that elusive skill.

In 1962, the University of Washington discovered that there was a rule prohibiting private enterprise on the campus. The Pocock shop was forced to move to its present home at the north end of Lake Union, just before it becomes Portage Bay.

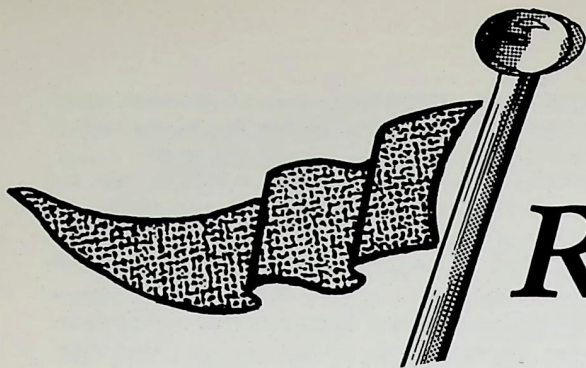
George's eloquent, widely-published words on rowing are known to all of us. To close this article, I would like to present some which capture both the conviction and the sense of humor of this great man.

1967: "There are three things I liked to think of as being very necessary in life, and they are a part of the rowing game." He listed harmony between the people, as the most important. Balance was second and rhythm was third. Speaking of an eight on the same occasion, George said: "But it's the spirit of rowing that makes it what it is. Eight hearts must beat as one in an eight-oared crew or you don't have a crew."

1968: Someone who remains unidentified here, but who was (and is today) a super correspondent and observer of equipment details, wrote to George from the Mexico Olympics. He sent George measurements of every possible detail of all the non-Pocock shells. But, as George then wrote to me, "he forgot the most important measurement of all, the distance between the cheek holes." It took several re-readings to realize George Pocock was writing this and to see the truth which lay behind the humor.

George Pocock felt that the oarsman trained in mind and fit of body reminded him of the words of Browning: "How good is man's life, the mere living! How fit to use all the heart and the soul and the senses for the joy of it!"

As George finished one of his talks, I finish here, with a line from Browning George called familiar but great: "One's reach must exceed his grasp, or what's a heaven for?"



Regattas Redux

BILL BRAXTON MEMORIAL

by A. Carl Helwig

Clear skies, smooth water and temperatures in the mid-seventies greeted crews and the 10,000 fans alike. The latter, discarding shirts and getting the jump on the spring suntan competition, brought outlawed beverages from beneath picnic bags, gym bags and varied other containers.

The day was billed as the first line-up for the Olympic trials, and an unscheduled special U.S.A. Camp 4 event was entered at the last minute and went off as the first race of the day. In the Olympic evaluation race the U.S.A. "E" Boat easily defeated the "A" and "B" boats which battled for second. With one scheduled race scratched (the Master Singles) and the Olympic evaluation race added, the total of twenty-eight events was realized.

The morning and early afternoon belonged to the High Schools with the Jersey Shore crews of Holy Spirit and Atlantic City dominating in that order. In the fifth event, Atlantic City's Fourth Eight, while returning the shell to dock for use by another Atlantic City Crew, cut in front of the Schoolboy Junior Varsity Fours, halting the race. The race was restarted with crews in the same relative position at 1,000 meters and the race continued with Atlantic City winning. In the seventh event, the 135 pound High School Eights, the J.E.B. Stuart crew suffered broken rigging. In spite of this, the previous delay and the added entry, the club races started on scheduled time.

In the Club races, College Boat Club dominated the women's pair without coxswain, with the bow seat manned ("womanned") by Sheila Dugan. Vesper dominated the balance of the club races, winning the women's Four with Cox, the Elite Double, the Elite Pair w/o Cox, the Elite Four with Coxswain (against college competition) and the Elite Pair with Cox. However, Undine's Bill Beldin took the Elite Singles. In the Elite Singles Second Final, Malta's Jack Plaker, after a slow start (taken by his stable-mate Frank Sutter) and a close race, at the 500 meter mark moved ahead of Sutter and won the race. Since he had no coxswain to throw in the water, Jack took that extra stroke at the finish with his right hand, forgetting the left, catching a crab and rolling the boat over. The referees were on top of everything all day and ref Charlie Colgan was no exception, rescuing the drenched Plaker.

A most unusual event went off at 3:15 just prior to the college races — Girls High School Eights versus a Women's College Eight. Upper Merion Girls' "A" Eight stroked by B.J. Wanamaker raced the Upper Merion Girls' "B" crew and the St. Joseph's College Eight. B.J.'s crew ran away with the race not only beating the "B" crew but St. Joseph's as well by much open water.

As usual, Penn in the Elite Competition had little competition, usually against other Penn crews. The Penn

"Red" "A" Boat, beat their "B" Boat in Freshman Competition and Penn also took the Elite Varsity from Vesper and Navy. In the "Dad Vail Competition" Georgetown was victorious in the Junior Varsity Eight and the Varsity Eight.

A unique event was held for both High School and Colleges — a 500 meter 8-oared dash. This afforded the spectator a chance to see a race from start to finish and the high strokes in the 40 range at the start dropped below 35. Eights entered by Atlantic City High School and the Penn Blue Crew won.

The main event, the Dad Vail Lightweight for the Braxton Cup was exciting. The crews had trouble at the starting line because in the mid afternoon the wind built up and stake boats were not being used. The start was excellent with all crews relatively even. With 1,000 meters to go it was LaSalle, Wesleyan, Georgetown and Marietta. LaSalle and Wesleyan battled near the finish for first, separated by open water from Marietta who with 250 meters to go pulled ahead of Georgetown. Results: LaSalle was presented the Braxton Trophy by the entire Braxton family; Wesleyan was second and Marietta, the school Billy Braxton, Jr. rowed for, third.

It was 6:00 p.m. as the Braxton Regatta closed, 28 events run on time — in spite of cross winds at the start, equipment repairs, crews crossing lanes during races, ducks, geese and an occasional spectator in the water. A real tribute to the success of the regatta were the 700 participants and the 10,000 spectators.

Till next year...

SPECIAL EVENT U.S. Olympic Team — Four Without Coxswain

Fifth Eight 1. Holy Spirit; 2. Atlantic City; 3. Father Judge. 5:27. **Women's Pair Without Coxswain** 1. College B.C. Phila.; 2. Vesper Boat Club; 3. College B.C. Boston. 4:06. **Girls Eight** 1. Upper Merion "A"; 2. Atlantic City "A"; 3. Atlantic City "B". 3:57. **Fourth Eight** 1. Holy Spirit H.S.; 2. Atlantic City; 3. Father Judge. 5:26. **Junior Varsity Four** 1. Atlantic City H.S.; 2. Holy Spirit H.S.; 3. Lower Merion H.S. No time. **Third Eight** 1. Holy Spirit H.S.; 2. Monsignor Bonner H.S.; 3. Father Judge H.S. 5:08.5. **135 Lb. Eight** 1. Atlantic City H.S.; 2. Father Judge H.S.; 3. Holy Spirit H.S. 5:02. **Junior Varsity Eight** 1. Father Judge H.S.; 2. Holy Spirit H.S.; 3. Monsignor Bonner H.S. 4:57.6. **Varsity Double** 1. West Catholic H.S. "A" Crew; 2. West Catholic "B" Crew; 3. Archbishop Carroll. 5:46.6. **Varsity Four** 1. Upper Merion; 2. Atlantic City H.S.; 3. Holy Spirit H.S. 5:36. **Varsity Eight** 1. Holy Spirit H.S.; 2. Father Judge H.S.; 3. Marietta H.S. 4:50.3. **Women's Four With Cox** 1. Vesper "B"; 2. College B.C.; 3. Vesper "A". 3:44. **Youth Eight 500 Meter Dash** 1. Holy Spirit H.S.; 2. Marietta; 3. J.E.B. Stuart. 1:32. **Elite Double** 1. Vesper B.C.; 2. Malta B.C.; 3. Undine Barge Club. 7:25.1. **Elite Pair Without Coxswain** 1. Vesper B.C.; 2. Potomac B.C. Old Dominion. 8:30. **Elite Four With Coxswain** 1. Vesper "A"; 2. U.S. Camp; 3. U.S. Naval Academy A. 7:13.8. **Master Single Scratched Women's Eight** 1. Upper Merion "A"; 2. Upper Merion "B"; 3. St. Joseph's. 3:55.6. **Elite Single First Final** 1. Undine (Bill Belden); 2. Undine (Jim Rozawski); 3. Vesper "A" (Bill Franklin). 8:02.9. **Elite Single Second Final** 1. Malta (J. Plaker); 2. Malta (F. Sutter); 3. Undine (Foltz). 8:18. **Freshman Eight Dad Vail** 1. Georgetown University; 2. Villanova. 7:32. **Freshman Eight Earc** 1. Penn "A"; 2. Penn "B". 6:44.2. **Junior Varsity Eight Dad Vail** 1. Georgetown; 2. Washington; 3. Wesleyan. 7:03. **Elite Pair With Coxswain** 1. Vesper; 2. Potomac/Old Dominion; 3. Crescent. 8:34.5. **Varsity Eight Dad Vail** 1. Georgetown U.; 2. Washington College; 3. St. Joseph R.A. 6:58. **Elite Eight** 1. Penn Red; 2. Vesper "A"; 3. Vesper "B". 6:16.6. **Lightweight Varsity Eight Dad Vail** 1. La Salle; 2. Wesleyan; 3. Marietta College. 6:43.2. **Eight 500 Meter Dash** 1. Penn Blue; 2. Penn Red; 3. U.S. Naval Academy. 1:22.3.

FLORIDA GOVERNOR'S CUP

By Norton Schlachter

The fifth annual Governor's Cup Regatta in Melbourne turned out to be a home-team event as the Florida Institute of Technology won four events including the Varsity Eights and the Women's Eights to retain the points title over second-place University of Tampa.

Seven Southern Universities competed in the April 3rd Regatta which ran smoothly under calm and sunny conditions, drawing its biggest crowd ever through increased local interest in rowing and the addition of area high school crews to the program.

In a continuation of the year-running showdown of Varsity Eights in the South, FIT outraced FTU by two seconds over the 1000 meter course. The Citadel and Jacksonville University followed in third and fourth. FIT also won the J.V. Eights against a Freshman-heavy Tampa boat, 1.7 seconds behind.

Another thriller, indicative of the growing competitiveness in Southern rowing, was FIT's .3 second victory over the Miami/Big Five Club in Varsity Fours. Miami captured the Freshman Eights over FIT by 2.1 seconds.

Southern women's crews served notice that new powers were emerging as the traditionally dominant Tampa crews were shut out of victory for the first time in Florida. FIT's Eight took the Tampans by a length; FIT/Jensen Beach was the popular winner of the Women's Fours.

Vacationing Jim Dietz (NYAC) captured the singles title, beating second-place Casey Baker (FITRA) by five seconds.

College Varsity 8 1. FIT 2:54.2; 2. FTU 2:56.2; 3. Citadel 2:58.2; 4. JU 3:09.0. **College Women's 8** 1. FIT 3:38.8; 2. Tampa 3:42.0; 3. Rollins 3:44.8; 4. FTU 3:49.5; 5. FJB 3:51.8. **High School Varsity 8** 1. Winter Park 3:02.0; 2. Orlando Edge Water 3:03.0. **Open Single** 1. New York Athletic Club (Jim Dietz) 3:26.1. 2. FIT Rowing Association 3:31.1. 3. FIT 3:56.6. 4. Cuban Rowing Academy 4:33.1. **College Junior Varsity** 1. FIT 3:02.2; 2. Tampa 3:03.9; 3. FTU 3:06.2; 4. Miami Rowing Club 3:07.7. **College Women's Four-Coxswain** 1. FJB 4:05.0; 2. Tampa 4:07.0; 3. JU 4:15.7; 4. FTU 4:18.9; 5. FIT 4:25.0; 6. Rollins 4:26.0; 7. Miami Rowing Club 4:28.5. **Pair With Coxswain** 1. FIT Rowing Association 3:45.0; 2. Tampa 4:00.7; 3. FIT 4:22.0. **College Freshman 8** 1. Miami Rowing Club 3:08.8; 2. FIT 3:10.9; 3. FJB 3:14.6; 4. Tampa 3:17.9. **College Varsity Four** 1. FIT 3:28.1; 2. Miami Rowing Club 3:28.4; 3. FJB 3:38.6. 4. Citadel 3:36.6; 5. Tampa 3:34.5; 6. FTU 3:58.6. **Novice High School 8** 1. Melbourne Central Catholic 4:25.0; 2. Orlando Edgewater 4:26.2; 3. Winter Park 4:38.6; 4. Eau Gallie 4:26.2. **High School Women's 8** 1. Winter Park 5:02.2; 2. Eau Gallie 5:12.2; 3. Melbourne Central Catholic 5:25.9.

SAN DIEGO CREW CLASSIC

By Steve Wood

The University of Washington's spirits were as gray as the sky over Mission Bay after the last race of this year's San Diego Crew Classic. Weather, however, was the least of Washington's problems. Following an open-water win over Cal in the frosh eights, the traditionally powerful Huskies lost a close junior varsity race to Penn. After coming back to win the lightweight eight event by three lengths over UCLA, Washington finished a disappointing sixth in the premier varsity event. They were eleven seconds off the pace set by a strong Harvard boat. The Crimson eight covered the course in 6:01.8, followed by Penn, Cal, Wisconsin, Navy and Washington.

The competition was excellent for an early-season regatta. The Washington lightweights were first rate, and the freshmen, with their shaven heads (a Huskie tradition), were big and impressive. Penn was strong, taking the junior varsity event and finishing a half length behind Harvard in the varsity final. The Penn women took the four event easily, beating Zlac Rowing Club by thirteen seconds. Their main competition, Long Beach Rowing Association failed to line up on time and missed the start. Of four events entered, this was the only one LBRA failed to win. In the petite finals, it was Irvine over USC in the frosh eight, and UCLA won both the JV and varsity consolations.

Due to the size of this year's regatta, club rowing was minimal, and there were no sculling events. The women's events (only three this year), were nearly lost in the shuffle. Twenty-six colleges and clubs participated, making this the largest Classic yet (in 1973 there were only 9 crews). The regatta ran late this year because of protests, and a seventh lane was set to accommodate Cal in the frosh grand final. Each race was announced from an official's launch by radio and broadcast to the spectators on the public address system. This method has proven successful in past events on

Mission Bay, allowing those on the finish line to follow the entire race.

In spite of the announcer's optimism, the fine weather enjoyed in previous years failed to materialize. The sky was overcast and the wind increased throughout the regatta, blowing across the course at 10-12 mph. Lane one was favored, and there was some uncomfortable chop in lanes six and seven. By the last event (varsity grand final), the breeze was quartering and helped push Harvard to a Mission Bay course record.

It was a fine, colorful regatta (the men and women of LBRA wore pink leotards, while Motley Rowing Club flashed by in Day-Glo green shirts), and the crowd loved it. The response to the Classic was so great this year, there is talk of a two-day regatta in 1977. The private and public support for rowing in San Diego is tremendous. If the weather should let you down, you can always rely on the Crew Classic to provide the best competition around.

CREW CLASSIC TIMES

(finals only, no heats)

California Cup 1. Long Beach State 6:34.4; 2. UC Santa Barbara 6:36.8; 3. Loyola 6:39.8; 4. San Diego State 6:45.1. **Women's Four** 1. Penn 4:01.6; 2. ZLAC 4:14.6; 3. Cal 4:17.8; 4. Stanford 4:17.9. **Women's Light Eight** 1. ZLAC 3:22.5; 2. UCLA 3:25.8; 3. UCSD/LBRA 3:27.6; 4. San Diego State 3:34.5. **Frosh Eight Petit Final** 1. Irvine 6:48; 2. USC 6:56; 3. Loyola 7:08.4; 4. UCSD 7:08.9. **Frosh Eight Grand Final** 1. Washington 6:31.7; 2. Cal 6:37.5; 3. Stanford 6:38.3; 4. Orange Coast 6:41.9. **Lightweight Four** 1. LBRA 7:21.9; 2. Mission Bay RC 7:24; 3. San Diego State 7:34.5; 4. UCLA 7:37.1. **JV Eight PF** 1. UCLA 6:29.3; 2. Orange Coast 6:30; 3. Irvine 6:42.2; 4. Stanford 6:46.1. **JV Eight GF** 1. Penn. 6:21.5; 2. Wash. 6:22.3; 3. Cal 6:27.4; 4. Navy 6:28.3; 5. Harvard 6:28.6; 6. Wisconsin 6:28.6. **Open Four PF** 1. Orange Coast 7:20.4; 2. Stanford 7:43; 3. UC San Diego 7:48.7. **Open Four GF** 1. Harvard 7:12.5; 2. Mission Bay RC 7:18.9; 3. Long Beach State 7:19.6; 4. Wisconsin 7:21.1. **Varsity Eight PF** 1. UCLA 6:27.4; 2. Oregon State 6:30.8; 3. U of British Col. 6:31.8; 4. MIT 6:32.7. **Women's Eight** 1. LBRA 2:55.6; 2. Cal 2:58.3; 3. UCLA 3:05; 4. Long Beach State 3:08.1. **Open Eight** 1. LBRA 6:20.9; 2. Motley RC 6:25.1; 3. MBRA-A 6:31.7; 4. MBRA-B 6:42.8. **Lightweight Eight** 1. Wash. 6:26.3; 2. UCLA 6:36.9; 3. Santa Clara 6:38.1; 4. Cal 6:43.8. **Varsity Eight GF** 1. Harvard 6:01.8; 2. Penn 6:03.6; 3. Cal 6:03.7; 4. Wisconsin 6:07.2; 5. Navy 6:11.1; 6. Wash. 6:12.6.

MIAMI INVITATIONAL

By Raymond Lang

Seventy-five women in a total field of 288, comprising one-fourth of the contestants, added zest and sparkle April 10th to the ninth annual Miami Invitational Rowing Regatta.

The Florida Institute of Technology, of Melbourne, Fla., captured four titles at the Miami Marine Stadium. They won men's fours, junior varsity eights, men's pairs and women's eights. Tampa won freshmen eights and women's fours while FITRA (FIT's Rowing Association) nailed down the single sculls championship.

As expected, the powerful Antwerp Sculling Club of Belgium showed why they're as feared on the waters as the Vikings once were, winning the prized varsity eight battle for the second year in a row.

The women rowers, originally scheduled to compete on a 1,000-meter course, steadfastly demanded to use the men's course, and the sponsoring Columbus Day Cruising Regatta Club obliged by letting them row the 1500m distance. For the FIT girls, beating Tampa was comparable to David felling Goliath, since Tampa has a much larger enrollment of women from which to choose its teams. Still, it was the FIT coeds, with a time of 5:52.8, edging Rollins (5:53.9) while Tampa placed third (5:57.5).

Antwerp almost shot off the starting line, its oarsmen pummeling the waters at 40 strokes a minute. Over the long haul, they were at 35, raising it slightly to 37 as they glided across the finish line. Antwerp's time was 4:46.2 (two seconds slower than last year). For a while, it seemed Rollins might catch them, but they closed at second (4:50.0) with Florida Technical University of Orlando, third (4:50.8). Ironically, Antwerp defeated Rollins with the very same shell it had borrowed from them after Rollins had hosted the visiting Belgians for eight days. The two teams had worked out together before coming to Miami.

FLORIDA INTERCOLLEGIATE

By Norton Schlachter

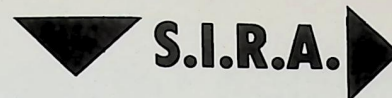
Rollins College re-established its winning tradition as it took the Varsity Eights race at the April 17, Florida Intercollegiate Championships. In what may have been the fastest Florida Championships ever, Rollins pressed the Exhibition winners, Antwerp Scullers, and held off last 500 meter challenges by FIT and FTU. All three colleges finished within a length of each other at the 1700 meter event co-promoted by Walt Disney World.

Most of the rest of the day belonged to FIT, however, as the Engineers won the Varsity Fours, the pair w/o, the Women's Eights, and took first and second in the J.V. Eights, earning the state all-points trophy for the fifth straight year.

Tampa's Freshman took the Eights event, but fell a few feet short of victorious FIT/Jensen Beach in the Frosh Fours.

Despite FIT's seven-second victory in the Women's Eights, FTU's women joyfully celebrated their second-place finish, leaving Rollins and Tampa behind for the first time. Tampa took the State title for Women's Fours.

As in all major Florida regattas this year, the Disney World



"We want to come back as soon as possible. We feel at home here," beamed Robert Baetens, president of the Antwerp Sculling Club.

Freshmen Eights 1. Tampa 5:03.7; 2. Miami-Big Five 5:13.0; 3. FIT 5:14.6; 4. Somet, 5:21.8; 5. Cuban Rowing Assoc. 5:28.5. **Men's Fours** 1. FIT 5:34.7; 2. Antwerp 5:36.4; 3. FTU 5:39.5; 4. Miami-Big Five 5:43.4; 5. Tampa 5:47.3; 6. Somet 6:01.6. **Junior Varsity Eights** 1. FIT 4:58; 2. Miami-Big Five 5:04.4; 3. Rollins 5:13.1; 4. Tampa 5:19.4; 5. Jacksonville 5:26.9. **Men's Single Sculls** 1. FITRA 6:00.1; 2. Rollins 6:29.0; 3. Hillsboro 6:38.4; 4. Miami-Big Five 6:49.1; 5. Cuban Rowing Academy 7:19.6. **Women's Eights** 1. FIT 5:52.8; 2. Rollins 5:53.9; 3. Tampa 5:57.5; 4. FTU 6:03.5. **Men's Pairs** 1. FITRA 5:59.6; 2. Tampa 6:22.6; 3. Jacksonville 6:36.2. **Women's Fours** 1. Tampa 6:36.8; 2. Somet 6:44.8; 3. FTU 6:55.6; 4. FIT 6:59.9; 5. Jacksonville 7:00.7; 6. Miami-Big Five 7:28.8. **Varsity Eights** 1. Antwerp 4:46.2; 2. Rollins 4:50.0; 3. FTU 4:50.8; 4. FIT 4:52.1; 5. Somet 5:00.8; 6. Jacksonville 5:19.1; 7. Tampa 6:49.8.

race included High School Varsity and Novice events for both men and women, testifying to the ever-growing interest in rowing in the South.

Florida Institute of Technology (FIT) 39, FIT-Jensen Beach and Florida Technological University (FTU) 24, University of Tampa 19, Jacksonville University 18, Rollins College 17. (Points earned by non-collegiate teams do not count in standings.)

Men's Varsity Eights 1. Antwerp, Belgium, Rowing Association 4:55.3; 2. Rollins 4:58.6; 3. FIT 5:01.3; 4. FTU 5:01.8; 5. FIT-Jensen Beach 5:26.3; 6. Jacksonville 5:34.3; 7. Tampa 5:35.3. **Women's Varsity Eights** 1. FIT 6:04.8; 2. FTU 6:11.8; 3. Rollins 6:17.3; 4. Tampa 6:17.8; 5. Winter Park High School 6:25.8; 6. FIT-Jensen Beach 6:38.8. **Men's High School Varsity Eights** 1. Orlando Edgewater 5:10.0; 2. Winter Park 5:11. **Men's Open Singles** 1. FIT Rowing Association (Casey Baker) 6:22.0; 2. FIT (Dan Copeland) 6:51.2; 3. Hillsborough Rowing Association 7:08.1; 4. Miami Rowing Club "A" 7:18.2. **Men's Junior Varsity** 1. FIT "A" 5:08.0; 2. FIT "B" 5:10.2; 3. FTU 5:15.1; 4. Rollins 5:20.6; 5. Miami Rowing Club 5:25.0. **Women's Varsity Fours** 1. Tampa 6:50.3; 2. FTU 7:00.1; 3. Jacksonville 7:04.3; 4. Winter Park High School; 5. FIT-Jensen Beach 7:20.3; 6. FIT 7:25.3. **Men's Varsity Fours** 1. FIT 5:42.7; 2. Antwerp 5:43.5; 3. Tampa 5:48.7; 4. Jacksonville 6:01.7; 5. FIT-Jensen Beach 6:05.7; 6. FTU 6:25.7. **Men's Freshmen Fours** 1. FIT-Jensen Beach 6:01.1; 2. Tampa "B" 6:01.7; 3. Jacksonville 6:36.1. **Men's High School Novice Eights** 1. Orlando Edgewater 5:50.0; 2. Melbourne Central Catholic 5:52.8; 3. Eau Gallie 6:58.4. **Women's High School Novice Eights** 1. Melbourne Central Catholic 7:10.0; 2. Winter Park "B" 7:40.0; 3. Eau Gallie 7:48.5.

Atlanta, Ga.: 34 races on April 24, 1976 at Stone Mountain Park Lake made the ninth annual Southern Intercollegiate Rowing Association Championships the biggest and busiest ever. Evidence of the growth of rowing in the south was amply shown. Eleven colleges, two high schools and four clubs brought 450 oarspeople to compete in eighteen elimination heats in the morning and sixteen finals in the afternoon.

The growth of small boats here is explosive. Sixteen entries in the novice singles, seven women's single entries, more pairs with and without demonstrate this growth and next year more are expected, including doubles from some of the clubs and colleges. The combination of clubs and colleges and high schools participating here gives the varied oarspeople an opportunity that would otherwise be lacking in this growing rowing area.

The 1700 meter course was beautiful, busy and thrilling all day. Debbie Kaegerbein, women's coach at Duke, accused Tom Donohoe of the hosting Atlanta Rowing Club of having influence in very high places because the weather was ideal for the fourth year in a row.

Some thrilling races were seen throughout the day. Particularly noteworthy were the Varsity eight finals and the pair without collegiate section. Jacksonville and Tampa almost merged into a four without as they crossed the finish line. In the pair-with collegiate division Jacksonville was but a 1/2 second victor over a full course contest with Tampa.

Miss Negaard of the Remex Rowing Club of Jacksonville, Florida demonstrated a style and poise unexpected from a 16 year old. Her steady 24-26 smoothly contributed to her con-

vincing 52 second win over Miss Duggan of Duke. We should see much more of this young woman in years to come.

Of participants who demonstrated the results of hard work and practice and skill, Casey Baker in the open singles and Wm. Jurgens and Norton Schlacter in the pairs-with gave the spectators and participants a real treat.

Following the races which are summarized below, the committee awarded the SIRA trophies and 100 individual medals to the winning oarspeople, coach's, and coxswains. Debbie Kaegerbein, regional representative for the NWRA, awarded the NWRA regional medals to winners of this, the Southeast region, championship of NWRA.

Officials for the N.A.A.O. were Edward I. Singer, head referee and starter, and Dr. Tim Kerr of Virginia Beach and Tom Donohoe of Atlanta, referees.

All Races 1,700 meters

Varsity Fours — 1. Florida Institute of Technology, 5:48.6; 2. Citadel, 5:52.6; **High School Eights** — 1. Winter Park, Fla., 6:03.7; 2. Huntsville, Ala., 6:28.7; **Pairs with Coxswain** — 1. FIT Rowing Association, 6:12.9; 2. Jacksonville University, 6:34.8; **Women's Fours** — 1. Tampa University, 6:44.2; 2. FIT at Jensen Beach, 6:54.5; **Freshmen Eights** — 1. Tampa, 5:40 (rowover); **Novice Singles** — 1. Walgreen, FIT Rowing Association, 6:52.4; 2. Gustafson, FIT, 7:39.2; **Club Fours** — 1. University of Alabama, Huntsville, Rowing Association, 6:13.3; 2. Remex Rowing Club, 6:20.6; **Women's Singles** — 1. Negaard, Remex, 7:26.3; 2. Duke University, 8:18.5; **Junior Varsity Fours** — 1. Citadel, 6:02.3; 2. FIT, Jensen Beach, 6:07.1; **Lightweight Eights** — 1. University of Virginia, 5:24.6; 2. Tampa University, 5:32.1; **Pairs with Coxswain** — 1. Tampa; 2. Jacksonville (boats collided at finish, no times); **Junior Varsity Eights** — 1. FIT, 5:20.0; 2. Florida Technological University, 5:25.8; **Freshman Fours** — 1. FIT-Jensen Beach, 5:58.6; 2. FIT, 6:07.8; **Open Singles** — 1. Baker, FIT Rowing Association, 6:16.0; 2. FIT, 6:39.3; **Women's Eights** — 1. FIT, 5:55.8; 2. Rollins College, 6:01.3; **Varsity Eights** — 1. Rollins, 5:02.5; 2. FIT, 5:03.7; **Southern Intercollegiate Rowing Association Team Championship** — Florida Institute of Technology; **Women's Championship** — Florida Institute of Technology.

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DAD VAIL

By Robert W. McCarthy

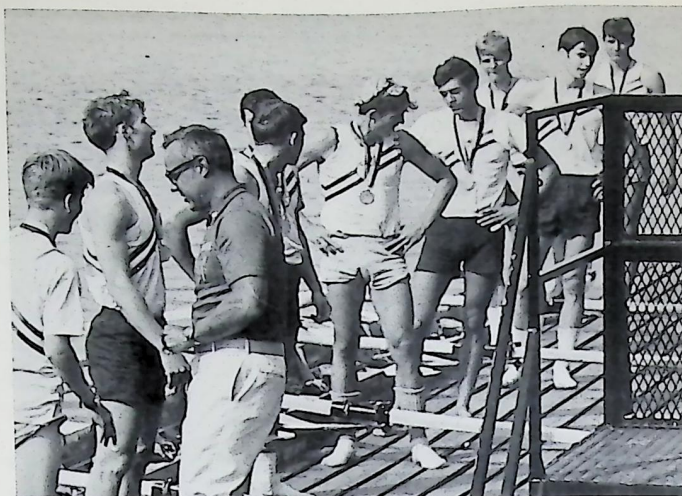
At 9:13 on Friday morning, 7 May 1976, with starter George Hines' command of "row," the world's largest inter-collegiate regatta was underway. With 49 races in two days, and 1,045 competitors to row over the course, George was upset at the late start. "We are going to have to make up time or be in trouble," he said, calling for the second heat of the 38th Annual Dad Vail Regatta varsity heavyweight eights before the first heat was 100 meters into the contest.

By 4:35 Saturday afternoon, all present were offering congratulations to Dad Vail Regatta Chairman Tom Conville for the best ever in the long series of races that represent the small college national championships. And in 1976, the regatta belonged to the United States Coast Guard Academy from New London, Connecticut.

The Cadets had qualified for all finals in the men's division, the first time any institution had done that since the ten-event regatta was developed. They won the varsity heavyweight and lightweight eights, as well as the varsity four with coxswain. With four second places, a third and two fourths, the future admirals took the Jack Bratten Point Trophy with double the points of runner-up Trinity College.

Twenty-seven eights were entered in the varsity heavyweight division, and after the semi-finals, Coast Guard was picked to successfully defend the Dad Vail Trophy. The Florida institutions of Rollins, F.I.T., and F.T.U. had shown that the warm climate does not necessarily make crews lethargic, as they all made the final, joining Trinity, the CGA and surprise Purdue. John Bodine's Indiana sweepswingers have had a remarkable resurgence under his direction.

The final was rowed in calm water, slow stream and slight headwind. The six boats all got away from the stakeboats cleanly and were even at the settle, when the Cadets power pulled them ahead. By the Strawberry Mansion Bridge, it was the Coast Guard's race, but a battle was developing for the second spot, between Rollins and Trinity. It was not until Peters Island that the Bantams edged ahead of the Florida champions. The Cadets sprinted over the line at 38 strokes per minute followed by Trinity and Rollins, about two lengths back. Another length separated the fourth place F.I.T. from F.T.U. and Purdue closely following. If there is any question regarding runner-up status, it will be resolved at the Royal Henley Regatta where Norm Graf and Jim Lyden will be leading their crews in July.



Tully Vaughan awards medals to C.G.A. lightweights: cox Dan Bartlett, stroke Bob Maki, Bob Morrison, Gary Rolsma, Ted Hainlein, John Acton, Doug Connors, Tom Wenzel, Ross Tuxhorn.

The lightweight varsity race was a better contested championship, as the early lead in the final went to Williams and F.I.T., with the Coast Guard in third. Wesleyan, Purdue and Trinity rounded out the finalists in the 22 boat field. However, with about 800 meters to go, Jay Forster's well-coached Cadets took control with a fine come-from-behind effort, to win by a length over Williams, with F.I.T. the defending champions another deck length behind.

The varsity four race turned out to be the most satisfying victory for the cadets. The four, comprised of 3rd varsity oarsmen, easily won their quarter and semi-final heats turning in the fastest preliminary times. The cadets knew they would be contested by a strong U. Mass boat, but despite a shaky start, the Coasties powered to a length lead over the field by the 1000 meter mark and steadily kept that lead for the duration of the race. U. Mass trailed by a length for second place followed by a surprising effort from WPI who took third.

Although the present belonged to the Coast Guard, the future looks bright for Norm Lindamood's Marietta oarsmen. The Ohio college men took wins from the Coast Guard in both the Junior Varsity and Freshman heavyweights. Marietta held off a late challenge in the junior varsity to win by a deck length over the Guard with F.I.T., Purdue, Washington College, and Georgetown following in that order. The Freshmen



The 1976 C.G.A. Varsity Eight: cox Glen Wiltshire, stroke Dick Ingles, Bob Elsener, Bob Reininger, Mike Shevock, Jack Schoot, Doug Fluddy, Paul Langlois, bow Rich Norris.

from Marietta had it easier winning by a length over CGA, Trinity, Marist, Williams, and Ithaca.

The Pairs went to Florida schools with Tampa taking the pair with and Jacksonville running away with the pair without.

On an experimental basis, the Dad Vail was open to women's events this year. Although adding to an already congested river, the girls rowed the 2000 meters with spirit and added their feminine touch to the heretofore all masculine event. Ithaca College carried off the Evelyn Bergman Trophy for varsity eights, while the Women's four was taken by Western Ontario.

Trinity College's frosh lightweights showed they deserved undefeated status with a close win over U.R.I. Highlight of their season was upsetting formerly undefeated Yale two weeks before the Dad Vail. In the second Varsity lightweights, Ithaca edged out second place Coast Guard. Georgetown won the freshman four with by a length over the Guard, with U. Mass third.

The Dad Vail Regatta was founded in 1939 "to perpetuate the Dad Vail tradition, foster and encourage intercollegiate rowing among colleges new to the sport, and promote schedules for member schools." The first regatta was held on the Shrewsbury River in Red Bank, New Jersey with Rutgers the winner, followed by Boston University, Marietta, Dartmouth, American International, Manhattan, and Rollins. From that beginning has grown the largest and perhaps best intercollegiate regatta in the world. To Tom Conville and his host of officials and assistants, a formal "thank you" on behalf of the 1,045 rowers who raced on the Schuylkill May seventh and eighth.

FINAL RESULTS

Varsity Heavyweights—Dad Vail Trophy: 1. Coast Guard, 6:09.3; 2. Trinity, 6:16.1; 3. Rollins, 6:18.1; 4. Fla. Inst. Tech., 6:22.2; 5. Fla. Tech., 6:33.0; Purdue, 6:24.1. (Coast Guard winning boat: Bow—Rich Norris, Rick Resseau, Doug Fluddy, Jack Schott, Mike Shevock, Bob Reininger, Bob Elsner, Dick Ingles, stroke, Glen Wiltshire-cox). **Varsity Lightweights—James Anderson Trophy:** 1. Coast Guard, 6:21.5; 2. Williams, 6:24.6; 3. Fla. Inst. Tech., 6:25.7; 4. Wesleyan, 6:26.5; 5. Purdue, 6:29.6; Trinity, 6:30.7. (Coast Guard boat: Bow—Ross, Tuxhorn, Tom Wenzel, Doug Connor, John Acton, Ted Haenlein, Gary Rolmsa, Bob Morrison, stroke—Bob Maki, cox—Dan Bartlett). **Varsity Four With Cox—U.T. Bradley Trophy:** 1. Coast Guard, 7:04.0; 2. Massachusetts, 7:07.6; 3. WPI, 7:20.9; 4. Minnesota, 7:23.4; 5. St. John's, 7:27.0; 6. Fla. Tech., 7:31.0. (Coast Guard winning boat: Bow—Bob McCarthy, Asher Grimes, Wayne Parent, stroke—Dwight McGee, cox—Gil Kanazawa). **Pair With Cox:** 1. Tampa, 8:16.4; 2. Massachusetts, 8:18.5; 3. Jacksonville, 8:30.0; 4. Coast Guard, 8:34.5; 5. Manhattan, 8:39.8 (boating unavailable). **Pair W/O Cox—Neggard Cup:** 1. Jacksonville, 7:54.0; 2. Massachusetts, 8:07.0; 3. Coast Guard, 8:11.1; 4. SUNY Maritime, (no time); 5. Marietta (no time); 6. Manhattan (no time). **HV Heavyweights—Ernie Bayer Trophy:** 1. Marietta, 6:21.4; 2. Coast Guard, 6:22.6; 3. Fla. Inst. of Tech., 6:31.1; 4. Purdue, 6:37.2; 5. Washington Coll., 6:37.4; 6. Georgetown, 6:39.6. (Marietta winning boat: Bow—Tom Stephanie, Andy Theodds, Herb Gowen, Kevin Brice, Rich Ennis, Rob Sutton, Roger Shands, stroke—Jeff Hugel, cox—Debbie Patterson). **Women's Varsity—Evelyn Bergman Trophy:** 1. Ithaca, 7:23.4; 2. Fla. Inst. of Tech., 7:32.4; 3. Purdue, 7:32.7; 4. Rollins, 7:35.7; 5. Wesleyan, 7:40.6; 6. Washington Coll., 7:48.8. (Ithaca boat: Bow—Debbie Kimball, Julie Volk, Marianne Sprague, Laurie Creelman, Barbara Brumet, Maggie Cooney, Ellen Andrew, stroke—Julie Rife, cox—Jill Bartikowski). **Freshmen Heavyweights—Lev Brett Bowl:** 1. Marietta, 6:19.7; 2. Coast Guard, 6:24.7; 3. Trinity, 6:24.8; 4. Marist, 6:38.0; 5. Williams, 6:38.2; 6. Ithaca, 6:42.9; (Marietta boat, Bow—Mike Kadick, John Stretbeck, Curt Alden, Brooks Reinhard, Jim Metcalf, Andy Gallison, Gordon Brownlee, stroke—John Campbell, cox—John Micciolo). **Women's Four:** 1. Western Ontario, 8:08.8; 2. UMass, 8:15.6; 3. Tampa, 8:15.8; 4. Rhode Island, 8:17.8; 5. St. Joseph's (Pa.), 8:20.7; 6. Marist, 8:46.1; (Bow—Sally McKay, Wendy Smith, Mae Huber, Brenda Ross; cox—Stephanie Brooks). **JV Lightweights:** 1. Ithaca, 6:24.5; 2. Coast Guard, 6:26.1; 3. Purdue, 6:29.3; 4. Marietta, 6:35.0; 5. Trinity 6:36.8; 6. La Salle, 6:50.8; (Ithaca boat: Bow—John Drescher, Rick Spellek, Leigh Savoye, Kevin O'Donnell, Butler Smythe, Rob Crissy, Don DeVitto, Mark Cramas, stroke, cox—Debbie Crabbs). **Freshmen Four W/Cox:** 1. Georgetown, 7:17.0; 2. Coast Guard, 7:21.1; 3. UMass, 7:23.8; 4. Fla. Inst. Tech., 7:24.1; 5. WPI, 7:42.7; 6. St. John's, 7:47.1 (Georgetown boat: Bow—Steve Cashin, Ford Smith, Chris Walsh, Stroke—James Costello, cox—Laurie Sherry). **Freshmen Lightweights:** 1. Trinity, 6:37.4; 2. Rhode Island, 6:38.0; 3. Tampa, 6:34.2; 4. Coast Guard, 6:49.2. (Trinity boat: Bow—Bob Shields, Mike Burkan, Neil McDonough, Bill Zimmerling, Gary Savadore, Jim Hart, Bob Childs, stroke—Thornton Lothrop, cox—Jane Massey).

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MIDWEST ROWING CHAMPIONSHIPS

By Tim Whitney

Madison Wisconsin was made for springtime and regattas. Budding trees, warm sunshine and a large park awaiting picnickers, frisbees and barrels of beer set the stage for the Fourth Annual Midwest Rowing Championships.

With little more than a month on the water, some 600 competitors, representing seventeen midwest rowing organizations, converged on Madison May 1st for the largest — and still growing — regatta in the midwest.

As a warm, quiet morning dawned, the flurry of last minute preparations alarmed a solitary loon who discovered its refuge wasn't as secluded as it appeared. The p.a. system went up, the beer and brats were readied for late morning appetites, and the early-bird rowing enthusiasts began to fill the grandstand. By 7:30 am, came the call "Etes vous pret? Partez!"

The morning events began with heats for men's and women's open fours, women's frosh eights and the open singles. By mid-morning that predictably unpredictable weather moved in and shadowed the area with patches from giant prairie thunderheads. A sou'westerly wind chilled the spectators and pushed up quartering white caps on the course.

After lunch, the crowd had grown to six thousand and the lake's chop had subsided.

The afternoon's finals began with the men's and women's open four. Detroit A took the men's and the University of Minnesota took the women's on the 1000 meter course, with Wisconsin finishing second in both events. In the women's frosh eight, Wisconsin A nosed from the field to win at 3:36.4 with Wichita beating Wisconsin B in a battle for second ahead of Notre Dame, Kansas State and Nebraska.

In the open singles race, Neil Helein of Wisconsin stemmed a spirited challenge by Jim Ricksecker, also of Wisconsin, to win the Blue Ribbon Challenge Cup for the fourth year in a row. Following the singles final, Wisconsin won a close freshman four event against Wichita and Kansas State with Nebraska and Lincoln Park Boat Club battling for fourth. Despite an accident which totaled their shell en route to the regatta, the Purdue frosh eight crew settled into a replacement and took second place in a field of seven behind the Wisconsin Badgers. In the lightweight eights, however, the Purdue Boilermakers led from the start with Minnesota, Minneapolis Boat Club, Wichita State and Detroit trailing all the way.



photo: Renee Martin

Wisconsin Varsity rows off with Grand Challenge Cup.

Though conditions were less than ideal, there was little threat of delay as Wisconsin A led the men's JV with 5:50.7 by a length over Wisconsin B, Kansas State and Duluth Boat Club. Wisconsin's Beth Bosie drove the women's varsity eight over the line at 3:22.5, followed by Nebraska, Wisconsin B and Kansas State.

As a new twist in this year's program, the trophy winners rowed to the finish line beach and received their silver below the grandstand. Purdue took the women's lightweight eight handily at 3:38.8 over Minnesota and Notre Dame and rowed in to accept the Wisconsin State Journal Plate. After winning the women's varsity eight race (setting a new meet record), the Wisconsin girls received the Capitol Times Plate.

The final event of the day was the heavyweight eight event. Although Wisconsin dominated the afternoon events, the competition in this year's regatta was the strongest it's ever been. There wasn't an established leader until the final 800 meters when Purdue dropped off the pace allowing Wisconsin to lead them to the line by a length. Nebraska chased Purdue over, followed by Wichita, Kansas State and Detroit.

This year's Midwest Championship showed the strongest challenges and most evenly matched competition in the regatta's history. As this regatta continues to grow, the Midwest Rowing Championships Association hopes to keep attracting competitors from across the country for this colorful spring event.

E.A.W.R.C. SPRINTS

photos: Nancy Wasserman

"The three crews will be wood-to-wood for the first 1000 meters," explained Yale coach Nat Case before the varsity heavyweight eight final. "And then one of them will break out of the pack and win it going away."

The Eastern Sprints final developed almost exactly on those lines. The top three — Wisconsin, Yale, and Radcliffe — fought each other tooth and nail for 1000 meters before Wisconsin stroke Jackie Zoch cranked the cadence up to a 41 and Wisco took a half a length on the field. With 200 meters remaining, Yale hiked the cadence up, and moved back to within a striking distance of two seats. But Wisconsin powered ahead once more, finishing four seats ahead of Yale. Radcliffe crossed the line third, one length astern of the Elis, while Dartmouth trailed the 'Cliffe by another 9 seconds.



Penn Heavy 4: (l. to r.) Pat Bollinger, Dierdre Mullen, Jean Gillis, Naomi Aronson, Cox Janet Di Bella.



Radcliffe JV 8: (l. to r.) Bow, Becky Goff; 2. Daphne Kempner; 3. Robin Chase; 4. Julia Moore; 5. Nelia Wersley; 6. Cynthia Strong; 7. Gail Rasmussen; Stroke, Anne Robinson; Cox, Patty Glovsky.

In U.S. women's rowing, there certainly never has been as strong a field assembled in one race. Radcliffe had won the event the three previous years, and had not lost an inter-collegiate race since mid-1973. Wisconsin was the defending national champion. And Yale was the first seed.

Moreover, the race featured three 1975 World Championship silver medalists. Chris Ernst and Anne Warner rowed in the Yale shell, while Wiki Royden rowed for the 'Cliffe.

Another silver medalist, Wisconsin's Carrie Graves, was out of action with a pulled muscle. Jackie Zoch, the Wisconsin stroke, was a spare for the same U.S. World crew.

The lightweight eight race by contrast was dominated by one crew. First-seeded Boston University, with a boat sporting only three graduating seniors, walked away from the

field, winning by three lengths in 6:11.8. A surprisingly strong Notre Dame crew finished second, while second-seeded Radcliffe placed third in the field of five, a further six seconds off the winning pace.

B.U. jumped into a half-length lead after only 150 meters, and consistently pulled away from Notre Dame throughout the race, never ceding ground to them or to Radcliffe. It was the second consecutive year B.U. has won the event, as they took last year's final by open water also.

The University of Pennsylvania dominated the fours races, taking both the heavyweight and lightweight titles. In the heavy fours, Penn established command early and kept expanding their lead throughout the race. They won the event by 20 seconds, the day's largest final margin. Penn coach



Lightweight Eight Final at the start: (Back to Front) Notre Dame (2nd), Cornell (5th), B.U. (1st), Radcliffe (3rd), Yale (4th).

Duane Hickling's lightweight four came from behind to defeat Wellesley by a scant one second. Wellesley enjoyed a slight lead for most of the first 1000 meters, but Penn powered by at the finish of the six-boat contest.

The day's most exciting race, though, came in the Junior Varsity heavyweight eights. Wisconsin and Radcliffe battled bowball-to-bowball for 1100 meters before the black-shirted 'Cliffe oarswomen took a power ten and moved by, snatching a one-second victory. Wisconsin had an easier time in the novice eight event, coasting to an eight-second victory over Dartmouth. Wisco took command early, and finished in 5:38.7, the fastest time in the afternoon finals.

Princeton graduates Youngholm and Brown, who went to Lucerne as the U.S. World team pair two years ago, took the open pair event. Youngholm-Brown was the only non-collegiate crew to enter the open race. The University of New Hampshire placed second, 13 seconds off the winning pace of 6:53.9, while UMass finished a distant third in the field of three.

The Wisconsin crews, coached by Jay Mimier, certainly dominated the eights. Their highly impressive novice boat speaks well for the future caliber of women's rowing, and more specifically for the continued success of their own program, which is only in its second season. Their depth in

Wisconsin Varsity Eight: cox, Beth Bosio; stroke, Jackie Zoch; 7. Deb Oetzel; 6. Carrie Graves; 5. Peggy McCarthy; 4. Carolyn Hegge; 3. Mary Connell; 2. Mary Grace Knight; bow, Karen Ela.



E.A.R.C.

by Richard Prentke

Although Harvard once again walked away with the Rowe and the Jope cups, symbolic, respectively, of Heavyweight and Lightweight "supremacy," the final score of the 1976 Eastern Sprints at Princeton's Bud Smith Rowing Course was a tie: Harvard 3, Rest-of-the-World 3. While at first glance the score may seem insignificant, veterans will compare this year's tie to the 5 to 1 routs of the last few years and recall

Dick Prentke, '67 Princeton lightweight captain, coached J.E.B. Stuart High School, Georgetown University, and Potomac B.C., before moving to Cambridge to coach the 72-74 Harvard freshman lightweights (and to study law). He is currently a lawyer in Seattle.

personnel was unmatched, and their future crews should be even stronger.

The use of Lake Quinsigamond is a large and significant step up for the respectability of women's rowing, for it offers professional facilities for competitors and ideal location for spectators. David Ploss of WPI and John Abbot of Clarke deserve a great deal of credit for their organizational work in establishing this regatta as what is now one of the premier competitions in women's rowing. Their diligence and perseverance are greatly appreciated.

NOVICE 8 PETITE FINAL 1. U-Mass 6:22.0, 2. M.I.T. 6:29.0, 3. Wesleyan 6:37.2, 4. Wellesley 6:47.0; **NOVICE 8 FINAL** 1. Wisconsin 5:38.7, 2. Dartmouth 5:46.7, 3. B.U. 6:03.2, 4. Rutgers 6:05.7, 5. U.N.H. 6:15.0, 6. Cornell 6:19.7; **PAIRS (OPEN)** 1. Youngholm/Brown 6:53.9, 2. U.N.H. 7:06.8, 3. U-Mass. 8:18.9; **2ND VARSITY 8 PETITE FINAL** 1. Brown 6:09.5, 2. U-Va. 6:13.3, 3. Syracuse 6:14.6, 4. M.I.T. 6:27.0, 5. Conn. (N.T.); **2ND VARSITY FINAL** 1. Radcliffe 5:52.8, 2. Wisconsin 5:53.7, 3. Yale 6:05.4, 4. Princeton 6:09.9, 5. Dartmouth 6:19.9, 6. Rutgers (N.T.); **LIGHTWEIGHT 4** 1. Penn 7:09.7, 2. Wellesley 7:10.8, 3. Radcliffe "A" 7:16.5, 4. Radcliffe "B" 7:52.1, 5. Dartmouth 7:57.6, 6. Clark 8:25.7; **LIGHTWEIGHT 8** 1. B.U. 6:11.8, 2. Notre Dame 6:24.2, 3. Radcliffe 6:31.3, 4. Yale 6:32.5, 5. Cornell 6:44.0; **HEAVYWEIGHT 4 PETITE FINAL** 1. U-Mass 7:15.2, 2. Williams 7:20.9, 3. Princeton 7:22.8, 4. Barnard 7:23.8; **HEAVYWEIGHT 4 FINAL** 1. Penn 6:36.5, 2. B.U. 6:54.0, 3. Wellesley 6:55.2, 4. U.N.H. 7:05.2, 5. Wesleyan 7:05.8, 6. Radcliffe 7:10.6; **Varsity 8 PETITE FINAL** 1. M.I.T. 5:53.8, 2. Williams 5:57.0, 3. Conn. 6:03.4, 4. Syracuse 6:06.9, 5. Brown 6:10.3, 6. U-Va. 6:11.6, 7. M.H.S. 6:27.1; **Varsity 8 FINAL** 1. Wisconsin 5:46.0, 2. Yale 5:46.7, 3. Radcliffe 5:50.7, 4. Dartmouth 5:59.4, 5. Princeton 5:59.5, 6. Cornell 6:03.3.

that the last time the Rest-of-the-World actually won was in 1964 (2 to 4).

Harvard took the Varsity Heavyweight, Freshman Heavyweight, and Second Varsity Lightweight titles. The University of Pennsylvania won the Varsity Lightweight and Second Varsity Heavyweight championships, while Yale was victorious in the Freshman Lightweight division.

Oarsmen spend their year working for and looking forward to The Sprints. The Sprints — their memory just barely bright enough to fuel the last stadium set on a particularly grey day in mid-winter — suddenly arrive with a burst of color, anxiety, intensity, pain, exhaustion . . . and they're over.

A decade ago, The Sprints were sprints. For heavyweights, at least, the season consisted of races varying in length from a Henley (1-5/16 miles) to 4 miles. Mastery of one distance did not guarantee victory at another. The collegiate rowing scene is more regimented today; everyone is

"sprinting" every week because the Olympics are "sprinting" every four years. One would thus expect the "morning line" to be reasonably accurate. Coaches (students of form) pore over the weekly race results and transmit their prognostications for the weekly Coaches Poll upon which the seedings for each of the six events are based.

photo: Dave Matthews



The Cantabrigians' eternal hopes for the elusive sweep were at least officially diminished by top seedings in only four events, including both Varsities. The early nod for the remaining two races was given to Penn, in the Second Varsity Heavies, and Yale in the Freshman Lights.

One learns to take the qualifying races in the morning with a grain of salt. The Brown and Boston University Heavyweight Varsities, both unseeded, rowed superb morning races, and each found themselves in the afternoon finals. However, Syracuse, seeded second largely on the strength of a scrimmage victory over the resurgent and third-seeded Princetons, found their hopes dashed in the heats — to the extent that they were relegated to watching the afternoon finals from shore.

The remaining qualifying heats were truer to form. Indeed, the six seeded Varsity Lightweight crews escaped relatively unscathed for the afternoon finals.

The cool, threatening weather of the gray morning continued throughout the day but produced only a mild drizzle in the early afternoon. The finish-line crowd was of a respectable size and water conditions were typical of Lake Carnegie — smooth all day — with a light quartering headwind, which gave no lane advantage, off the crews' port bows.

The regatta was so well run by the E.A.R.C. and the Princeton coaching staff that a scuba diver was apparently on retainer to re-anchor any drifting stake-boat which might come loose. (One did.)

To follow the races at Worcester had always been a hit-or-miss proposition along the high road, whether one transported oneself by bicycle or police-harassed motor vehicle. Princeton, however, had arranged for two flat-bed trucks to follow the races along a conveniently located tow-path which runs the length of Lake Carnegie's far shore. Miniature bleachers were mounted on the trucks; and, as the afternoon progressed, miniature and not-so-miniature coaches began to fill the bleachers — an interesting social phenomenon as compared to the past dispersion of coaches into the masses at Worcester.

The Freshman races led the afternoon parade. Rutgers and Navy won the Lightweight and Heavyweight consolations, respectively. They were apparently consoled to some degree.

The impression left after the Freshman grand finals was that significant effort to rebuild slumping programs from the

ground floor was in progress on several fronts. Most noteworthy in this regard was Yale in both weight divisions, who, with Princeton frosh and the Boston University yearlings, showed new strength.

The undefeated Yale Lightweights took command of their race early and crossed the finish line with a bit of open water over Pete Washburn's tough Princeton eight, the only crew insiders felt had a shot at the Elis. Cornell was third, followed by Harvard, Dartmouth and Penn. This was the first victory for Yale in this event since 1955 and their first Sprint Championship in any event since 1962. Their performance augurs well for next year's Yale Varsity.

In the Freshman Heavyweight division, the big Yale crew was the main concern of Harvard's Ted Washburn (no relation), with a physical Princeton boat and untested Wisconsin clearly in the picture. Washburn's superficial cautious-pessimism belied the fact that his record for producing consistently good freshman crews is unparalleled. A "bridesmaid" at The Sprints since his excellent 1972 frosh (Shealy, Cashin, et al.), Washburn was finally a "bride" again this year.

The uncommonly small Harvards rowed with the field for 1000 meters then passed Yale and walked away from the race. Buzz Congram's Yale eight did finish second, a length and a quarter off the pace. Princeton was three-quarters of a length behind Yale in third, and Wisconsin, Penn, and B.U. trailed.

After petite-final victories in the Second Varsities by Rutgers (Lightweight) and Syracuse (Heavyweight), the Harvard Lightweights, coached by John Higginson, lengthened their winning streak in the Second Varsity event to an even decade, and Penn mastered the Heavyweight final.

The Harvard margin was a length over Navy, who had fought it out with third-place Princeton all the way down the course. Cornell, Yale, and Penn trailed. Penn never trailed, however, in the Heavyweight final: Ted Nash's second boat took the prize by three-quarters of a length over Navy. Northeastern was third by half a length, followed by Wisconsin, Harvard, and Yale.

The Varsity petite-finals found MIT the Lightweight winner and Navy first in the Heavies. Coast Guard, a new Sprints entrant, placed second in both events. The crowd then moved to the edge of their collective seats (or blankets), and the coaches filled their flat-bed truck to capacity as the Varsity finals approached.

The Lightweight race purported to be a showdown between Penn, undefeated this season, and Harvard, undefeated in regular-season eights (they did lose a "seven" last year) for three seasons and winner of seven of the last eight Sprints. Since Higginson's Harvard boat consisted largely of a talented group of seniors who had not lost for four years, many pundits opined that the only people who considered the race a showdown were of Pennsylvanian persuasion. But this view ignored the regular influx in recent years of fast Freshman crews into Coach Fred Leonard's Varsity program. Penn was plainly hungry. And they rowed that way.

Penn took off with a blazing start (off-scale on my watch) and had four seats on the field after about 200 meters. Penn's initial settle was to 39, while Harvard set its pace at 36. By 1000 meters, with both crews now in the 36-7 range, the Penn lead was three-quarters of a length over second-place Harvard. Nearly everyone, including eight Penn oarsmen and a cox, anticipated a withering Crimson attack. But each move by Harvard was strongly resisted by Bruce Konopka, stroke-oar of the Penns: they would not be denied.

Harvard, itself driven by a Dartmouth-Navy dogfight, drew

to within a half-length of the leaders in the sprint but could do no more. Penn's gutsy performance resulted in the removal of the Wright trophy to Philadelphia for the first time since 1955, the year in which many of the oarsmen were born.

Dartmouth held off Navy for third by a seat or two, a half-length behind Harvard. An all-sophomore Princeton crew was fifth, 1-½ lengths astern of Navy but 1-½ lengths ahead of Yale.

The pre-season line of the Varsity Heavyweight event indicated a potential free-for-all as multitudinous crews who had been waiting in the wings, salivating, rushed to fill the vacuum which was allegedly to occur during the "rebuilding year" for Harry Parker's Harvard heavies. Penn was an early favorite. Princeton spoke of Henley. And Wisconsin was always to be considered a factor. Sweet revenge! Would the Cantabridgian Varsity even be able to qualify?

Ye of little faith! From the pungent depths of Newell Boat House, Parker again assembled not merely a qualifier but a very fast boat that was essentially unchallenged during a season which included a victory at the San Diego regatta. The only conceivable rationale for this apparent anomaly was the appearance of a former Freshman Lightweight Captain to fill out the boat in the bow seat* That oarsman, however, blamed the speed on Parker and the synergism of the crew. Although insisting that all opponents were taken seriously, and after some inquiry, the consensus of the Crimson oarsmen appeared to be that Wisconsin, having had an inordinate

**Ed.'s note: John White, rower; Mr. Prentke, writer; see biography.*

amount of time on the water this spring, would be the major competition.

And so the Heavyweight Varsities lined up on the stakeboats, and the coxswains indulged in the age-old ritual of raising their tiny hands only when each thought all others' were down. (The rite is basically designed by coxes to ensure that both oarsmen and officials know who really is in charge.)

The start was fast and even. Princeton had an early lead but soon fell a close second to Penn after the settle. At 500 meters, Wisconsin rowed through Penn and Princeton at 38. Harvard stayed only a few seats behind Wisconsin, and at 1000 meters it looked like anyone's race. Then the Cantabridgians, three strokes below Wisconsin's continued 38, simply rowed away. No power ten or rating increase from Ollie Scholle's stroke seat was discernable.

From the shore, the Harvard eight was not an unfamiliar sight: like previous editions, not only was it going fast, but it gave one the seemingly self-contradictory impression of effortlessness created by a great effort of will. The eight Harvard upper bodies displayed quite extraordinarily hard pulling at exactly the same moment and with the same elan, and the boat surged further into the lead.

The Harvard victory was by one length over Wisconsin. The rebuilding-year crew was satisfied with its sternest test, and amidst the serious yet occasionally smiling, eager yet sometimes embarrassed visage of Harry Parker, was the clear sign of deserved satisfaction as well. Penn was third, a half-length behind Wisconsin. Princeton finished fourth by 1/3 of a length, a few seats ahead of Brown, who had open water on Boston University.



photo: Dave Matthews

U.S. OLYMPIC TRIALS

by Gregory Stone

PRINCETON, N.J. (A.P.) — Jim Dietz of the New York Athletic Club, U.S. single sculler for the past seven years and silver medal winner at the World Championships in Lucerne, Switzerland in 1974, bested a field of 64 entries and earned the right to represent the United States this summer at Montreal. Ken Foote of the Narragansett Boat Club (Providence, R.I.) was second, 2.2 seconds behind Dietz. Other finalists

Greg Stone, freshman lightweight coach at Harvard and aspirant to the U.S. Olympic Sculling team, graduated from Harvard in 1975 where he rowed with the heavyweight crew.

were John Van Blom, Pete Cortes, Dr. Larry Klecatsky, and Chris Allsop.

Despite the drab trappings of yet another trials regatta on Lake Carnegie, a very real and exciting series of sculling races were staged over Memorial Day weekend. Associated Press succeeded in relaying the final finishing order, but, perhaps due to the crush at Indianapolis, failed to report some equally newsworthy items.

The number of entries was astounding. Sixty-four entries in any Olympic rowing trial are unheard of. These entries came from over fifty different clubs. The ten Boston entries were registered with nine different organizations. The numbers quickly proved that the national camp concept in sculling will not hurt the club system. The extraordinary field was also a great tribute to the sculling development program of

Jack Frailey and the impeccable reputation of national quad coach Ernie Arlett.

A geriatrics award for this year's trials went to Sy Cromwell of Boston. By training strictly on Xarex, Sy finally conquered stomach difficulties that have plagued him since his undergraduate days at Princeton. He claimed that these difficulties originated in beer drinking bouts at football games, where he routinely polished off a case of beer in the first half. Runner-up in the contest for seniority went to Dave Robinson, Pittsburgh lawyer and apparent auto designer for the TV series of *The Munsters* and *The Addams' Family*. At his fourth Olympic sculling trials, Dave had not lost any speed, indoors or on the water.

Bill "The Animal" Paine, a former rugby player from San Francisco, earned special kudos for his unorthodox approach to the sport. Mr. Paine ventured forth on a \$100 bet from some friends (?) that he could not lose a hundred pounds or row in the trials. Arriving in a plush van complete with leopard and polar bear skin thrown on a water bed, he proved that there are still a few pure amateurs and good sports left in rowing, and returned to the West Coast skinnier and richer than when he left.

Although the major competition at the trials was the rowing, other less conspicuous contests were also taking place. Currently, Guy Iverson leads Henry Hamilton by one piece in a race to see who can total the most equipment in one season. Iverson surged ahead by virtue of his torpedo run at Sean Drea and his immersion of a Schuykill Navy outboard. Hamilton, competitor that he is, came right back at the trials and wrecked his borrowed, new, special lightweight Van Dusen single on a small island just past Lake Carnegie's second bridge. Local cartographers, impressed by this landing, have re-named the island "Hamilton's Reef."

Bill Mahoney proved beyond a shadow of a doubt that the Princeton boathouse showers were built to the highest acoustical standards. After running through an unblemished repertoire of Four Seasons hits, Bill cut a soon-to-be-released version of "Duke of Earl."

The very fine efforts of Jack Franklin, Gary Gilpatrick, and Ted Hoag succeeded in running the regatta in satisfactory style. Some difficulties were experienced, but if they could be avoided in the future, a fine regatta would be the result. The launches created unnecessary problems. During the reps, one ran out of gas while the propeller fell off the other. The quarter-finals started twenty minutes late with no break-downs and no apparent difficulties. At the announced starting time, all six scullers of the first heat were on the line with no officials or stakeboat personnel present. The quarter-finals were not seeded because "FISA has no regulations governing this large a field." Certainly the spirit of the FISA regulations should have been followed.

The most important aspect of a trials regatta must always be the rowing. This year, new entries to sculling and other scullers going faster made for a great series. A number of special races organized by Coach Arlett gave those eliminated early a second chance at the quad camp and kept the selection process fair. Ken Foote made rowing history with his bionic last 500 meter sprint. Down as much as five lengths with 500 to go, he came through each heat to place in the money. Finally, Jim Dietz won again. Over the years people have knocked Jim, but nobody can beat him. Jim has worked hard to row for the U.S., is an absolutely super person, and has been our best for seven years. Certainly he deserves our undivided support in Montreal.

N.W.R.A., SOUTHWEST

by Patricia Pinkerton

The recent National Women's Rowing Association (NWRA) Southwest Regionals ended in a showdown between University of California, Berkeley crews and combined boats from ZLAC Rowing Club and Mission Bay Rowing Association (MBRA). Members of the three teams captured 69 of the 74 gold medals during the two-day regatta held April 24th and 25th. The awards ceremony on Sunday was strictly a blue and gold affair, with ZLAC, Cal and MBRA rowers everywhere.

Both squads took advantage of unusually fine Oakland weather and a small competitive field to win big in seven of the ten events held Saturday. ZLAC/MBRA, the defending High School Eight National Champion, dominated the Junior, High School and Lightweight events. They easily won the Junior Single, High School Eight, Lightweight Quad and Lightweight Eight races, usually by several lengths' open water.

The Cal crews won the Lightweight Pair and Open Pair races, demonstrating a greater familiarity with the small boats than their zigzagging competitors. Officials may still be searching for one Lake Merritt Rowing Club entry. Cal also won the exhibition Collegiate Four, the last race of the day and the first race to have a full six-boat field.

The Long Beach Rowing Association (LBRA) lightweight squad, declining to wait for Sunday's formal presentation, picked up their medals shortly after winning the Lightweight Single, Intermediate Single and Open Single. After losing in their specialty, the Light Quad, it's possible they had a premonition that medals would not be easy to come by.

head of the harbor

SUNDAY
NOV. 14, 1976

FOR
INFORMATION/
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ENTRIES
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N.A.A.C.
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5th annual regatta
port of los angeles

The competition on Sunday was exciting enough to satisfy the most discriminating fan. Cal picked up where they left off on Saturday, easily winning the Collegiate Eight. In the next race, Cal's best and ZLAC/MBRA's best faced each other for the first time in the Open Four, and it was the type of race that gives officials nightmares. Fortunately, a camera was at the finish line to capture it all. Cal slipped across the line first, winning by less than two inches.

LMRC won the Lightweight Singles Dash for a delightful change of pace and then ZLAC/MBRA took over. The San Diego crews won the Open Wherry, High School Four and the Open Double before facing Cal again in the Lightweight Four. Cal crossed the finish line first, but were disqualified for changing lanes and ZLAC/MBRA got the win.

In the final event of the day, the Cal women demonstrated their overpowering depth by finishing first, second and fourth in the Open Eight. The three-boat finish was enough to give Cal the edge over ZLAC/MBRA in the overall point totals.

Commenting on the regatta, Peter Lippett said this year's regionals demonstrated the continued improvement of west coast women's rowing.

"It's unfortunate that some crews were unable to attend, but it's obvious that the caliber of racing has improved tremendously within the last year," he said. "Harry Parker was here last month for the west coast development camp and was impressed by the improvement."

Results — Saturday

Junior Single: 1. ZLAC (4:58.0) 2. Holy Names High School (HNHS) **Intermediate Single:** 1. LBRA (4:36.4) 2. LMRC 3. Mills College 4. MBRA **Lightweight Quad:** 1. ZLAC/MBRA (4:04.6) 2. LBRA 3. ZLAC/MBRA 'B' **Open Single:** 1. LBRA (4:54.4) 2. MBRA (disqualified) **High School Eight:** 1. ZLAC (3:56.3) 2. LMRC **Lightweight Pair:** 1. Cal (4:56.3) 2. LMRC '2' 3. LMRC '1' **Lightweight Single:** 1. LBRA (4:37.4) 2. ZLAC 3. LBRA '2' 3. LMRC **Open Pair:** 1. Cal (4:23.5) 2. LBRA **Lightweight Eight:** 1. ZLAC/MBRA (3:57.5) 2. LMRC **Collegiate Four:** 1. Cal (4:30.8) 2. Mills 3. Loyola Marymount 4. University of Santa Clara 5. Cal '2' 6. St. Mary's College

Sunday

Collegiate Eight: 1. Cal (3:45.1) 2. Santa Clara **Open Four:** 1. Cal (3:58.2) 2. ZLAC/MBRA (3:58.22) 3. Cal '2' 4. Stanford University 5. Mills/LMRC 6. LMRC **Lightweight Single Dash:** 1. LMRC (1:40.8) 2. LBRA '1' 3. LBRA '2' **Open Wherry:** 1. MBRA (5:59.4) 2. ZLAC 3. Mills **High School Four:** 1. ZLAC '2' (4:18.2) 2. HNHS/LMRC 3. ZLAC 8'1' **Open Double:** 1. MBRA (4:01.9) 2. LBRA '1' 3. Stanford 4. LBRA '2' **Lightweight Four:** 1. ZLAC/MBRA (4:19.8) 2. Loyola 3. LMRC '2' 4. LMRC '1' 5. LMRC '3' (Cal disqualified, 4:12.3) **Open Eight:** 1. Cal '3' (3:43.3) 2. Cal '2' 3. ZLAC/MBRA 4. Cal '1' 5. Santa Clara **Overall Point Totals:** 1. Cal-166 points 2. ZLAC-135 points 3. MBRA-72 points 4. LBRA-56 points

N.E.I.R.A. CHAMPIONSHIPS



photos: Jeff von der Schulenberg and Rich Davis



NEIRA RESULTS

Finals 4th 4's (Men) 1. Brooks 5:27.3, 2. Belmont Hill 3. B-B&N 4. Noble & Greenough 5. South Kent 6. Salisbury 7. Groton **Finals Senior Singles** 1. Barrington 5:52 2. Old Lyme 3. South Kent 4. Choate Rosemary 5. Moses Brown **Simsbury DNF Finals Junior Singles** 1. Barrington 6:00.32. Kent 3. South Kent 4. Oyster River 5. Choate-Rosemary 6. Pomfret **Finals 2nd 4's (women) 1000m** 1. Middlesex 4:09 2. Noble & Greenough 3. Groton 4. Pomfret 5. Buckingham-B&N 6. Winsor 7. Shrewsbury **Consolation 3rd 4's (Men)** 1. St. Marks 5:33 2. South Kent 3. Middlesex 4. Choate Rosemary 5. Gunnery 6. Pomfret 7. Moses Brown **Finals 2d 8's (Women)** 1. St. Pauls 5:31 2. Northfield Mt. Hermon 3. Exeter 4. Andover 5. Simsbury 6. Middletown 7. East Lyme **Consolation 1st 4's (Men)** 1. Middlesex 5:17 2. Gunnery 3. Pomfret 4. South Kent 5. East Lyme 6. Choate Rosemary 7. Moses Brown **Finals 1st 8's (Women)** 1. St. Pauls 5:19.3

2. Northfield Mt. Hermon 3. Simsbury 4. Middletown 5. Andover 6. Exeter 7. Cysta River **Finals 3d 8's (Men)** 1. Exeter 4:50.52. Kent 3. St. Paul's 4. Andover 5. St. John's 6. Simsbury **Consolation 2nd 4's (Men)** 1. Middlesex 5:22.3 2. South Kent 3. Choate Rosemary 4. Pomfret 5. East Lyme 6. Gunnery 7. Moses Brown **Finals 1st 4's (Women) (Short 1000m)** 1. Pomfret 3:48 2. South Kent 3. B-B&N 4. Noble & Greenough 5. Groton 6. Middlesex **Finals 3rd 4's (Men)** 1. B-B&N 5:12.2 2. Belmont Hill 3. Brooks 4. Groton 5. Nobles 6. Salisbury **Finals 2d 8's (Men)** 1. Tabor 4:43.5 2. Kent 3. Exeter 4. St. Pauls 5. Northfield-Mt. Hermon 6. Andover **Finals 1st 4's (Men)** 1. Belmont Hill 5:01 2. Nobles 3. St. Marks 4. Salisbury 5. Groton 6. B-B&N 7. Brooks **Finals 2d/4's (Men)** 1. Belmont Hill 2. Salisbury 3. B-B&N 4. Noble & Greenough 5. Brooks 6. St. Marks 7. Groton **Finals 1st 8's (Men)** 1. St. Paul's 4:31.2 2. Kent 3. Andover 4. Northfield Mt. Hermon 5. Exeter 6. Tabor

WESTERN SPRINTS

by Kent Fleming

The Western Sprints Regatta has evolved into a huge event with somewhat over eight hundred men and women (heavy and lightweight) representing thirty colleges and clubs in sixty-three events (including heats, reps, and finals). Peter Lippett did a remarkable job of organizing the regatta, and with the help of referees such as Julian Wolf and Paul Ryan, there were no problems on the course. But the Western Sprints are cluttered with too many events. The scheduling (especially without seeding) is inevitably awkward with the Friday heats and reps literally running from sunup to sun-down. No one but the officials could see, or would want to see, the whole performance.

The site, San Pablo Reservoir, was spectacular. It is a lake surrounded by pines and oaks, beautifully situated in the hills behind Berkeley. But unlike the Eastern Sprints, there is no permanent site for the Western Sprints. Therefore, none of the sites where the Sprints have been held has ever been developed adequately. This adds to the overall confusion. This year, as has often been the case in the past, the facilities were primitive: no dressing rooms, showers, toilets, telephones, proper shell storage, running water, race announcing system, etc. This year there were not even funds for a buoy system. It was frustrating not to be able to watch the race, except at a great distance while following in private cars to the finish line about four miles from the launching area.

In short, there was an enormous amount of activity, similar to the clutter and confusion of a head race; but there was also some excellent racing in a few events. Washington "won" the Sprints, but they did not dominate them in the way they have in some recent years. Both Cal and Washington went into the three heavyweight eight events with realistic expectations of winning.

In the varsity event, U.C.L.A. and Oregon State University, while not favorites, were not to be counted out. O.S.U. had placed second in last year's Sprints and had raced well at the San Diego Classic (the season opener) losing to Harvard by 1.6 seconds in their heat. U.C.L.A., under its new varsity coach, Duvall Hecht, had been racing very well all season, losing to Cal by only a half length or so on three previous occasions this season. Cal finished nine seconds ahead of Washington in San Diego, but Washington had later nosed Cal out in their dual meet.

Cal led for the first 750 meters, at which point Washington pulled up to challenge. For another 500 meters neither crew could move on the other, but with about 750 to go, Washington pulled away slightly. They gradually moved out to a one length lead at the finish. O.S.U. edged U.C.L.A. by one-tenth of a second in an exciting race for third. Fifth place was over two lengths farther back.

The Washington Junior Varsity defeated Cal by three seconds at San Diego, but Cal came back to beat them by open water at the Dual Meet. Orange Coast, after losing to both in San Diego, nipped Cal in the Newport Regatta. In their Sprints final, O.C.C. blitzed off ahead of the pack, holding

the stroke up to 38 to 39 for the first 500 meters. Shortly after the 500 meter mark they dropped to a 35 and Cal soon passed them. Cal continued to open their margin, winning by about one length. Washington trailed O.C.C. by about one-half of a second. U.C.L.A. was another 3/4 of a length behind. Fifth place was over four lengths back.

Washington's strong frosh had beaten Cal by open water in San Diego, but then had to race hard to beat Cal by less than a second in their dual meet. At the Sprints, Washington jumped Cal on the start and held their lead until about the 1500 meter mark, where Cal pulled even. Washington pulled ahead during the last few hundred meters to win by about half a length. The third place crew was behind by open water. Cal's frosh four defeated Washington by open water.

The Washington lightweight eight (there are no J.V. or Frosh Lightweight events on the West Coast) defeated Cal's boat by one length. The U.C.L.A. women's eights surprised everyone by inching out Cal's previously undefeated women. Cal in turn was a length over Washington.

If this brief summary of the main events sounds a bit too much like it is Cal versus Washington, that is probably because on the highest levels of West Coast rowing competition since the turn of the century, it has pretty much been Cal versus Washington. This is still the situation; but this year they both received renewed competition from U.C.L.A.'s varsity and J.V., and from Oregon State's varsity and Orange Coast's J.V.

THE OARSMAN

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

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

Kent Fleming is coach of the Cal freshman crew,
6 in the Motley B.C. eight, and assistant coach of the
U.S. National Lightweight team. He raises pigs.

The Western Sprints are a great spectacle, but they seem to have grown somewhat out of control and therefore they lack a central focus. The proper focus, of course, would be the original intention of holding the Sprints, i.e. to provide for the championship level rowing. But it was not always easy to remember this standing on the sunny shore of San Pablo.

F = Final, GF = Grand Final, PF = Petite Final

2W V.8 F 1. Cal. 6:02.0, 2. Orange Coast 6:05.5, 3. Washington 6:06.25, 4. UCLA 6:08.6, 5. Stanford 6:25.6, 6. Loyola 6:29.6, 7. Seattle Pacific 7:02.0; **V.4 Petite F 1.** OSU 7:12.9, 2. S.M. 7:14.4, 3. USC 7:32.2, 4. Loyola 7:43.2; **V.4 GF 1.** Washington 6:58.3, 2. UCLA 7:06.7, 3. Orange Coast 7:07.1, 4. UBC 7:08.2, 5. West. Washington 7:10.3, 6. Wash. State 7:18.5; **Fr. 8 PF 1.** USI 6:19, 2. UCSB 6:24.6, 3. Wash. State 6:29.4, 4. Loyola 6:34.5, 5. USC 6:36.2, 6. UCSO 6:36.3; **Fr. 8 GF 1.** Washington 6:09.2, 2. Cal. 6:11.9, 3. Orange Coast 6:16.7,

4. OSU 6:18.8, 5. Stanford 6:19.2, 6. UCLA 6:24.2; **Open Pr. F 1.** Cal. Alumni 7:21.3, 2. LBRA 7:33.6, 3. LBRA 7:43.2, 4. Oregon 8:01.1; **W. Lt. 4 1.** Washington 3:42.0, 2. UCLA 3:51.3, 3. Puget Sound 4:01.6; **W.V. 8 1.** UCLA 3:15.5, 2. Cal #23:17.0, 3. Washington 3:21.4, 4. Cal #3 3:21.5, 5. LBSC 3:22.5, 6. Cal #1 3:24.5; **Singles 1.** LBRA 8:00.7, 2. Marin R.C. 8:10.0, 3. Victoria 8:20.5, 4. OSU 8:34.4, 5. S. End 8:37.1, 6. WSU 8:42.7, 7. Peralta —; **Lt. 4 1.** UBC 6:24.5, 2. Washington 6:29.9, 3. West. Wash. 6:35.1, 4. UCI 6:38.5, 5. SDSC 6:40.3, 6. LBSC dis.; **V. 8 PF 1.** Loyola 6:07.5, 2. UCI 6:32.1, 3. LBSC 6:32.5, 4. Stanford 6:32.6, 5. USC 6:38.7, 6. WSC 6:38.7; **V. 8 GF 1.** Washington 6:03.2, 2. Cal. 6:07.5, 3. OSU 6:08.4, 4. UCLA 6:08.5, 5. UCB 6:17.8, 6. USCB 6:25.0; **V. 8 S 1.** SDSC 6:38.6, 2. West. Wash. 6:40.2, 3. Puget Sound 6:45.2, 4. U. Oregon 6:45.9, 5. USCD 6:48.4, 6. Seattle Pacific 6:51.6; **Coll. Pair 1.** Cal #1 8:05.0, 2. Cal. #2 8:09.2, 3. Oregon 8:21.2; **W. V. 4 1.** Cal. 4:05.3, 2. Stanford 4:06.1, 3. SESC 4:18.5, 4. OSU 4:19.6, 5. UCLA 4:20.5, 6. Mills 4:21.7; **W. Lt. 8 1.** Washington 3:54.2, 2. Cal. 3:54.7, 3. OSU 4:06.2, 4. UCLA 4:12.1, 5. USCD 4:15.8; **Open 4 1.** OSU 7:11.8, 2. MBRA 7:29.1, 3. B.H. Striders 7:39.9, 4. Santa Clara 7:43.3, 5. Oregon 7:44.4; **Lt. 8 PF 1.** USC 6:59.0, 2. OSU 7:01.3; **Lt. 8 GF 1.** Washington 6:36.3, 2. Cal 6:40.6, 3. Santa Clara 6:42.8, 4. UCLA 6:45.8, 5. WSU 6:54.1, 6. Seattle Pacific 6:58.7; **Frosh 4 1.** Cal. 7:14.5, 2. WASHINGTON #17.6, 3. LBSC 7:23.1, 4. West. Wash. 7:28.2, 5. UCLA 7:29.7, 6. OCC 7:35.5.

I.R.A.

by Hugh Foley

What a tremendous regatta! Not in recent memory has the Syracuse Regatta better lived up to its alternative title of National Inter-collegiate Rowing Championships. Everything fell into place for the 25th anniversary of the Syracuse Regatta Association's sponsorship of the 74 year-old IRA classic. Competitors, coaches, and officials were treated to unprecedented good weather and racing conditions. As a consequence racing fans witnessed some of the keenest competition for prizes this regatta has ever seen.

Although the familiar Onondaga headwind slowed the final day's races somewhat, the conditions for this year's regatta were the best ever for the three-day, 2000 meter format. With the temperatures in the 70's and the water absolutely calm for the heat and repechage days, no crew could excuse their place in the final ranking. Times for the first two days of racing showed that most boats were of average speed with no real standouts in any category, but it was this lack of an ultra-fast crew that made the final day so exciting. Only two championship races, the pair with cox and the coxless four, were won by large open water margins. The Freshman four and Varsity four saw early leaders being pushed the entire length of the course by very aggressive challengers. The pairs and all three eight categories featured classic 2000m battles of will and stamina which often resulted in astounding finishes.

Perhaps the most satisfying aspect of this year's regatta was that no single team dominated the competition as has been the case in the recent past. Some of the winners were "first-time ever" types and others caused a rush to the record books to check on just how long it had been since they had last visited the winners' float.

FRESHMEN FOURS: (Stork Sanford Trophy) It was obvious from the first day that the Boston University four would be the crew to beat in this category. The stern 4 from their Eastern Sprint finalist eight fought for a deck lead over a strong Syracuse boat in the opening heat and rowed the

fastest time of the day in doing so. Their time proved to be the fastest of all 6 qualifiers and they showed the field little mercy as they put the victory on ice by stroking to a solid 4 second win in the Final. This proved to be the first time ever that Boston University has won a Championship Title and their oarsmen and coaches were justifiably proud.

Thursday, June 3 — Preliminary Heats

Heat 1 Boston U. 7:09.5 Syracuse 7:09.9 Cornell "A" 7:21.8 Penn Blue 7:30.8 Columbia 7:33.9 Rhode Island 7:38.4 **Heat 2** Wisconsin 7:12.2 Brown 7:16.7 Yale 7:19.7 MIT 7:29.5 Penn Red 7:39.1 Cornell "B" 7:46.3

Friday, June 4 — Repechage

Rep. 1 Syracuse 7:09.9 Yale 7:16.8 Penn Blue 7:24.5 Penn Red 7:26.1 Rhode Island 7:30.5 **Rep. 2** Brown 7:11.5 Cornell "A" 7:13.5 MIT 7:20.5 Columbia 7:25.1 Cornell "B" 7:35.3

Saturday, June 5 — Petite Finals 7 Columbia 7:24.4 8 Penn 'Red' 7:27.5 9 M.I.T. 7:30.1 10 Penn 'Blue' 7:33.1 11 Univ. Rhode Island 7:38.5 12 Cornell "B" 7:39.1 **Championship Finals** 1. Boston University 7:11.5 2. Syracuse 7:15.4 3. Brown 7:18.0 4. Yale 7:21.9 5. Wisconsin 7:23.4 6. Cornell "A" 7:24.3

VARSITY PAIRS WITH COXSWAIN: (Crandall Melvin Trophy) Unfortunately this event did not draw the number of entries that it usually does. In its short three-year history this event has provided some keen competition for some very talented varsity oarsmen. This year's race was not closely contested but the winning Navy pair showed real class rowing the 2000 meter course only 10 seconds over the 7:57.7 record set a year earlier in a real barn burner between Southern California and Columbia.

CHAMPIONSHIP FINAL 1. Navy 8:08.6 2. Pennsylvania 8:49.5

VARSITY PAIRS: (IRA Board of Stewards' Trophy) This event had all indications of a real dogfight. First day qualifiers had won easily and the repechage was a "four-to-qualify" affair that did not demand a hard race from anyone. As it turned out the battle was between two boats. Boston U., the expected third contender, had inexplicably switched their heat winning starboard stroked combination to a port stroke for the finals and the new lineup went up in smoke at the 1000m mark. This left the battle between Rutgers and Trinity, who had begun their skirmish in the opening heats. In the earlier race Trinity had lead to the last 300 meters where they faltered slightly under Rutgers' pressure and let them go by 20 strokes from the finish. The final found the two boats on opposite sides of the course and Rutgers, in lane 5, had an extremely fast starter in Pennsylvania in lane 6 to pull them out to a leader position. Trinity in lane 1 was too far from the

Hugh Foley rowed in the Vesper gold-medal eight at the 1964 Olympic games. Continuing at Vesper for the following four years, he rowed in the coxless four that won the silver in the 1967 world championships. Hugh is now the Head Coach of Rowing at Boston University.

race action and was unable to stay with the strong Rutgers boat.

Thursday, June 3 — Preliminary Heats

Heat 1 Boston U. "A" 7:48.0 Yale 8:03.8 Syracuse 8:14.9 Boston U. "B" 8:25.2 **Heat 2** Rutgers 7:40.4 Trinity 7:47.6 Penn Blue 7:52.0 MIT 8:06.6

Varsity Pairs Without (1st four join Boston U. "A" and Rutgers in final) Trinity 7:42.7 Penn Blue 7:52.3 Yale 7:58.0 MIT 8:01.4 Boston U.B. 8:09.0 Syracuse 8:11.8

Saturday, June 5

Petite Finals 7. Syracuse 8:30.0 8. Boston U. 'B' 8:36.9 **Championship Finals** 1. Rutgers 7:41.5 2. Trinity 7:44.9 3. Pennsylvania 7:50.1 5. Yale 7:59.0 6. M.I.T. 8:03.2 7. Boston U. 'A' 8:07.1

VARSITY FOURS WITH COXSWAIN: (Eric. W. Will Memorial Trophy) Like the Freshman four event this event draws entries from all levels of the programs of the participating schools. An entry may be the best four men from a school's program or men from a 3rd level boat, but the races are always excellent and the winner is often an extremely fast boat. In 1975, for instance, the winner, Oregon State, set a course record of 6:35.9 that was well under the time standard for International Racing Crews that year. In this year's race the pre-race favorites were Navy, Rutgers and Boston U. who had broken down their varsity 8's to build these boats. Trinity, Columbia, U. Rhode Island and Purdue had also broken down their first varsity boats but were more in the unknown class. The first two days of qualifying showed the Navy four to be the leader with Boston U. and Yale as probable strong contenders. The Terriers were pitted against Navy in the heats and chose an easy race through the repechage route rather than a tough race on the wrong day. In the finals it was all Navy. They showed their power early by walking away from the field and Boston U. fought off a strong challenge from surprisingly strong Rutgers for the silver medal, with the rest of the field spread out at one-length intervals behind the three leaders.

Preliminary Heats — Thursday, June 3

Heat 1 Rutgers 7:09.0 MIT 7:15.0 Penn 7:19.9 Northeastern 7:22.6 Columbia 7:34.4 Brown 7:40.1 **Heat 2** Yale 6:54.9 Coast Guard 7:01.5 Princeton 7:06.5 Rhode Island 7:13.0 Wisconsin 7:14.4 **Heat 3** Navy 6:54.0 Boston U. 6:55.9 Trinity 7:05.1 Purdue 7:12.0 Worcester T. 7:23.0

Repechage — Friday, June 4 (Each rep. winner joins Rutgers, Yale and Navy in final)

Rep. 1 Coast Guard 7:03.7 Purdue 7:07.0 Penn 7:13.8 Wisconsin 7:18.7 Brown 7:45.9 **Rep. 2** Trinity 7:04.5 MIT 7:17.1 Rhode Island 7:20.6 Columbia 7:33.3 **Rep. 3** Boston U. 7:00.6 Princeton 7:09.7 Northeastern 7:15.1 Worcester T. 7:21.0

Saturday, June 5 Third level Finals 13. Wisconsin 7:22.14. Worcester Tech 7:31.2 15. Columbia 7:35.9 16. Brown 7:44.3 **Petite Finals** 7. Princeton 7:13.5 8. Purdue 7:15.9 9. MIT 7:16.4 10. Pennsylvania 7:22.1 11. Northeastern 7:23.9 12. U. Rhode Island 7:32.9 **Championship Finals** 1. Navy 7:00.2 2. Boston U. 7:04.6 3. Rutgers 7:05.1 4. Yale 7:09.2 5. Coast Guard 7:11.9 6. Trinity 7:14.3

VARSITY FOURS WITHOUT COX: (Dr. Gordon D. Hoople Trophy) With just seven boats entered, this event didn't really demand a great deal of effort during the two qualifying days. The first day qualifiers won easily and the second day was a

four to qualify race. As it happened, this race provided the only real excitement for this event as Worcester Tech and Trinity 'tooth and nailed' it out over the entire distance for the 4th qualifying spot. Worcester pulled it out by 1 1/2 seconds in the last quarter of the race. On Final day it was Wisconsin rowing away from the pack with two Penn boats battling for second and third and Yale and Worcester for fourth and fifth. The ironic part of this race was that it would prove, at day's end, to be the Mighty Badgers' only Championship victory.

Thursday, June 3 — Preliminary Heats

Heat 1 Wisconsin 6:42.5 Penn Red 6:59.6 Yale 7:00.9 Worcester Tech 7:07.7 **Heat 2** Penn Blue 6:51.8 Columbia 6:59.8 Trinity 7:11.1

Friday, June 4 — Repechage (1st four join Wisconsin and Penn Blue in final) Columbia 6:56.7 Yale 6:58.6 Penn Red 7:03.2 Worcester T. 7:06.0 Trinity 7:07.5

Saturday, June 5 — Championship Finals 1. Wisconsin 6:48.0 2. Pennsylvania 'Blue' 6:55.1 3. Pennsylvania 'Red' 6:57.7 4. Yale 7:01.4 5. Worcester Tech 7:02.5 6. Columbia 7:09.1

FRESHMAN EIGHTS: (Stewards' Cup) Some of the best races of the 3-day race card were rowed in this event. It is always interesting and exciting to watch Freshmen race because they don't usually indulge in the cutsie repechage 'bag' games that their older schoolmates play in the Varsity events. They come to race and they row every race as though it were the championship. The prelims saw a strong Yale boat qualify in Heat 1 with slightly open water. Heat 2 featured a three boat dogfight among Syracuse, Wisconsin and Pennsylvania which had each boat leading the race at different points (the Badgers had a deck with 500m to go) and saw Syracuse pump the stroke to 41 to win by 1/3 length.

The second day was even more exciting as Pennsylvania, Brown and California in the First Rep all finished within 1.8 seconds of each other. With the top two to qualify, Cal was squeezed out of the finals by 5/10's of a second. The second rep displayed the same gutsy racing as Princeton and Dartmouth slugged out a close finish, this time 5/10's of a second in favor of Princeton. Wisconsin led both across the finish by about a length. On the final day, the Young Orangemen did a rerun of their incredible closing sprint and again pummeled the Wisconsin crew, this time by almost 1/2 length, although the margin was 1/4 length in favor of the Badgers with the last quarter to go. Brown and Princeton showed the effects of their tough qualifying battles on Friday as they finished 2-3 lengths behind the leaders.

Thursday, June 3 — Preliminary Heats

Heat 1 Yale 6:13.1 Brown 6:16.9 Princeton 6:21.7 Northeastern 6:27.7 Cornell 6:31.4 MIT 6:43.4 **Heat 2** Syracuse 6:15.2 Wisconsin 6:16.2 California 6:22.0 Penn 6:26.0 Dartmouth 6:28.4 Columbia 6:37.4

Friday, June 4 — Repechage (1st two each rep. join Syracuse and Yale in final) **Rep. 1** Penn 6:21.0 Brown 6:22.4 California 6:22.9 Cornell 6:39.0 MIT 6:46.0 **Rep. 2** Wisconsin 6:12.9 Princeton 6:15.9 Dartmouth 6:16.4 Northeastern 6:25.6 Columbia 6:33.4

the thomas eakins Head of the Schuylkill regatta

October 23, 1976
Philadelphia

Saturday, June 5

Pettite Finals 7. California 6:19.0 8. Northeastern 6:25.2 9. Dartmouth 6:25.3 10. Columbia 6:30.1 11. M.I.T. 6:30.4 12. Cornell 6:33.3 **Championship** 1. Syracuse 6:13.4 2. Wisconsin 6:15.5 3. Yale 6:17.3 4. Pennsylvania 6:19.4 5. Brown 6:20.5 6. Princeton 6:28.4

SECOND VARSITY EIGHTS: (Kennedy Challenge Trophy).

Although there were only 7 boats entered in this event the elimination races were still hotly contested. The opening heat was a blazing battle among all four boats in the race. Syracuse lead through most of the race with Northeastern, California and Cornell within 1 length. In the last 500m Northeastern punched through the pack to win by 1/2 length while Cal and Syracuse backed off the pace to save some speed for the repechage, letting Cornell slip in second behind Northeastern. The second heat had Pennsylvania, the Eastern Sprints winner, an easy qualifier with an elapsed time 3 seconds faster than the earlier and tighter heat. The repechage day saw Cal, Cornell, Syracuse and Wisco. fighting out another close race. With four to qualify and Dartmouth well out of the picture in fifth place, one has to question the wisdom of racing so hard on this day rather saving it for the final.

On the final day though it didn't really matter who raced how in earlier races as the two first-day qualifiers Pennsylvania and Northeastern matched strokes and strategies down the course. The Huskies drove their way into the lead in the 3rd 500 meters of the race but relinquished it to hard charging Penn in the last 15-20 strokes.

Thursday, June 3 — Preliminary Heats

Heat 1 Northeastern 6:15.4 Cornell 6:17.5 California 6:18.6 Syracuse 6:22.5
Heat 2 Penn 6:12.0 Wisconsin 6:21.1 Dartmouth 6:31.3

Friday, June 4 — Repechage

Second Varsity Eights (1st four join Northeastern and Penn in final) California 6:15.3 Cornell 6:16.4 Syracuse 6:18.6 Wisconsin 6:19.1 Dartmouth 6:25.1

Saturday, June 5

Championship Final 1. Pennsylvania 6:31.4 2. Northeastern 6:32.9 3. Cornell 6:34.0 4. California 6:38.5 5. Syracuse 6:39.9 6. Wisconsin 6:44.7

VARSITY EIGHTS: (Varsity Challenge Cup) When the California Golden Bears flew into town with not one but three eights of men, people had to figure they had something hot on the cooker. When the program came out with the pairings for the qualifying heats it was obvious that things were going to get even hotter for Cal and for the 10 other boats entered in this event. The first heat of the Varsity 8's pushed 4 of the eventual 6 finalist together for a rough and tumble race. Syracuse and California duked it out in the middle 1000m of the race after separating somewhat from the pack. Wisconsin, however, who has held this crown for the past three years, was not about to roll over for these pretenders to the crown. Just inside the last 500m mark they sprinted the stroke to 39-40 and blew by Cal to win by 1 second and Pennsylvania

snuck in 3rd ahead of Syracuse who was just ahead of Brown and Dartmouth. This race proved to be by far the toughest of the day with 2 lengths separating 2nd and 6th places. Princeton won the other prelim by just a length over M.I.T. after fighting off early challenges by Yale and Cornell. Elapsed times showed all but one of the boats in the first heat to be faster than the winning time in the second heat.

The second day's races were not quite as lopsided in alignment but the 3rd and 4th place boats in the early "two-to-qualify" repechage showed faster elapsed times than the second place crew in the later repechage. M.I.T. however showed real spunk, beating Sprint finalist Brown and Charles River neighbor Northeastern for the last spot in the Championship finals.

The Final race was to be a classic. Unfortunately the wind had been building from the finish to the start throughout the afternoon and the dreams of sub-6:00 times were quickly diminished. In reality, there were probably no crews there with a good shot at a sub-6:00 time anyway.

The first 500 saw 5 boats virtually deadheaded with M.I.T. 1/2 length off the pace. At 600 meters the two leaders, California and Wisconsin, began to pull away, but the top 4 boats were still within 1/2 length of each other. As they crossed the 1000m mark it was Cal at 35 strokes a minute by a deck over Wisconsin who had 1/2 length on Princeton. At this point veterans of the Syracuse Regatta figured the 'Badger Creep' would begin and the race would go to Wisco, but it was not to be. In the tough 3rd 500, where many oaths are sworn, the Golden Bears put the hammer down and went into the last 500 3/4 length up. At this point Pennsylvania and Princeton rowing 3rd and 4th made their final attempt to overtake the leaders. As stroke ratings climbed into the 40's, the field moved on the finish. Princeton got better speed than the faltering Badgers and squeezed to second but they were still an impossible length behind the Cal boat that could sense a victory and were really cookin'. At the finish, the victory was California's and they certainly deserved it, after dropping from the IRA scene in 1967 and finding themselves on the short end of it for 5-6 years. It was good to be back on top.

Thursday, June 3 — Preliminary Heats

Varsity Eights Heat 1 Wisconsin 6:08.7 California 6:09.8 Penn 6:12.4 Syracuse 6:14.0 Brown 6:14.8 Dartmouth 6:15.7 **Heat 2** Princeton 6:14.5 MIT 6:17.5 Cornell 6:18.0 Northeastern 6:22.8 Yale 6:24.5

Friday, June 4 — Repechage

Varsity Eights (1st two each rep. join Princeton and Wisconsin in final) **Rep.** 1 California 6:04.0 Syracuse 6:05.8 Dartmouth 6:09.0 Cornell 6:09.6 Yale 6:14.4 **Rep. 2** Penn 6:08.9 MIT 6:11.1 Brown 6:13.4 Northeastern 6:17.5

Saturday, June 5

Pettite Finals 7. Yale 6:31.3 8. Cornell 6:33.9 9. Northeastern 6:35.3 11. Dartmouth 6:37.0 **Championship Final** 1. California 6:31.0 2. Princeton 6:34.5 3. Wisconsin 6:34.9 4. Pennsylvania 6:36.8 5. M.I.T. 6:38.1 6. Syracuse 6:39.9



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

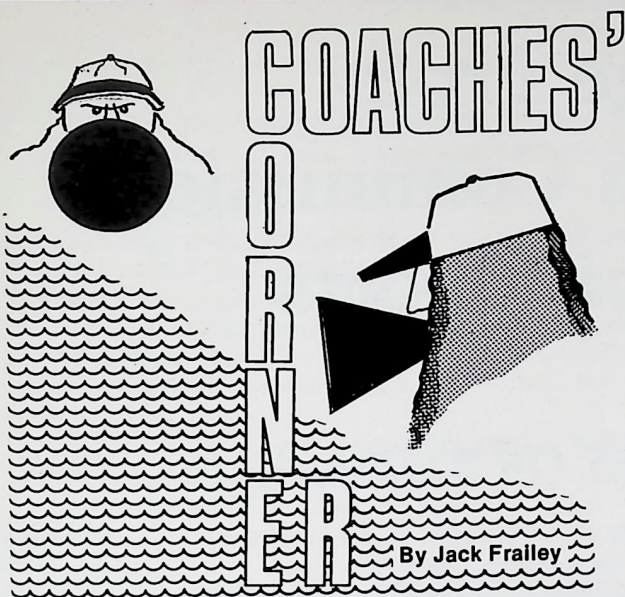
March 19, 1977—On The Schuylkill River

BILL BRAXTON MEMORIAL REGATTA

Crescent Boat Club

5 Boat House Row East River Drive

Philadelphia, Pa. 19130 Attn: Regatta Director



rowing much below about 14 the heart rate would decrease; above about 28 the diminished pressure required to keep the heart rate from climbing brought the blade through so slowly that the slide had to be rushed to maintain the higher stroke rating.

Finding this allowable range of stroke ratings permitted us to plan workouts that weren't boring. Indeed, although 14 strokes per minute seems ridiculously low at first glance, some very major benefits were derived from it. Concentration on balance was one of these, another was simply the oarsman's ability (not being too tired, and with plenty of time for each stroke) to absorb and respond immediately and favorably to coaching. When each stroke takes almost five seconds, flaws in technique are readily apparent and even more readily dealt with. In fact, fourteen strokes per minute is a sufficiently slow pace to allow certain single stroke drills to be used.

The value to oarsmen of aerobic training at a high level of effort has been discussed before in *The Oarsman* and elsewhere. Dr. Hagerman states in his article in the July, 1972 issue, "ideally an oarsman's conditioning program should include high quality prolonged work at 70-80% of maximal capacity and this work should take up at least 80% of his total training time."

The absolute level of intensity involved ("70-80% of maximal capacity") varies with the individual, of course, but can be correlated fairly well with heart rate. In his book "Work and the Heart," M.J. Karvonen concluded that to improve the exercise tolerance of the heart the intensity of the workout must exceed a critical threshold value defined as a heart rate 60% of the way between the resting and the maximal heart rate. Matthews and Fox's "The Physiological Basis of Physical Education and Athletics" suggest this rate is usually 160 beats per minute or slightly less. Other sources proffer a range of 150-160. It's not the purpose of this note to suggest a "right" number, for if there is an optimum it must surely vary from oarsman to oarsman and, furthermore, depend on his current level of fitness.

In any event, this type of workout is of the "steady-rate" variety and it's not hard to see why repetitive sessions of about two hours each of steady rowing can become, shall we say, "unexciting." Experimenting with this concept led me to some interesting results, however.

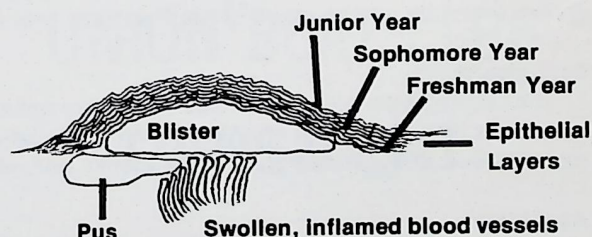
The first of these was that oarsmen can very rapidly learn to correlate their own work level with heart rate. After only a few practices, during which we stopped about every fifteen minutes to count pulses, they were able to adjust their work level to result in heart rates within about five beats per minute of the desired number.

The second and more interesting result was that the desired heart rate could be obtained from a number of combinations of strokes per minute and power fraction. That is to say, for example, that we could row an entire session (after warm-up of course) at a pulse rate of 155 beats per minute at any rating between about 14 and 28 without compromising the ratio of time on the recovery to time in the drive. When rowing at about 14 each stroke was full pressure, at higher rates the pressure on each stroke was commensurately less. When

I Am Joe's Callus.

Joe is a typical oarsman, a 20 year old Junior rowing for B.U. lightweights.

Hi. My name's Fred. I'm one of Joe's oldest friends. I've been with Joe from the beginning—his first piece from the BU Bridge to Longfellow Bridge, that is. Way back Freshman year, there weren't too many of us — just me and Lou and Ernie. Now we've got plenty of company: Ted, Sam, John, Pete, Zach, Art, Stu, Bob — but before I introduce you to all the gang, let me explain why we're so important.



20X MAGNIFICATION

Before you take a file to your hands, a word of warning — *see your doctor first!* Did you know that 672 oarsmen and oarswomen died last year because they thoughtlessly hacked and chewed away at their calluses and blisters — opening the door for major infections, gangrene, and VD? Go see your doctor *before* you try soaking your hands in 10 Molar H_2SO_4 to get rid of those ugly calluses!

Did you know that calluses date back to 7,000 B.C.? That's right — several calluses were found in a large archaeological dig in Egypt and they were almost nine thousand years old! According to the Guinness Book of World Records, the largest

by Pat Lynch (Never to be Cont'd)

A Message From The President's Commission On Olympic Sports

OPEN LETTER TO MEMBERS OF THE NAAO

The President's Commission on Olympic Sports is now in the second phase of its one-year study. This second phase has two major areas of focus. The first is the development of a more detailed model for a highest authority in sports. The second is the conduct of in-depth analyses for each of the Olympic sports. I am the Commission staff member responsible for the day-to-day management of the rowing study. As part of the fact-finding activities for this study, I have been interviewing as many participants as possible during the past several months. One way to reach a larger number of competitors, coaches, and officials is through *The Oarsman*.

Please note the following Fact Sheet and questionnaire and, thank you for your attention.

Sincerely,
Carolyn J. Levitt
Staff Consultant

THE WHITE HOUSE FACT SHEET

The President's Commission on Olympic Sports

The President has signed an Executive Order establishing a Commission on Olympic Sports. The President's Commission will study the United States Olympic Committee and amateur sports organizations as they relate to the effectiveness of the United States' effort in international and Olympic competition. Based on these studies, recommendations for an improved structure will be made to the President with suggested actions for constructive change.

Background

The Commission will exist for twelve months and will prepare two reports for the President. The first report is due at the end of the fifth month and will present an organizational analysis of the United States Olympic Committee. The second report is due at the end of the twelfth month and will analyze the problems in each Olympic sport.

Appointees

The Commission will be headed by Chairman Gerald B. Zornow. Other private members of the Commission are

Donna de Varona	Lamar Hunt	James A. McCain	Ernie Vandeweghe
W. Michael Elliott	Rafer Johnson	Howard K. Smith	Willye White
Barbara Forker	Micki King	Bill Toomey	Charles "Bud" Wilkinson
Jerome H. Holland			

Objectives

- Define and eliminate the barriers which limit the opportunity of our athletes to develop their skills in every Olympic sport.
- Eliminate the jurisdictional conflicts between amateur sports bodies.
- Devise a selection process which will insure that the best available men and women athletes represent the USA in all international and Olympic competitions in every Olympic sport.
- Develop means to increase the resources available—financial and otherwise—for our amateur sports efforts.

Funding

The Commission is funded at \$569,000.

**PRESIDENT'S COMMISSION ON OLYMPIC SPORTS
— QUESTIONNAIRE —**

1. IF YOU HAD TO NAME THE FIVE MAJOR PROBLEMS FACING THE SPORT OF ROWING TODAY, WHAT WOULD THOSE BE?

(note: You might want to address this in terms of the problems faced by all participants in the sport-athletes and their families, coaches, judges, administrators. Alternatively, you might want to address this in terms of issues common to all sports—organization, management, financing, facilities, participation, development, competition.)

2. WHAT FIVE RECOMMENDATIONS COULD THE PRESIDENT'S COMMISSION ON OLYMPIC SPORTS MAKE THAT WOULD HELP THE SPORT OF ROWING?

(note: You might want to answer this in terms of those recommendations specifically designed to help rowing as well as those recommendations designed to improve the environment for all amateur sports in the U.S.)

3. YOU MIGHT WANT TO CONSIDER SOME LARGER QUESTIONS WHICH EXTEND BEYOND THE SCOPE OF THE COMMISSION'S MANDATE, BUT ARE IMPORTANT:

For example:

How can the U.S. get a stronger voice in the international federation for rowing in regard to more favorable rules, regulations, or unbiased officiating, etc.?

4. OTHER COMMENTS, IDEAS, ETC???

5. NAME: _____ TELEPHONE _____

ADDRESS: _____

MY ROLE IN ROWING (e.g.; competitor, official, etc.): _____

MY ROWING CREDENTIALS ARE AS FOLLOWS (e.g.; member of the Olympic team, National title holder, etc.): _____

Send to: Carolyn J. Levitt, Staff Consultant
President's Commission on Olympic Sports
2025 M Street, N.W., Suite 3002
Washington, D.C. 20506

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Regatta Results

EAWRC RESULTS

27 MARCH

V U. Va. 3:36; Rutgers 3:38; Duke 3:44; Georget'n 3:52; Washington 4:04 **2V** U. Va. 4:34; Penn. 4:35; Georget'n 4:55; Rutgers 4:45; Duke 4:59; Trinity 5:05 V Yale 4:54; Yale (2V) 5:03; Barnard 5:12.4

3 APRIL

V Williams 4:52.4, Penn 4:54.8, Rutgers 4:56.7, Syracuse 5:00.1 **2V** Syracuse 4:30, Rutgers 4:31, Penn 4:33 V Yale 5:20, B.U. 5:26 **2V** B.U. 5:46, Yale 5:51, B.U. (3V) 6:10 V Wesleyan 7:01.3, U.R.I. 7:03.5, Wesleyan (2V) 7:35.5. V Washington 4:05, St. Joseph 4:32, Duke 4:35, U.N.C. 4:35. **2V** St. Joe-Wash. 5:09, Duke 5:25, V Princeton 3:23, G'town 3:45, G. Wash. 3:51 **2V** Princeton 3:30, G'town 3:58, Trinity 4:02 **3V** Princeton 3:41, G'town 4:09, Trinity 4:13.

4 APRIL

V Yale 5:11, Conn. 5:22 **2V** Yale 5:14, Conn 5:23, UMass 5:47

10 APRIL

V: M.I.T. (N.T.) Brown +4 sec., Conn +6 sec., Wesleyan +15 sec. **2V** Brown (N.T.) M.I.T. +12 sec., Conn +14 sec., Wesleyan +25 sec. V Princeton 5:55, Penn 6:07.5, Rutgers 6:07.8, Princeton (3V) 6:11 V Yale (N.T.) Williams +12 sec., Yale (2V) +13 sec. V Syracuse 6:48, UMass 7:09, **2V** Syracuse 8:51, UMass 9:50 V Washington 3:53, Geo. Washington 3:55, G'town 4:05, Trinity 4:15.

17 APRIL

V U.N.H. 7:36, Wesleyan 7:58, **2V** U.N.H. (N.T.), Wesleyan +15 sec. V Radcliffe 5:08, UMass 6:02 **2V** Radcliffe 5:18, B.U. 5:20, UMass 6:26, B.U. (3V) 6:26 V Dartmouth 6:29, Barnard 6:53, Holy Cross 7:24, **2V** Dartmouth 6:33, Holy Cross 7:32. V Radcliffe (Lwt) 5:34, Andover 5:42, **2V** Radcliffe (Lwt) 5:53, Andover 6:07, V Conn 5:03.1, Williams 5:03.2, Conn (2V) 5:36.8, U.R.I. 5:38.8, V Yale 6:22, Princeton 6:31.6, M.I.T. 6:39.8, **2V** Yale 6:29.6, Princeton 6:30, M.I.T. 7:15 **3V** Yale 7:01, Princeton 7:06.4, M.I.T. 7:21.3 V Cornell (N.T.) Syracuse +9 sec. **2V** Syracuse (N.T.), Cornell +6 sec., Cornell (3V) +9 sec., V Brown 5:04.8, Wellesley 5:13.5, **2V** Brown 5:13.4, Wellesley 5:39.2, V Rutgers 7:23, Washington 7:24, St. Joseph's 7:44, V B.U. 5:03.4, Penn 5:07.9.

cuse +9 sec. **2V** Syracuse (N.T.), Cornell +6 sec., Cornell (3V) +9 sec., V Brown 5:04.8, Wellesley 5:13.5, **2V** Brown 5:13.4, Wellesley 5:39.2, V Rutgers 7:23, Washington 7:24, St. Joseph's 7:44, V B.U. 5:03.4, Penn 5:07.9.

24 APRIL

V Williams 7:10, Wesleyan 7:43, Amherst 8:04.6 **V(4)** Williams 8:50.5, Wesleyan 9:58.8, V Yale 5:20.8, Cornell 5:34.6, Ithaca 5:38.9, Penn 5:59.7 (Breakage), **2V** Yale 5:41, Cornell 5:56.9, Ithaca 6:17.9, **V4** Yale 6:27.8, Penn 6:38.8, Cornell 6:50.8, V Radcliffe 5:39.6, Princeton 5:44.5, B.U. 5:48.3, **2V** Radcliffe 5:49, B.U. 5:54, Princeton 5:55, **3V** Princeton 6:28, Radcliffe (2Lwt) 6:41, B.U. 6:42.2. **V4** Radcliffe 7:06, B.U. 7:35.5, V U.R.I. (N.T.), Holy Cross +20 sec., Marist +31 sec. Holy Cross (2V) +48 sec., V Washington 7:24, Barnard 7:27, V U.N.H. (N.T.), Conn. +1 sec., Assumption +20 sec., **2V** Conn. (N.T.), U.N.H. +3 sec., V Dartmouth 5:39.5, M.I.T. 5:50.6, **2V** Dartmouth 6:08.2, M.I.T. 6:25.4, **3V** Dartmouth 6:29, UMass 7:07.2, M.I.T. 7:09, **V4** UMass (N.T.), Dartmouth +20 sec., M.I.T. +35 sec.

1 MAY

V Princeton 5:19.6, Williams 5:23.3, Brown 5:28.9 **2V** Princeton 5:34.2, Brown 5:40.2, **V4** Williams 6:15.5, Brown 6:16, Princeton 6:23, V Radcliffe 5:19.8, Penn 5:44.2, **2V** Radcliffe 5:20.4, Penn 5:48.1, V Dartmouth (Nov.) 8:26.4, U.N.H. 8:34.4, Conn. 8:35, UMass 8:39, Radcliffe (Lwt.) 8:46, U.R.I. 8:52, **2V** Dartmouth 8:41, Conn. 9:05, Radcliffe (Lwt.) 9:11, UMass 9:23, V B.U. 5:16.6, M.I.T. 5:23.7, **2V** B.U. 5:58.3, M.I.T. 6:08.9, Nov M.I.T. 5:42.5, B.U. 5:56, Nov 4 B.U. 6:46, M.I.T. 7:29.5, V Wisconsin 3:22.5, Nebraska 3:35, Wisconsin (2V) 3:38, Kansas St. 3:46.3, Nov 8 Wisconsin 3:36.4, Wichita 3:40.5, Wisconsin 3:46.4, Notre Dame 3:48, Kansas St. 3:54, Nebraska 3:58, Lwt 8 Purdue 3:38.8, Minnesota 3:40.7, Notre Dame 3:42.4, **V4** Minnesota 3:57.6, Wisconsin 4:03.2, Nebraska 4:06, Kansas St. 4:10, Minnesota 4:12.9, Chicago 4:16, V Cornell 5:09, U. Va. 5:24, **2V** Cornell 5:36, U. Va. 5:45, Cornell (3V) 5:50.

MIDWEST

MARCH 20

Tampa, Florida (2000 M) Varsity 8 Marietta 6:26, Ithaca 6:38, Tampa 6:59; JV8 Marietta, 6:33.3, Ithaca 6:55.9, Tampa 7:05.9; Frosh 8 Marietta 6:25.7, Tampa 6:34.7; V-4 Marietta 7:24.5, Tampa 7:30.5, Ithaca 8:14.5.

MARCH 27

Topeka, Kansas—Shawnee Lake (2000 M) Varsity 8 Nebraska 7:24.9, Washburn 7:42.4, Nebraska JV 8:29.4; JV8 Nebraska Frosh "A" 8:36.9, Washburn JV 8:40.0, Nebraska Frosh "B" 8:56.0; Womens 8 (1000 M) Nebraska "A" 4:06.0, Washburn 4:14.0, Nebraska "B" 5:04.0.

Marietta, Ohio—Muskingum River (2000 M) Varsity 8 Marietta 6:02.0, Temple 6:14.2

APRIL 4

Omaha, Nebraska—Carter Lake (2000 M) Varsity 8 Yale 7:01.4, Nebraska 7:16.2, Kansas State 7:27.2; Frosh 8 Yale 7:38.8, Nebraska "A" 7:52.8, Kansas State 7:53.5, Nebraska "B" 8:10.6; Womens V-8 Nebraska 8:22.2, Kansas State 8:24.7; Womens Novice-8 Yale 8:18.5, Kansas State 8:26.9, Nebraska 8:29.9.

APRIL 7

Charleston, W. Va., Varsity-8 Marietta 6:17.2, Morris Harvey 6:35.7; JV-Light-8 (1000 M) Marietta 3:25.5, Morris Harvey 3:39.0; Women-8 (1000 M) Morris Harvey 3:47.0, Marietta 3:51.0.

APRIL 10

Lincoln, Nebraska—Capitol Beach Lake (1200 M) Freshman Lightweight-8 Nebraska 4:14, Wichita State 4:20; Freshman Heavyweight-8 Wichita State 4:21, Nebraska 4:30; All varsity races cancelled due to high winds and rough water.

Marietta, Ohio (2000 M) Varsity HW 8 Marietta 5:46.8, Purdue 5:52.4; Varsity LW-8 Purdue 5:56.5, Marietta 5:59.9; JV-HW-8 Marietta 6:02.0, Purdue 6:11.4; JV-LW-8 Marietta 6:11.8, Purdue 6:19.6; Frosh HW-8 Marietta 5:51.7, Purdue 6:09.7; Womens-8 (1000 M) Purdue 3:33.9, Marietta 3:35.7.

South Bend, Indiana (2000 M) LW-Vars. 8 Notre Dame 6:10, Wayne State 6:43; Frosh 8-HW Notre Dame 6:16, Wayne State 6:38, Culver 6:39, Grand Valley 6:55; Womens Novice-8 (1000 M) Notre Dame 4:43, Grand Valley 5:09; Womens V-8 Notre Dame 4:14, Grand Valley 4:33; Varsity Hwy-8 Notre Dame 6:05, Grand Valley 6:14, Wayne State 6:15.

APRIL 16

Lafayette, Indiana Frosh 4 Nebraska, Springfield.

APRIL 17

Lafayette, Indiana Varsity 8 Purdue (HW), Purdue (LW), Nebraska; Women's Varsity-8 Purdue, Nebraska; Frosh (LW)-8 Nebraska, Purdue; Frosh (HW)-8 Purdue, Nebraska.

South Bend, Indiana, Varsity-8 Nebraska, Notre Dame; Frosh-8 Notre Dame, Nebraska, Nebraska; Womens JV-8 Notre Dame, Nebraska; Womens Varsity-8 Nebraska, Notre Dame; Lightweight-8 Notre Dame - Nebraska (tie).

Marietta, Ohio Varsity HW Ithaca 5:51, Marietta 5:52.8; JV HW Marietta 6:05.5, Ithaca 6:19; Frosh HW Marietta 5:58, Ithaca 6:18.5; V LW Ithaca 6:00, Marietta 6:05; JV LW Ithaca 6:11, Marietta 6:22.2

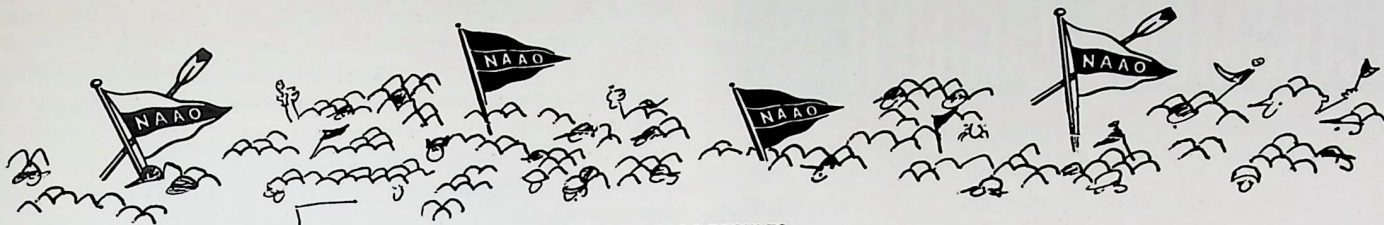
APRIL 24

Lincoln, Nebraska BIG-8 CONFERENCE ROWING CHAMPIONSHIPS Frosh-8 (Optimist Cup) Nebraska (LW), Kansas State, Nebraska (HW), Oklahoma State; Womens JV-8 Kansas State, Nebraska, Oklahoma State; Womens Varsity-8 (DuPre Cup) Nebraska, Kansas State; Varsity-8 (Ben Stott Challenge Cup) Nebraska, Kansas State, Oklahoma State—scratched; Remaining races cancelled due to dangerous water.

Washington, D.C. Vars. HW Marietta 6:46.9, Georgetown 6:57.6; JV HW Marietta 6:49.9, Georgetown 6:56.6; Frosh HW Marietta 6:53.1, Georgetown 7:17.2; Four Marietta 8:11.2, Georgetown 8:21.6; Vars. LW Marietta 6:58.6, Georgetown 7:19.5; JV LW Marietta 7:23.0, Georgetown 7:33.8

MAY 8

Culver, Indiana CENTRAL STATES AMATEUR ROWING ASSOCIATION CHAMPIONSHIPS Junior 8 Roosevelt A 5:11, Culver 5:19, Riverview 5:29, Roosevelt B; Junior Singles Ecorse 7:51, Ecorse 8:02, Minnesota 8:09; Junior Doubles Ecorse (Row-over); Open Pair Roosevelt 5:50.9, Ecorse 5:50.95 Junior 4 Roosevelt 5:41, Ecorse 5:44, Riverview 6:00, Weber; Senior Doubles Minnesota 5:54, Ecorse 5:58; Senior 4 Roosevelt A 5:23, Riverview 6:18, Roosevelt B 6:22; Novice 8 Riverview B 5:09, Riverview A 5:13, Roosevelt 5:14, Culver A, Culver B; Senior Singles Ecorse 6:14, Roosevelt 6:22; Senior 8 Roosevelt A 4:50, Roosevelt B 5:09, Culver 5:15, Riverview.



EARC RESULTS

APRIL 10

Rutgers at Prince. V. Pr. 6:14.0, R. 6:17.0; 2V Pr. 6:37.1, R. 6:48.1, Fr. Pr. 6:36.2, R. 6:48.8,

B.U. at Yale V. Yale 5:52.2, B.U. 5:53, 2V Yale 6:10, B.U. 6:27, Fr. B.U. 6:18, Yale 6:19.5.

Columbia at Navy, V. Navy 6:11.2, Col. 6:35, 2V Navy "A" 6:21.1, Navy "B" 6:27.9, Col. 6:58, Fr. Navy 6:28.3, Col. 6:43.1.

APRIL 17

N.U.-Rutgers at Yale V. Y. 6:09.5, N.U. 6:12.4, R. 6:14.9, 2V N.U. 6:23.8, Y 6:25.7, R 6:39.2 Fr. Y 6:27.0, R. 6:39.0, N.U. 6:43.4.

Syracuse at Cornell

V. Syr. 6:33.9, Cor. 6:42.4, 2V Syr 6:45.6, Cor. 6:50.8, Fr. Syr. 6:39.9, Cor. 6:53.7.

MIT at Col.

V MIT 7:26.2, Col. 7:40.8, 2V MIT 8:04.9, Col. 8:37.7, Fr. Col 8:31.2, MIT 8:48.9.

Brown at B.U. V. B.U. 5:58.5, Br. 6:03.1, 2V B.U. 6:17.3, Br. 6:23.0, Fr. Br. 6:18.5, B.U. 6:30.5.

Princeton at Navy V. Pr. 5:57.4, Navy 6:02.2, 2V Navy 6:02.6, Pr. 6:08.2, Fr. Pr. 6:05.5, Navy 6:13.8.

Coast Guard at Harvard V. Har. 5:56.5, CG 6:00.0, 2V Har. 6:07.0, CG 6:08.0, Fr. Har. 6:16.5, CG 6:26.8

APRIL 24

BU, N.U., M.I.T. V. BU 6:27.4, NU 6:28.4, MIT 6:35.8 2V NU 6:47, MIT 6:58.2, BU 6:59.3, FR BU 6:50.8, NU 7:00.7, MIT 7:09.1.

Harvard at Brown V. H. 6:06.5, B. 6:13.5, 2V H. 6:27.9, B. 6:52.5, Fr. H. 6:34.3, B. 6:40.9.

Navy at Coast Guard V. CG 5:59.1, N 6:34.7* (N. lost #2 oar at 150M) 2V N. 5:58.8, CG 6:04.9* (Bad Crab at 1000M), FR. N. 6:17.8, CG 6:22.1.

Syracuse at Rut. V. S. 6:30.0, R. 6:34.5, 2V R. 6:38.6, S. 6:39.8, Fr. S. 6:37.4, R. 6:46.3.

Princeton, Col. at Penn. V. Pr. 6:14.1, Penn. 6:16.0, Col. No Time, 2V Penn. 6:23.0, Pr. 6:35, Fr. Pr. 6:34.5, Penn. 6:42.9, Col. Approx. 6:43.5.

APRIL 25

Syracuse at Princeton V. Syr. 4.2 over Pr., 2V Pr. 3.0 over Syr. FR. Pr. 4.5 over Syr.

Navy, Trinity at Yale V. Y. 6:14.6, N. 6:16.0, Tr. 6:25.0, 2V-Y. 6:22.9, N. 6:23.9, Tr. 6:54.1, Fr. Y. 6:26.2, N. 6:32.5, Tr. 6:34.2.

MAY 1

Princeton, MIT, Harvard, in Boston V. H-5:48.9, P-5:54.8, M-6:03.3, 2V H-5:58, P-6:03.9, M-6:07, FR. H-5:59.8, P-6:03.8, M-6:33.6.

Cornell at Navy V. N.-5:56, C 5:59.9 2V N-5:59.5, C 6:07.8, Fr. N 6:07.4, C 6:25.8.\$

Brown, Columbia at N.U. V. N.-5:57.5, B. 6:00.6, C-6:24.5, 2V N. 6:05.5, B. 6:21, FR. B-6:05, N-6:18.5, C-6:23.5.

Penn at Yale V. P-5:54.9, Y.-5:55.9, 2V P 6:01.0, Y. 6:06.8, FR. Y. 5:55.6, P. 6:02.6.

B.U., Rut. at Dart. V. BU-5:41.6, D-5:41.8, R-5:43.8, 2V R-6:00.3, BU-6:08.3, D-6:19.1, FR. D-5:57.6, BU-5:58.4, R-6:03.4

MAY 8

Yale, Princeton, Cornell at Princeton V. P. 6:13.9, Y. 6:17.0; C. 6:18.8. 2V-Y. 6:28.8, P. 6:34.0, C. 6:36.8. FR Y. 6:30.8, P. 6:33.8, C. 7:01.1.

Rutgers-Columbia at Columbia V. R. 3 L over Columbia 2V no race, FR R. 1/2L over Columbia.

Brown, Syracuse at Syracuse V. S. 5:53.1, B. 6:02.0, 2V B 6:08.8, B. 6:25.2, FR. B 6:11.1 S 6: 26.1

Harvard, Penn, Navy at Navy V. H. 5:58.6, P. 6:03. N. 6:08, 2V P. 6:10, N. 6:14, H. 6:15, FR. H. 5:52, P. 5:58, N. 6:01.

OLYMPIC TRIALS FOR WOMEN'S SINGLE SCULL

Saturday, May 8, 1976

Semi-Finals Results

Semi-Final 1

1. Lisa Hansen (LBRA)	3:58.0
2. Liz Hills (LBRA)	4:00.8
3. Karen McCloskey (LBRA)	4:02.4
4. Debbie Rozowski (LBRA)	4:04.3
5. Liz Senear (Lake Washington)	4:08.1
6. Claudia Schneider (LBRA)	4:08.3

Semi-Final 2

1. Joan Lind (LBRA)	3:57.7
2. Jan Palchikoff (LBRA)	4:02.1
3. Diane Braceland (LBRA)	4:05.6
4. Sharon Vaissiere (LBRA)	4:05.8
5. Norma Sands (Lake Washington)	4:10.4
6. Susan Ela (LBRA)	4:10.5

All the above oarswomen selected to compete for seats on the U.S. Sculling Team Quad.

Sunday, May 9, 1976

Final-Winner to represent the U.S.A. in Montreal

Lane	Place	
1. Karen McCloskey	5	4:11.2
2. Jan Palchikoff	3	4:05.1
3. Lisa Hansen	2	4:02.1
4. Joan Lind	1	3:55.5
(U.S. Olympic Sculler)		
5. Liz Hills	4	4:06.1
6. Diane Braceland	6	4:13.5

CREW COACH

(NAVAL ACADEMY)

The Naval Academy Athletic Association is seeking the names of candidates for the position of Assistant Crew Coach, with other administrative or teaching duties to be assigned by the Director.

Minimum requirements for the position are a B.A. or B.S. degree and experience as an assistant or head crew coach at the college or high school level.

The salary is open and will be commensurate with the background and experience of the individual.

Candidates should send a resume of supporting material and/or letters of inquiry to:

Rick Clothier, Crew Coach
Naval Academy Athletic Association
U.S. Naval Academy
Annapolis, Maryland 21402

Applications are due by 1 August 1976.

OARSMEN'S CORNER

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

I. WOMEN IN PROTEST

Nineteen women stood in the outer office of the Director of Physical Education. They wore blue sweatclothes with "Yale Women's Crew" emblazoned across the front. Each face was determined and utterly serious. No one spoke.

Finally the door to the inner office opened and out stepped a blonde, middle-aged woman: Joni Barnett. She smiled and said, jovially,

"Well! I didn't know you all could fit in here!" Not one face reflected her humor. One of the women, smaller than others, but husky and direct, stepped forward. She turned to the group and said, quietly and simply,

"Okay, go ahead." All nineteen women took off their clothes and stood naked before an incredulous Mrs. Barnett. Her immediate reaction was to stutter something about the "man" sitting nearby in the corner (a New York Times representative), but her words were cut off by the leader of the crew.

"These are the bodies that Yale is exploiting," read our captain. "On a day like today the ice freezes on our skin. Then we sit for half an hour on the bus as the ice melts and soaks through our clothes to meet the sweat that is soaking us from the inside . . ."

* * * * *

What was your reaction to this startling story? Joni Barnett, we understand, was hysterical. Delaney Kiphuth, our Athletic Director, called it "Godawful," though he later changed his opinion. Newspapers across the country and even in Paris ran stories, lacking correct facts, and concerned only with the sensational aspects. One alumnus told me he found the act "repulsive," while another called it "tactically brilliant." Reactions, obviously, were varied, but potent.

I have always had great sympathy with alumni who feel that women never should have come to Yale. Between men there is a special friendship that women only interrupt. Men in our society are comfortable in their friendship and love for one another, and rowing in particular brings out that quality of "brotherhood" or "comaraderie."

Tony Johnson, present head coach of the Yale Crew and former Olympian, says:

"The thing that is so great about men is that they can go through the athletic experience and love one another — openly. Women cannot do that in our society. I feel that women's athletics won't derive as many benefits as men's until they can feel comfortable with one another."

So women do not, cannot understand? This is where my story begins. Before the issue of our protest can even be discussed, I offer you this statement: We *do* understand. In rowing I have found a personal emancipation like no other, and through the discipline involved I have been carved into a finer being. In reading through the Yale captain's logs and the newspaper clippings, and in visiting Gales Ferry, I have found that, yes, Men's Crew is unspeakably special in its history of daring escapade and glory, and yes, the women are different in their attitudes but, more important, there are parallels between the two. As women, our union is a different one, yet as resilient and potent as any other.

What are the similarities? Some are obvious: grueling workouts, ungodly hours of rising, the smell of the boat-house. Others are less tangible: love of one's fellow oarsmen, devotion to one's coach, self-discipline to the point of fanaticism, pain, submission of personal desire to a team effort, and "swing" — that mystical feeling when the water is calm, all minds are concentrating as one, and the boat moves to perfection. Perhaps the greatest thing that all oarsmen and oarswomen have in common is that great goal and source of fervid meditation: the race.

It was not from lack of respect for rowing that we took off our clothes that fateful afternoon. Something was fundamentally amiss, and we cared too much to let it pass any longer. We had tried many times to change it through "peaceful" action, but nothing had happened. If drastic action was the only recourse, then we were willing.

Anne E. Warner
April 1, 1976

II. A LETTER TO BILL STANFORD AT SYRACUSE; SUBJECT: BETTING SHIRTS.

The present cost of shirts surprises me, having just received from Champion the price of our current order (6 races x 3 crews = 162 shirts x \$4.73 = \$766.26).

It seems to me the proper way to face this issue is to look at how it began and then proceed to formulate a policy acceptable to as many schools as possible.

If we could eliminate the mandatory betting for championship racing, the dual meets could be left up to the individual schools to decide for themselves. This would eliminate the hardship for low-budget programs and enable them to buy a set of eight oars for the price of a season's shirts.

Since 1929 only about half the E.A.R.C. or I.R.A. varsities have ever won the event. It is not probable that the other half will win in the foreseeable future. I believe this is inequitable and is due to an old tradition becoming so by the growth of the sport.

I think it is time for a reassessment of the tradition, and I thank you for the initiative in sending out the questionnaire.

Sincerely,
Victor H. Michalson
Coach of Rowing
Brown University

ATTENTION WOMEN: APPLICATIONS NEEDED:

The Olympic Women's Rowing Committee needs applications from women for its five fiberglass Pocock training singles, three racing singles, and two racing pairs for the Fall, 1976.

These boats will be loaned to qualified applicants for periods of approximately six months. Recipients will be required to deposit \$100 as security against damage to the boats, and they must provide their own sculls or oars.

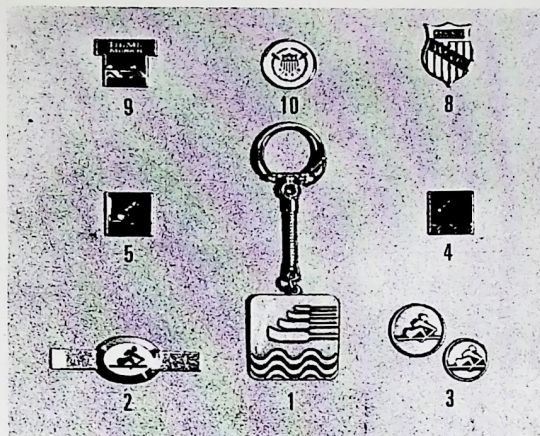
Application forms should be requested from:

Gail Pierson
24 Tanager St.
Arlington, Mass. 02174

The deadline for receipt of applications for the Fall program will be August 1, 1976.

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| 5. Lapel pin — blue rhodium | 1.75 |
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LETTERS (Cont'd from p. 2)

Dear Sirs:

The present methods of selecting crews for International Competition do not take full advantage of potential oarsmen.

It is our opinion that the trials for International Competition should be held at the same time as the U.S. Nationals whenever possible. In this way oarsmen throughout the country (that go to the Nationals) would be able to see and understand what it takes to be a National Champion.

The second and probably most important argument is that oarsmen may not have the financial ability nor the luxury of getting time off from their jobs that enables them to go to a separate trial.

A final argument for this train of thought is to substantiate the name of the U.S. Nationals itself. The title implies that a National Champion will be chosen, and naturally a National Champion should represent his country in International Competition.

Sincerely,

Greg Peterson, Dave Krmpotich

Dear Editor:

Mrs. Gertrude C. Hughes, America's greatest woman patron of crew racing, has passed away, Feb. 28, 1976, at the age of 92. She has been laid to rest at Calvary Cemetery, Long Island City, New York.

St. John's University Crew Club and Alumni have been honored by (her) Aunt Gert's friendship and interest.

She will be truly missed!

Sincerely,

Martin Mauro

24 Fox Hollow Rd.
Setauket, N.Y. 11733

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RATZBURG ROWING COACH RETIRES AT 64 By Hans-Jurgen Wohlfahrt in the *Hamburger Abendblatt*

Karl Adam, 64, the Ratzeburg math master nicknamed the "Professor of Rowing" who gained international acclaim as the coach whose eights crews won a succession of Olympic gold medals in the sixties, is to retire. With a fine disregard for sports officialdom he coached his oarsmen to success, blandly stating at sociological congresses that in his experience aggression can be harnessed to boost performance.

After a lengthy illness Adam has announced his intention of retiring as director of the Ratzeburg Rowing Academy. He will continue there until such time as his successor has everything under control. The man for the job may well be Walter Schroder, a member of one of the successful eights crews coached by the old man.

Karl Adam was born in Westphalia in 1912 and in 1937 won the student world championship title as a heavyweight boxer.

In 1948, on his appointment as maths, physics and games master at Ratzeburg, he was asked to take over the school's rowing activities too. Dr. Adam, in his own words "a small-town schoolmaster," owes his success to a combination of mathematical logic and Westphalian perseverance, not to say stubbornness.

He made short shrift of antiquated coaching techniques and introduced interval and circuit training methods as used in field and track athletics. Success soon crowned his efforts in the form of two Olympic golds, one silver medal, two world championship titles, eight European championships and 23 national titles.

He has been a freeman of Ratzeburg since 1962 and in 1972 was awarded the Federal Order of Merit. That same year he was awarded an honorary Ph. D. of the University of Karlsruhe. He recently became an honorary member of the Federal Republic Rowing Association.

Karl Adam had this to say about honorary awards on being granted his Karlsruhe degree: "Titles, honours and awards are used as a substitute for or as an amplifier of authority. Maybe it would be better to rely on the principle that authority is only permissible when it is regularly reasserted and confirmed by force of argument and performance."

Karl Adam will shortly be retiring to his home beside the woods above Kuchensee, the lake where he laid the groundwork for so much of his coaching success. There are good reasons for assuming that his recent book *Leistungssport — Sinn und Unsinn* (Sense and Nonsense of Competitive Sport) will not be his last.

Classified Advertising

COACHING POSITION: Malta Boat Club is seeking an individual to work in its summer rowing program. Compensation will be available. For details, please write: Richard Stehlik, 2022 Wallace St., Phila., Pa., 19130. Tel. (215) CE5-5917. Individual will probably work in sweep portion of program but sculling experience is also desirable.

POSITION OPEN: Head Crew Coach at Kansas State University for all men and women crews, management of program and public relations. KSU is located in Manhattan, Kansas, a city of 30,000, approximately 60 miles west of Topeka and 8 miles north of Interstate 70. Attempts have been made in the past and are being made presently to gain University support. Because of the lack of funds, no salary has been set aside. The University and the City of Manhattan both offer a large selection of employment opportunities. For more information, send name and address to Kansas State Crew, care

of Larry Bonczkowski, Recreational Services, Kansas State University, Manhattan, Kansas 66502.

WOMEN'S COACHING POSITION: Univ. of Mass. paid women's coach wanted for 1976-77 season. Apply to Univ. of Mass. Rowing Association, Room 9, North Physical Ed. Building, Univ. of Mass., Amherst, Mass. 01002.

FOR SALE: Fiberglass "Pocock" single shell complete with sculls, like new condition. \$895.00 or best offer. Tel.: (617) 235-7986

WANTED: Fours, pairs and singles in good condition. Contact Wayne Heyesen, 1928 Jefferson St., Duluth, Minnesota 55812.

FOR SALE: Stamphli 4 w/o, rowed in '72 Olympic Trials Finals, \$2000 or best offer, (convertible to quad), includes sculling riggers. James W. Eich, P.O. Box 1157, New Rochelle, N.Y. 10801. Tel.: (914) 633-7330

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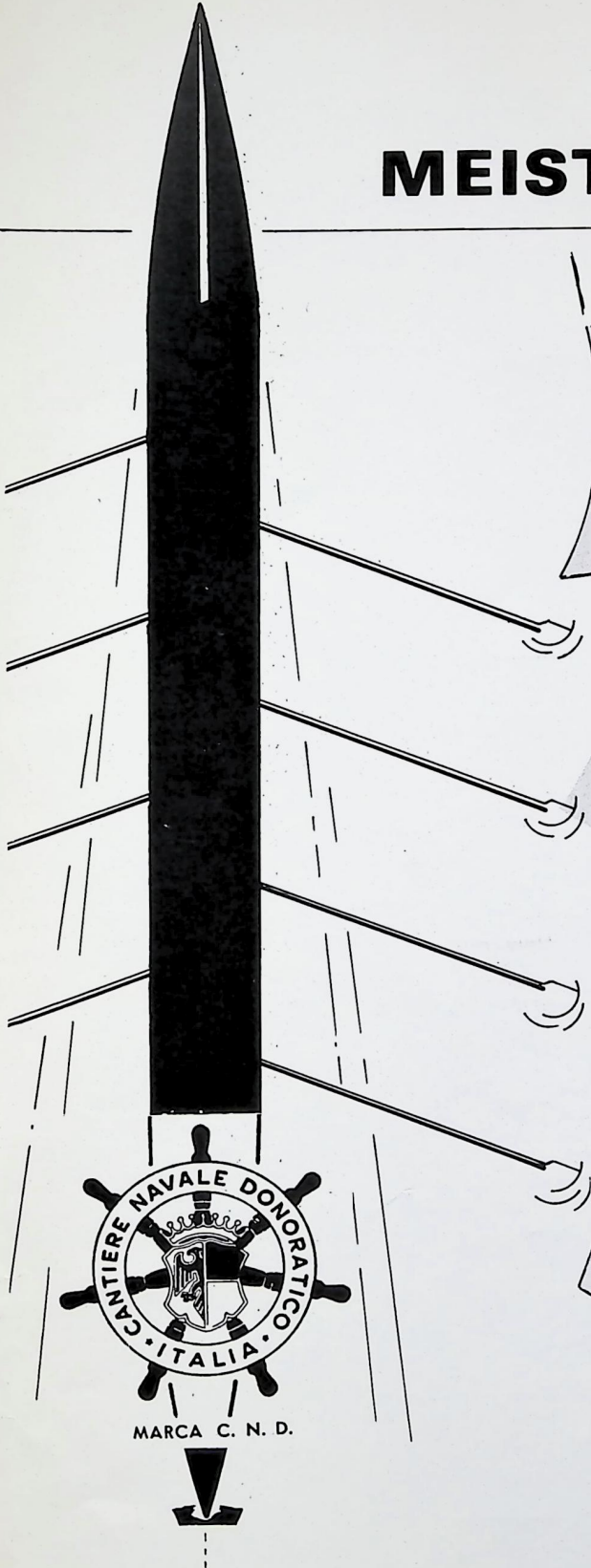
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