

National Women's Rowing Association

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In This Issue



Eclipsed by world events, this year's U.S. Nationals shown as brightly as ever. P.4



On the regatta circuit across Europe, seeking the goal and gold of the Olympics. P.10



At Henley... the pomp, the circumstance and the special pride of winning. P.15

COVER:
The seriousness of purpose and the pleasures of adventure are brought together in this Oarsman's Olympiad bulletin board. Competition photos by Dominik Keller. Candid travel scenes by Lloyd Dahmen.

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

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

NAAO Membership Categories

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

Non-NAAO Subscription \$10/yr.
Back Issues or

Individual Copies \$1.00/copy
NAAO membership and subscription inquiries or address-changes should be directed to:

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

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

THE OARSMAN®

Volume 4, Number 4

Sept./Oct. 1972

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Letters To The Editor

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

Dear Sir:

Congratulations and thanks go to the Columbia Broadcasting Corporation for telecasting the Henley Royal Regatta on Sunday afternoon, July 16. The broadcast brought back floods of memories (the pun is intentional and accurate) for me and probably for many others.

I have written to CBS to tell them how much we appreciated seeing the regatta. Perhaps some of THE OARSMAN's readers could also write and encourage CBS to continue crew coverage.

Thanks for a constantly improving and interesting magazine.

Nick Davis
Concord, N.H. 03301

Dear Sir:

For the record, I would like to correct the published results stated in your July issue on "Women's Intercollegiate Rowing in the Northeast" (page 19, column one, paragraph four).

I am a member of the Middletown High School Rowing Club of Connecticut. Our team proved to be very successful this year, losing to only five boats out of all those we competed against. In the New England Sweepstake at Old Lyme, Conn. on May 14, 1972, we placed fourth after MIT, not last as indicated in the article. The Old Lyme girls placed right after us and not second to the last.

We, the girls of the competing Middletown High Girls' Eight, were proud of our standing in this race against such stiff collegiate competition and were very disappointed that your reporter did not print the facts.

Jane Liljedahl
Rep. of Girls' Eight
Middletown, Conn. 06457

Editor's Note: Though the tour referred to in this letter will have been completed when this issue of THE OARSMAN is received, it is the editor's opinion that the U.S. rowing establishment needs to focus much more attention on lightweight rowing in the U.S. This letter indicates the dedication of a significant group of U.S. lightweight oarsmen and coaches. Their accomplishments, both in the U.S. and Europe, as of this writing indicate that U.S. lightweight rowing is on a par with the best in the world.

Dear Friends of Rowing:

Sometime in the near future lightweight crew will probably become an official classification of the International Rowing Federation and the U.S. will be sending lightweight teams to the international championships. All indications are that the U.S. will be able to compete very well in the lightweight events, and that our interests lie in the promotion of lightweight crew. In 1970, Potomac Boat Club won the exhibition lightweight event at the World Championships in St. Catharines, but our light crews receive little support and organization lags far behind that of countries like West Germany.

To initiate some "international class" lightweight rowing, and to demonstrate U.S. enthusiasm for international lightweight competition, a program led by Woody Fisher of Princeton and Steve Gladstone of Harvard has been organized. This summer, about 30 oarsmen competed for positions on a lightweight team from Cambridge Boat Club. An eight, a four and a sculler were chosen to compete at the National Championships in Philadelphia and in four European regattas in Munich, Germany, Klagenfurt, Austria, Hannover, Germany and Haderslev, Denmark. The men are present or recent oarsmen in Eastern universities. They are assuming the entire cost of the summer them-

selves and would sincerely appreciate your help.

Please make contributions payable to Cambridge Boat Club and mail them to: Cambridge Boat Club, Senior Oarsmen's Fund, Gerry's Landing, Cambridge, Mass. 02138. Thanks!

Editor's Note: The 15 paragraphs of this letter contain many interesting and many debatable points. We do dispute a contention in the fourth paragraph and hope that the writer would recall the exquisite form displayed by the Vesper Eight as it crossed the line first in Tokyo 1964.

Dear Sir:

Before the Rome Olympics in 1960, the Olympic Eights — like the America's Cup — had been an American Institution. Before the shock of that defeat, the only comparative disaster had been omission of a declaration of war following the Harvard crew of '51 winning the Grand at Henley. Harvard had won twice before: in 1914 and 1939 and many of my English rowing friends were quite sure that the Third World War would inevitably follow their '51 triumph.

Twenty years on, since that glorious day in '51, this writer, this year, is looking at rowing again — after an absence of 15 years — and wondering if that tradition of U.S. excellence in eights is indeed a thing of the past. Because it seemed to him that a majority of this Olympic year's crop of oarsmen — if the group assembled for the Eastern Trials, at Lake Waramaug is representative — are doing some very odd things that might fool an ergometer but which simply couldn't contribute to moving a boat. This writer can't believe that that '51 Harvard crew was rowing the same kind of stuff he watched this year at Lake Waramaug. I remember above all, their springy, striding style that to many Europeans, was no style at all. But even then as didn't like it, had to admit that it worked: the U.S. crews were winning races.

It was a fact that the members of those crews were typically bigger, stronger, fitter and just as motivated as their European counterparts but the way they rowed was lovely to watch. And for the Europeans, to study and to try to understand. This year's

(Continued on p.38)

THE PRESIDENT'S MESSAGE

1872 - CENTENNIAL SUMMER - 1972

by William J. Krauch



This recent July witnessed a great change in one of the oldest rowing areas of our country; namely, the Schuylkill Navy. In hosting our National Championships, the Organizing Committee, led by Commodore Don Schnorr, did an outstanding job in preparing the rowing course and related facilities. Even the city officials were in attendance at our 100th National Championships. The reversing of the numbering system is something that has to be looked upon as a milestone in progress. Certainly everyone familiar with the Schuylkill River has been aware that a change to conform with FISA Regulations was necessary; however, it was this year's committee which accomplished this fact. I would like to extend my personal congratulations to the committee for this great work.

The regatta which displayed many rowing souvenirs was also a great new innovation to our sport which suffers so greatly from the lack of promotional accessories.

One of the highlights of the regatta was the use of the JAMCO Timing System. Kent Mitchell's great work on this system will be a constant fixture at all future major regattas in our country. This system, which duplicates the timing results which are always present at international regattas, will be of great value to our coaches, oarsmen and spectators.

Another highlight of the activities of our National Championships was the wonderful social dinner which was arranged by Bill Hollenback. All of our officials and coaches who were able to attend this fine affair will long remember the wonderful hospitality which was displayed in our City of Brotherly Love.

The officials who came from all over the country to assist in the regatta merit our sincere appreciation for their great effort in seeing that the regatta was well run.

Following the National Championships, the host committee of the U.S. Olympic Trials, headed up by Hart Perry, performed an outstanding job in organizing and executing the two sets of Small Boat Trials. Members of the Lake Waramaug Rowing Association are to be congratulated for their great effort in hosting these Olympic Trials. The installation of the Alhann System made absolutely perfect racing conditions for all crews and it was the first time that the Olympic Trials, while being held in the eastern part of our country, utilized this great buoy system. Again, we have to thank Andy Geiger, Jim Smith and the local assistants of Lake Waramaug for installing this system in such a perfect manner.

The effort that has gone into the creation of a national eight and four with by Harry Parker and the assisting coaches has been one of complete dedication and service to our sport. The winning of the eight coxed shell race by the National Eight in Munich on July 21 and 22 gives an absolute indication that this crew which Harry has assembled is destined to be a finalist and unquestionably a medal winner. Harry Parker has performed almost a miraculous effort in connection with the development of this crew and our rowing community salutes him and the crew and wishes them the very best at the Olympic Games.

On The "Nationals" Scene:

1972 U.S. Nationals

by Mike Gacch

Photos by Angelo Armenti and Bennett Jones

In a year when the upcoming Olympic Trials clearly eclipsed the significance of the U.S. Nationals, we were nevertheless treated to three fine days of racing and an excellently run regatta. Surely some doubts about the course may still remain. Were the Dietz-Van Blom Single and Hough/Lyon-Ottawa Straight Pair results indicative of substantial lane differences on Saturday? But if the wind shelter at both ends of the course did, in fact, favor Dietz and the Ottawa Pair (both in lane 5), it seems just as clear that the current in its sweep past the canoe house and off the sea wall at or near 1,000 meters favored Van Blom and Hough (both in lane 2). Still, as always, even the most carefully drawn comparison of lane advantages is an exercise in futility — the results at the finish line remain the same — and I was personally impressed with the refusal of oarsmen and coaches generally to indulge in excuse making over lane assignments.

Hough/Lyon Have Two Battles

At the Elite Heavy sweep level, there were no substantial surprises, except perhaps in the Pair With Cox. The Hough/Lyon Pair was highly regarded in local events and their side-by-side battle with Staines/Jones in the Coxed race pointed toward the speed and racing sense of the College crew under Ted Nash. Staines (Cornell) and Jones (Penn) led by 1.06 seconds at 1,000 meters, by .35 at 1,500 meters and by .31 at the end (after Hough had drawn ahead). Staines summoned a big sprint in the last few strokes. 7:25.42 was an excellent time in this race under less than optimum conditions and hopefully signals a strong entry at Munich.

The Hough/Lyon Straight Pair was particularly impressive in their heat, winning easily over the previously unbeaten Pair of Borchelt/Flammang of Potomac. But the faster time was recorded by the College Pair of Butterfoss/Knott, and most of us were eagerly anticipating the race between these two. As it developed, the scratch by College closed off that comparison and left us with what we all figured would be a relatively leisurely row for Stanford in the final. As it turned out, another crew surfaced to chase Hough/Lyon all the way home. Ottawa, containing Tokyo Gold Medalist Roger Jackson, was only four seconds off the pace. Two very capable Boston University graduates, Joe Townsend and Nick Curtis (Marcantile R.C.), finished third.

Elite Four Without Shows Real Speed

The Elite Straight Four was another important race, with the newly formed Union College combination of Shea, Mitchell, Heltows, and Cadwalader expected to provide Dietrich Rose's Vesper crew of Hewitt, Miller, Dreissigacker, and Moroney with its stiffest test to date. But Moro-



Vesper Elite Straight Four

ney beat Cadwalader by nearly ten seconds, with third through fifth closely bunched behind that. Vesper opened more than four seconds of that margin in the third 500 meters. Speculation over whether their lane 1, with its supposed advantage in the third 500, and Union's steering troubles into and around the island contributed significantly to the result will have to await final determination in the racing for the Olympic Team at Kent. Clearly this Vesper boat is a better Straight Four than we have seen in recent years. Dietrich compares this crew favorably with the 1967 Pan-American Gold Medalist out of his club. We would speculate that at the Nationals they were not much more than ten seconds off the pace required to be in the medals at Munich, which would put them substantially ahead of our recent foreign entries in this event. Moroney has just finished his freshman year at Penn, and we can look forward to tremendous things from him as he develops under Ted and Dietrich. He is a great credit to the coaching of Mike Vespoli at St. Joe's Prep, and to Jack Barelay, his freshman coach at Penn. It is also interesting to note that if this Four qualifies at the Kent Trials, Chuck Hewitt (bow) will make the third Harvard Lightweight alumnus developed out of Steve Gladstone's exceptional run of brilliant varsities to make the U.S. Olympic Team.

The remaining Elite Heavy events, the Four With and the Eight, commanded less interest than the two Pairs and the Straight Four, since both had been pre-empted from Olympic Trial competition by the National Team boats under

Harry Parker (For a report on our Olympic Eight's exciting open water victory at the West German Championships over both West Germany and New Zealand and the Coxed Four's creditable third, see the D. Keller article in this issue.)

The Four With went to Ted Nash's very strong Penn crew out of College B.C. (Updegrave, Stevenson, Butterfoss,



College Boat Club Elite Four With

Knott, and son Hardagen), although they had their hands full in holding off a strong New Haven (Brown University) challenge at the end. The Elite Eight went once again to a McConney-stroked crew out of Vesper with Potomac, who held a slight lead at the 1,000 meter, second by a bit less than a length, and New Haven third, less than two seconds behind Potomac. These crews were trailed by several lengths of open water by the Cambridge lightweights and N.Y.A.C. It was clear that the one hour rest for Cambridge after their win in the 150-round Eight was not sufficient to make the Heavy race a valid test of their speed.

The regatta's major coulling race went pretty much as expected, Van Blom/McKibbin winning their heat in the fastest time, and then the final by seven seconds over Malta (Trinsey/Foots) and N.Y.A.C. (Dietz/Klecatsky). The Elite



New York Athletic Club Jim Plate

Sinclair went to Dietz by an enormous margin (18.66 seconds) over Van Blom, but particularly in this race, the calmer water in lane 6 must have been a factor in the decisiveness of the result. Although admittedly imperfect, a quick comparison to the winning heat times points again to some lane inequity: Van Blom's 7:41.0 to Dietz's 7:46.3. Van Blom's performance in the dash, where he beat Dietz in the heat and once again in the final must have provided him with only slight satisfaction.

The Elite Lightweight sweep races were shared by Cambridge and Potomac. Potomac's victory over a very highly regarded Cambridge Elite Four must have been particularly

gratifying for Potomac's smooth and powerful veteran Four (Byrne, Driscoll, Schumaker, Butler, and son Wells), who had trained primarily for this event.



Cambridge Boat Club Eight

In the feature lightweight race, the Cambridge Eight produced a clean, high start and a strong first 1,000 meters to open more than six seconds on the field by mid-race. Potomac's predictably strong second 1,000 meter materialized, but Cambridge was too strong to be caught, finishing with nearly the same margin at the end.

The major lightweight sculling races went to the familiar veterans, Dr. Larry Klecatsky of N.Y.A.C. (the Single dash and distance) and Fred Duling and Bill Belden of Undine (the Double and Quad, the latter with teammates Dr. John Sack and Frank Maczynski).

The Senior sweep events produced good hard races between Potomac, New Haven, and California Irvine. Potomac's Eight, coached by Frank Benson and stroked by Jim Clapmire (Cornell Commadore '70), beat New Haven by 1½ lengths in the feature race. Potomac's 6:34.0 should be considered quite good on a day when a severe head breeze toward the end of the day forced all the races into slow pulls (Elite Coxed Four at 7:22.0). In the Senior Fours, New Haven bested Potomac by the same margin — 1½ lengths. The Senior Pair went to a hard-rowing crew from California Irvine, who beat New Haven by less than a length.

In the Senior Single, Jody Trinsey of Malta beat Ed Goode of N.Y.A.C. by a comfortable two lengths. Goode had won the Intermediate Single earlier the same day.

SUMMARY

The 1977 Nationals produced no major surprises in the Elite Heavy events. Vesper's Straight Four, Stanford's Straight Pair, College's Coxed Pair, Long Beach's Double, and Dietz's Single were all highly regarded and will be heavily favored at the Kent Gull Duet Trials. The only real question seems to be whether their standard is fast enough to match or surpass the performance in these events by the 1988 Team at Mexico City. In fact, the regatta's most notable single achievement — at least to the club sense of things — may be Undine's winning the Barnes Team Trophy. Jim Barker's club had missed the total team championship by only four points last year at Orchard Beach. Their victory over second-place Potomac (126 to 119.5) must have been particularly pleasing.

FOR RESULTS SEE P. 24-26
More on the "Nationals" Scene - p.23

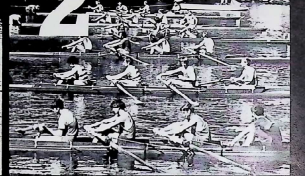
U.S. Olympic Trials

1st SECTION



Lyons/rough All Alone

2nd SECTION



Start of the Fours Without - Finals



by J. H. Frailey

Photos by the author and Stephen Orova

Twenty-eight singles and sixteen straight pairs competed for the right to represent the United States in Munich at the XX Olympiad, during a memorable three-day regatta held July 20, 21 and 22 on idyllic Lake Waramaug in Connecticut. From this great depth in numbers, six in each event rose to the top through the usual FISA format of elimination heats, repechage and semi-finals.

In neither race was there any real doubt about the outcome once it had begun. Margins were clear-cut at every intermediate marker along the way. Uietz had 1, 3, 9, 8 seconds and Hough/Lyon 1, 3, 7, 4 seconds at the 500 meter marks and at the finish respectively. Conditions prevented the establishment of absolute speed with any degree of certainty, although the relative ease with which both winning crews went away from their fields, was taken by most as a sign that each was fast.

To us, what made the regatta so very memorable was its "class." With but one major exception to which we'll refer briefly later, the proportion, conduct and amenities of the regatta were top-flight in every way, a credit to Hart Perry and his legion of helpers. With the experience we can and will build in this manner, coupled with the facilities planned for the newly approved New Haven International rowing course, this country is well on its way now to the realistic possibility of hosting a world's championship in the not too distant future.

The setting, Lake Waramaug, is somewhat reminiscent of the Rotsee at Lucerne. The pastoral surroundings, the length of the lake where the course was laid out, the woodlands flanking one side, all bear a similarity to the beautiful Swiss site. In addition, like Lucerne, the course had been buoyed (with our portable system last used at IFA) to provide six continuous lanes.

(Continued on p.27)

Two weeks later, on August 3, 4 and 5, Kent School and the Lake Waramaug Regatta Association hosted the second section of the trials, for coxed pairs, coxless fours and double sculls. Again the fields were large, with 14, 12 and 11 entries respectively in these events. Again, we were treated to a regatta with "class," every bit as well organized and managed as was the first section.

Winning margins were somewhat closer than the races two weeks before. But when it was all over, a review of the results showed that the Nationals had told the story.

Once again the new timing system and computer programs were used. In addition, used for the first time at this regatta was another computer program designed to print out additional interesting information shortly after each race. One example of this is also shown, together with the code explaining each column's meaning. Such information as fade factors, absolute water speed, and differences between boats are shown in detail.

Complete copies of all bulletins are available through Hart Perry, the proceeds from the sales of which will be used to offset the regatta expenses. (See page 1 for Hart's address.)

The weather for the second day was harsh. A very strong head-wind, gusting as high as 18-20 knots at the starting line, brought white caps to the lake and made the rowing difficult and, in one case, perilous. Some indication of the effect of the wind can be deduced from the semi-final times; for example, one of the pairs took more than ten minutes, two of the fours, more than eight.

In the second semi-final heat, the Long Reach pair tipped over before reaching the 500 meter mark. Having taken on water during their warm-up, they decided to empty the boat before the race. The tape they had used was too wet to hold. And misfortune hit them when this rough

(Continued on p.27)

Our First National Team!!!

HOW IT WAS SELECTED

The invited oarsmen began arriving June 4, for the National Team Training and Selection Camp, but formal workouts did not begin until June 9. First on hand were Scott, C. Livingston, Ryan, Ball, Terry, W. Miller, Heavens, M. Livingston, Brooks, F. Hobbs, Eloranta, Foote, Raymond, Lettler, Murray, Munns, Wilson, Mickelson, Phalen, Tom Fohrde, Vespoli, Clapp, Jurgens. Coxswains were: Brody, Eaton, Jaspur, Jangstetter, Tiffany, Hoffman and MacDonald. Three groups of two fours were formed. Each group worked together under the same coach for four days. After two workouts, boats were changed between workouts and during workouts in order to identify the strongest and most effective oarsmen in each group. Workouts generally consisted of racing two to three minutes at a time, 5-6 pieces total.

On June 12, a round-robin competition was set up between all six fours. Each boat raced each of the four crews from the other two groups, one at a time. Following this racing and two more workouts of seat racing, six men were cut.

On June 12 and 13, the following men arrived: Huron, Ruthford, Norelius, Thompson, Bronson, Suni, Schoch, G. Miller, Buse, Julien, Frasco, Phillips-Cox, Byrd, Henderson, Rudolph, W. Hobbs, Lee-Cox.

After three workouts on their own in fours and eights, while those from early groups had a rest day, the two groups were merged into four groups of two fours each. Coaches Erickson, Foley, Gardner, and Gladstone each took two fours and worked with them for the next five days. During this period, ergometer testing was conducted on one group at a time. Each group was given a light workout before and after rowing on the ergometer.

At the end of the five days, June 20, a second round-robin competition was conducted between all eight fours. Following this competition, 10 men were cut.

On June 18, the following men reported to Hanover: LaBarre, Mitchell, Sawyer, Tytus, Roberts, Cadwalader, Fellows, Schlonker, Weinberg. They rowed on the ergometer on June 18 and 19, and began working out in eight or fours at the same time. On June 21, they were joined by three men from Northeastern University - Coffee, Korosik and Nordstrom.

These men were formed into three (3) fours and rowed competitively on the morning and afternoon of June 21.

Those remaining from the second cut did not row in the morning and took a light row in two eights in the afternoon.

On June 22, eight men who had been in Hanover since June 9, began separate workouts in an eight. All others, including those arriving June 13, and those arriving June 18, were boated into three groups of two fours each for two and one-half days on five workouts of seat racing. At the conclusion of this period, twelve men were cut, leaving 22 oarsmen and five coxswains. These men were all given the remainder of the weekend off for relaxation. Rowing resumed June 26, at 10:30 a.m.

On June 26 and 27, two eights, one four and one pair worked out morning and afternoon. Some work in the eights was competitive, but no seat racing was done. Running, including stadium running was introduced at this time.

On June 28, one eight, three fours, and a pair rowed morning and afternoon. On the afternoon of June 29, five fours were boated for two workouts of seat racing. Following this, the following men were selected to take part in the final selection of the crews: Byrd, Mickelson, W. Hobbs, Ruthford, Clapp, Raymond, C. Livingston, Brooks, Terry, F. Hobbs, M. Livingston, Mitchell, Rudolph, Vespoli, Roberts, G. Miller, Sawyer, Coffee, Hoffman, MacDonald, and Phillips.

These men worked out in eights and fours from July 1, to July 6, at which time the final selections were made. Those selected were: Brooks, Clapp, F. Hobbs, W. Hobbs, C. Livingston, M. Livingston, Raymond, Roberts, Rudolph, Ruthford, Sawyer, Terry, Vespoli, Hoffman, MacDonald and Mickelson.

The eight, four and pair resumed training July 8, and rowed twice daily through July 15, at which time training camp was closed. Both the eight and four showed some signs of real speed over 500 meters, plus the ability to maintain pace well over 1,000 meters and over a series of 500 meter pieces. They leave for Europe with every hope of being able to compete against the European crews.

Selection: The primary basis for selection was seat racing in fours. Two or three fours were raced a set distance or a period of time (usually 1,000 meters or 2, 3, or 4 minutes). Two men would be switched from one boat to another and the distance raced again. The margin of victory was observed closely each time along with all factors that seemed to influence the performance of both boats involved.

Some additional consideration was given to performance on the ergometer, physiological data obtained during the ergometer row and the coaches personal knowledge of each oarsman's competitiveness and personal qualities. For the most part, however, the results of the seat racing were taken at face value and those who did best retained and those who showed less well dropped from the squad.

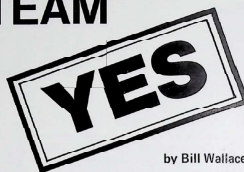
The decision to use seat racing as the primary basis for selection both at Hanover and in May at Long Beach and Waramaug was Harry Parker's. The actual boatings and the changes made at Hanover were the decision of the coaching staff as a whole as were the decisions on which men to cut except for the final cut from 18 oarsmen and three coxswains to 14 oarsmen and two coxswains which was made by Parker in consultation with Peter Gardner.

The coaching staff gave many hours of careful thought to the make-up of each day's boatings, which men to test against which, and finally which men to cut. Although there was considerable give and take in these sessions, and not all decisions were unanimous, there was general agreement on all selections.

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the NATIONAL TEAM Concept

Bill Wallace has been covering crew, with emphasis on the eastern intercollegiate variety, for 22 years. He has been with The New York Times since 1963. His assignments take him into a variety of other sports, most of them professional. Of crew reporting he says, "The start of the rowing season every spring is for me like taking a grind hot bath with a scrub brush. The oarsmen are unlike any other group of athletes because they are so dedicated, so intelligent and so unselfish."



by Bill Wallace

I'm writing before the Olympics and I'm saying the hell with hindsight or foresight. In other words I don't care what will have happened at Munich: the national team concept in crew must go on regardless. What happened at Hanover back in June was both significant and wonderful.

It worked — the idea of building an all-star squad for an eight and four-with. Out of a base of 400 candidates, a remarkable number in itself, Harry Parker came up with two boats essentially faster than any intact crews from existing college or club lineups.

Who knows that? The men in the final Olympic eight said so. They represented a vast amount of international rowing experience and all had been through our intercollegiate structure.

"I know we're faster," said Gene Clapp, the Olympic eight's no. 4, and he meant faster than the Penn boat, the national champions, which he captained last spring. "Our boat (Penn) peaked at Syracuse," said Clapp. "I here was no way we were going to get any faster."

The main point of course was to build the fastest possible eight filled with American citizens. There came out of Hanover, however, a couple of bonuses. First, the national team concept brought back to competition a number of talents who otherwise would not have bothered, whose crew days would have been over. . . . Monk Terry, Pete Raymond, Andy Roberts, the Hobbs and Livingston brothers, Paul Hoffman.

If the national crew camp is held every year with a view of selecting elites for European, world and Olympic competition, then the appeal of such a camp and the international goals behind it will keep post-college oarsmen in the sport over a longer period of time.

As it is now, college crew burns through a lot of talent lost to the U.S. international rowing efforts by retirement right after graduation. We keep only a small percentage of oarsmen in their mid-20's in the sport because the goals are

so minimal, the rigors so many, the organization so haphazard.

Harry Parker and Pete Gardner, who ran the final show at Hanover, agreed with their candidates that the camp lasted far too long (three weeks before selection was completed) and that everybody should have begun at once. The final candidates came in three waves on account of geographic and timing considerations. Because this was the first camp, it was impossible to turn anyone away.

"The next time this is done," said Parker, "only a week or ten days would be needed to pick the team. Everybody would begin at the same time and it shouldn't be very costly. The camp could be held where people could get jobs while they trained."

Parker was scrupulously fair in his processing and the fact that he wound up with a half-Harvard squad of 16 was embarrassing only to him. The significance of the final Crimson hue merely was that Harvard indeed has had more of the good oarsmen rowing in its eights the past six years than any other college. The records would support that.

The flavor that I caught in the camp was that no one cared where they had gone to college; that there was no difference between a Contab, a Quaker or a Huskie. These were mature people, all but one in the final 16 a college graduate, and their chief interest was in methods. They expressed tremendous respect and admiration for the coaching.

Dig this significant but anonymous quote.

"The young guys who were here," said one Olympian, "had their eyes opened up as to technique. When they get back to college next spring and they realize how far out of it their own coach is, they're either going to get things changed or they'll quit. I'm thinking of two famous crew universities in particular."

If the national team concept, together with an annual national team camp, is abandoned now by the establishment — the NAAD, the National Rowing Foundation, the Olympic Rowing Committee — then we will have taken a giant step in reverse reverting to old fashioned prejudice and politics which have held back this great sport like a cement block attached to a rudder.

For another approach and opinion - see opposite page

The National Team Concept

by Emory Clark

THE OLYMPIC EFFORT 1972

I knew he was good . . . felt it in his heart, in the supple strength of his arms, in the thrust of his legs.

He had trained for four years getting ready for the summer of '72. He ate, drank, and slept rowing so constantly that his family considered him some sort of religious fanatic and his non-rowing friends had stopped inviting him to participate in the more traditional pleasures of life.

He could lift more than his weight many times over his head. He could run three miles in 18 minutes. He could make that hateful ergometer sing. He could do six 500's or 600 hard strokes flat out and still be ready for more.

He could move the boat. He knew it. He was ready for Munich. And yet — because he had never had the opportunity to master the art of the small boat, he knew that if he went, he would have to go in the eight or the coxed four. And this year, for the first time, that meant something he couldn't have foreseen four years ago. The national team. The national training camp.

From the start it had been a nightmare, the knowing that now his fate was not his own, but rather in the best subjective judgment of the national coaches.

He had no doubt of their sincerity, their integrity or their competency, but somehow they complicated his purpose, made him feel as if he were diffusing his energies and his efforts.

He had come to the training camp at Dartmouth full of hope and determination, but full of anxiety as well. What if he was never boated with the men who could really row? What if the few times he did get in a fast boat, the water was rough, or his pitch was bad so the coaches really didn't get to see what he could do?

Of course, it all happened. One time even his inside forearm, which hadn't bothered him since high school, tightened unaccountably. And yet with all the bad luck, the coaches liked him and he hung on until the last cut.

Then he was out: not beaten, which would have been the clean, clear-cut, tough, but satisfying way to go — but cut off the equid. Munich, his holy grail for the past four years, faded in his consciousness, forever unattainable.

THE OLYMPIC EFFORT 1964

The seed of your aging scrivener's desire to win an Olympic medal in rowing was planted in the summer of 1956 when I watched the Yale eight beat Cornell at Syracuse for the right to represent the U.S. in Melbourne. I entered Yale as a freshman that fall, experienced the real and vicarious elation of Yale's tremendous victory on Lake Ballarat in November and rowed in an undefeated freshman crew the following spring.

It was natural for me to expect, to dream, to plan, to hope that Yale would repeat in 1960, my senior year, and that I would get my opportunity for a medal in Rome.

Such was not to be, however, and it was eight years after the planting of that seed before it bore fruit. It had been well nurtured nonetheless during the interim.

One season rowing with four gold medalists on an undefeated Yale varsity crew which served to inflate my ego and my assessment of my rowing abilities.

One totally losing season, capped by a seven length defeat by Harvard, served to shatter my hopes and my confidence while at the same time convincing me that I must row seriously only with others in whom I had complete confidence (this last being a luxury afforded very few oarsmen).

Then there were three years in the Marine Corps to brood and to wake up with sweating palms thinking of those seven lengths and to plan for Tokyo. Finally came one year of training with a partner whose strength, stamina, ability and heart I never doubted . . . one year of training for the decisive race in the coxed pair that would determine who went to Tokyo. I knew that if we didn't go it would be our failure alone. It would mean others were faster.

Through the whole eight years, the thing that made me persevere was the knowledge that my success or failure depended on me alone (with perhaps some help from The Diet), not on a coach or a selector or a committee. If I could win, I could go.

THE PERSONAL EFFORT - WHAT ABOUT IT

This year it was different. This year, the selection did not depend on whether your bow crossed the line first in the trials, but whether the coaches thought you could move the boat. This may be necessary to restore U.S. prestige in the international rowing world. But should that be our ultimate goal? I have, thus far, kept my peace concerning the national team concept, but analyzing it against the background of my experience, I must now question it.

My questioning goes not to whether the national team idea will produce faster crews — that is another debate. I hope it does. No, my questioning lies in another direction and I'm not sure a gold in both the eight and the coxed four in Munich would provide an answer.

There is a great deal of difference between going to bed every night gritting one's teeth with the determination to beat all comers and going to bed vowing to make three human beings think you can beat all comers.

What of the individual in relation to the national team? Are we blunting his determination? I suspect my dedication might have wavered in the face of a subsequent decision on whether or not I made the team. I suspect I might not have considered the whole crazy scheme of trying to row again after a three year lay off.

I always felt sorry for the divers and the gymnasts whose success or failure is in large part a function of the judges. I would rather be dedicated to winning than to convincing a coach or a judge.

And if we are possibly diluting the necessary determination, if we are causing oarsmen not to make the effort, are we sacrificing something we want to keep. Is it worth this to achieve a faster U.S. eight? Does our national prestige in the sports world require it? Every individual competitor

(Continued on p.29)

Story and Photo by Dominik Keller

This year's regatta season is divided in three parts. A preliminary survey was made after the first international regattas in May and June. Then, in early July the World elite, except New Zealand and Australia, competed on the Rotsee at Lucerne. The third part is concentrated on the preparations for the Olympic Games. The International German Championship is regarded as the general rehearsal on the Olympic course.

Initial Phase

After the international regattas of Mannheim, Ratzburg and Amsterdam in Western Europe and Berlin Gensou and Moscow in the East, the following top crews began early to dominate the scene. The Soviet Union has two excellent scullers - double sculls Olympic champion Alexander Timoshinin and Yuri Malichev, fifth in Copenhagen, who improved very much since. In the GDR (East Germany) the young sculler Gunderpennig had beaten Vice-European Champion Dräger twice. In the West Udo Hild (West Germany) and Melch Burgin, the Swiss double sculls World Champion 1966, proved to be the strongest scullers. In Amsterdam Wolfgang Glock (West Germany) announced his ambitions to win selection to the West German Olympic Team over his ex-teammate in the double sculls, Udo Hild, by winning the Holland-Beker.

The new British double Crooks/Delfield won easily in Mannheim. However, in Ratzburg and Amsterdam they were beaten by one length by the Vice-European Champions Hansen/Thøgersen of Norway. Strath/Lasina improved very much while the GDR and the USSR exported with various combinations of scullers.

In the West there was a constant rivalry in the coxless pair between the Swiss teams Dubs/Fischer and Furler/Linderker. Due to a lack of training because of Gorny's illness, Klatt/Gorny GDR were beaten by Britzke/Wäger. Yet, their defeat was unexpected. The performance of the Poles Broniec/Slusarsky was not as convincing as last year while the Czechs Zapletal/Lakomy, surprising silver medalists in Copenhagen, fulfilled all expectations. They could, however, not endanger the winning GDR team.

There is no outstanding Western European team in the mixed pair. The most successful crews are the West Germans Krause/Miesmann. The Eastern European nations seem to specialize in this category. The Soviets Eschinov/Ivanov won at the Moscow Regatta and Gunkel/Lusko came in only fifth but they took their revenge by winning in East Berlin followed by Czaduslovakia (European Champions 1969) and Rumania (World Champions 1970).

In the four without coxswain, Rumania and West Germany had very tough races in Mannheim and Ratzburg, both won by the Rumanians. In Moscow and East Berlin, the experienced GDR team of Forberger, Grahn, Ruhle and Schubert was successful.

In the four with coxswain, the West Germans, the Swiss and the Dutch dominated the three regattas in the West while the Czechs and the GDR were the fastest Eastern teams.



The greatest surprise of the season is the fact that the GDR eight, which seemed to be indestructible until 1971, never recovered from their defeat in Copenhagen by the New Zealanders. After this team was beaten by a new Berlin crew, four men formed a four with coxswain which had competed successfully in GDR regattas in earlier years and they were again successful.

The fastest eights of the early season were the Soviets, successful in Moscow, the GDR, winners in Berlin, and the West German National eight, carefully selected according to results in the pairs, by Karl-Heinz Bantle and trained by K. Adam.

Mid-Season

The International Lucerne Regatta, the only direct meeting between Western Europeans and the GDR crews before the Olympics, was awaited impatiently. There were record entries for this event, with 36 coxless pairs, 26 singles and 20 coxless fours competing.

Jimmy Dietz qualified through the repechage for the semi-final by beating the Dutch sculler Sleeswijk and the West German Tidelt while Larry Kleatzky qualified with a second place behind the Spaniard Gorta. In the semi final, both UD representatives rowed in the same heat. The first four competitors were automatically qualified for the final and the rest qualified for the petit-final. Jimmy Dietz played a dangerous game - at the 1000 meter mark, he was 13 seconds behind the leading Soviet sculler Yuri Malichev and eight seconds behind Dwan (Great Britain) rowing in fourth position. With a strong final spurt, he qualified for the fourth position only 7/10 seconds in front of the deceiving East German Vice-European Champion Dräger, who thus, did not make the final. At the 500 meter mark, Larry Kleatzky was in fourth position, but he passed the 1000 meter last and failed to improve. He was sixth in the petit-final behind Dräger. According to FISA rules, the finale were held on Sunday afternoon. The temperature was quite warm and there was no wind. About 20,000 spectators had come to the Rotsee.

The four with competition was dominated by the first meeting of the crews from East and West Germany. The GDR four was considered the strongest of its category in their own country but so far their performance had been sacrificed to the eight. After a rather bad start by the West German crew, GDR lead at 600 meters by nearly one full

To Munich-via European Waterways

A Summer of Pre-Olympiad Regattas

length, followed by GDR II, Holland and Czechoslovakia. Over the next 1000 meters there was a tough fight on-board but none of the crews could take off. They passed the 1500 meters lead by GDR by 3/4 of a length, Holland and West Germany. Then the West Germans started a terrific final spurt proving their excellent conditioning, beating the GDR by one quarter. Their performance was undeniably more impressive than the mere results can indicate, but the fact that they passed the last 500 meters in 1:31.0 against 1:35.0 of the GDR means much more than the final timing.

After this brilliant first race, the atmosphere was excellent. In the coxless pair Klatt/Gorny and the young Britzke/Mager, both from the GDR, aimed for selection to the Olympic Team. It was, in fact, the last chance for the European and World Champions but Britzke/Mager lead from the beginning. At 1300 meters, however, the Swiss Dubs/Fischer took the lead quite unexpectedly by one length. They lead up to 1900 meters but then had to let the young East Germans pass. Klatt/Gorny were third, followed by the Czechs Zapletal/Lakomy, the Dutch Luytenburg/Stokvis (the winners of this race in 1968).

In the single, Juri Malichev played the same part as Dietz one year ago. At the 500 meter mark, he was already slightly in front of Hild, West Germany, and extended his lead to three lengths. Guldenpfennig, Dietz, Glock, Hild and Burgin were fighting for the second position. Dietz had a very strong phase in the second 1000 meters, drawing gradually even with Guldenpfennig and Hild. Dietz and Guldenpfennig spurred past Hild, who was unable to improve. Dietz was second with 3/10 seconds, followed by Glock, Hild and Dwan.

The coxed pair race was quite surprising. In the heats, Maxwell/Hart, a totally unknown British team, amazed everyone by setting a new record. In the final, the GDR and the Soviet Union were even up to 1250 meters. Then the Soviets took the lead by one length, followed by the GDR and Great Britain. However, the final spurt of the GDR crew proved to be the strongest, and they passed the finishing line with 7/10 seconds, followed by USSR and the very impressive Britons, Maxwell/Hart.

In the four without, it was again mainly a fight between the teams of the USSR and West Germany. Forberger/Grahn/Ruhle/Schubert of the GDR, so far the most successful crew in the international rowing business, (twice World Champions, Twice European Champions and Olympic Gold medalists in 1968), lead over the whole course with a good length. However, on the last 400 meters, the West Germans

how up and were beaten by only 5/10 seconds. The Italians were third, one length behind the Norwegians and Great Britain.

In the double sculls, the winners of this event one year ago, the Vice-European Champions, Hansen/Thoenes of Norway, won the race comfortably.

Between 750 and 1100 meters, the Britons, Crookes/Delafield, took the lead but at the finish line, the Norwegians were five seconds faster. The Russians, Balenkov/Korakov, were third, followed by the Dutch, Veenemans/Bruyn. GDR European Champions, Schmid/Bohmer, were only sixth.

In the eight, there was again a fight between the West Germans and the USSR. At 1000 meters, the West Germans were leading the GDR by half a length, one length behind followed USSR and Holland. Finally, the GDR crew, whose closing spurt proved to be the strongest, beat the newly formed West German National team, followed by USSR and Holland.

General Rehearsal

Two weeks later, the German International Championships took place on the Olympic course. It was the first meeting between Harry Parker's four with and eight with crews from Europe, New Zealand and Australia. From Eastern Europe, only Czechoslovakia and Rumania competed. In the heats, the three US teams — eight, four and the two sparemen, Brooks/Roberts in the coxless pair — had already achieved good results. They all qualified for the finals. The night, by beating the West German team cleanly, was regarded as a sensation.

In the four with coxswain, World and European Champions, Konstanz, West Germany, were impossible to beat. They won clearly against Czechoslovakia. The US team maintained the third position from start to finish and beat Switzerland (last year 5th position at Copenhagen). The US four has a fair chance to qualify for the Olympic final in Munich.

The crowd of about 7,000 spectators awaited the eight competition impatiently. Right after the start, New Zealand, USA and West Germany were in front. At 750 meters, the US team took the lead in front of the West Germans, who could not hold the pace of the Americans. The New Zealanders were even with the US team. Before the 1500 meter mark, the US team was leading West Germany by one

(Continued on p.35)

NWRA Regatta Showing Proves

On June 16, 17, and 18th, at Green Lake in Seattle, Washington, the Seventh Annual NWRA Championship Regatta was co-hosted by Seattle Junior Crew and the University of Washington Women's Crew. The regatta was also sponsored by the Seattle Park Department and the city of Seattle.

With nineteen of the twenty-nine member clubs competing and approximately 200 oarswomen participating, this 1972 National Regatta represents the largest attendance in NWRA history.

Most of the competing clubs arrived in the Seattle area by the 14th and 15th of June, although the lake had been open to practice as early as June 11th. On Thursday, the 16th, the boat and lane draw was held and a general practice day conducted. That evening, an informal coaches and coxswains reception was given by the host clubs.

The necessary preliminary heats were held on Friday, the 16th, starting at 10:30 A.M. Green Lake Aqua Theatre, adjacent to the Seattle Junior Crew shellhouse provided an excellent view of the races. The tiered amphitheater raised the spectators so that the entire race course could be viewed from start to finish, with races concluded directly at the base of this structure. Friday's heats included: HW Single, HW Four, HW Novice Wherry, HW Single Dash, and the HW Eight. Because of good weather and light winds on this day, several of the heat times broke national records. Carol Simpson of Long Beach Rowing Association finished the HW Single with a 4:08.0. Lake Merritt Rowing Club's HW Four turned in a record 3:52.8. The HW Novice Wherry time set by Long Beach broke the previous record by 45 seconds with a 4:47.1. The HW Eight heat time was an astounding 2:26.5 turned by both Lake Merritt and Vesper crews. As both Saturday and Sunday brought worsening winds, it is to be regretted that the heat times of Friday were not allowable against standing records.

Friday evening Seattle Junior Crew and the U. of Washington Crew hosted an after-dinner coffee hour in honor of the tenth anniversary of the NWRA at the University Tower Hotel. A beautiful anniversary cake was enjoyed by all.

Saturday was a full day for all clubs, starting at 7:00 A.M. with weigh-ins for lightweight oarswomen and coxswains. At 9:00 A.M., a coaches, coxswains and officials meeting was held and the first race started at approximately 10:30 A.M. Two national records were set on Saturday. Lake Merritt's Junior 8 rowed a 3:52.2, which was surprisingly faster than both LW and HW 8 times in this year's regatta although conditions were not equal between Saturday and Sunday. The LW quad was beautifully rowed by Long Beach in a 3:51.4. The awards for Saturday were presented by NWRA Vice-President, Paula Mitchell. A new perpetual trophy was donated by U. of Washington Crew for the LW Quad event and was won by their club. The new HW pair trophy was presented by Vesper Boat Club and



Lake Merritt R.C. Lightweight Four

by Kathy McClain

Women's Rowing Growing

dedicated to the late Alice Platt. The trophy was won by the College Boat Club of the U. of Pennsylvania.

On Saturday afternoon, the NWRA annual meeting was held at Green Lake Fieldhouse. A new president, Gail Pierson of Cambridge Boat Club was elected and Jim Becker of Vesper Boat Club was re-elected as treasurer of the organization. Elizabeth Seban of Lake Merritt R.C. was appointed as Newsletter Editor and Kathy McClain, also of Lake Merritt, was appointed as Women's Editor to this magazine.

On Sunday, the weather worsened and the course was raked by a severe cross wind which strengthened considerably in the afternoon. The official results state that the northwesterly wind gusted between 9 and 14 knots from starboard to port. From 7:00 — 8:00 A.M., weigh-ins were held and races commenced at 10:00 A.M. Despite Sunday's rough conditions, four new national records were set. College Boat Club of the U. of Pennsylvania rowed a 4:07.0 in the HW Four event. Long Beach Rowing Association broke two existing records. Their HW Novice Wherry completed the course in a 5:07.5 while their HW Double rowed a 4:03.6. The last record of the day was set by Lake Merritt Rowing Club's Junior four which turned in a 4:07.0 flat.

The regatta was concluded with the awards ceremony held at 1:00 P.M. The Gus Constant Cup, a new trophy for the HW Single Dash event was donated by Vesper Boat Club and was presented to Gail Pierson of Cambridge Boat Club who won with a 1:47.3 over a distance of 1/4 mile.

Upon reviewing this year's Nationals, one must note that a new occurrence has perhaps opened a Pandora's box of possibilities. This year, for the first time, two crews have combined to provide the best possible entry in their event. This was done by College Boat Club (Penn.) — Philadelphia Girls R.C., Vesper-Cambridge, and Lake Washington R.C. — University Barge Club and was marked with quite favorable results. Of seven combination entries in five championship finals, only one such entry finished below third place. In the HW eight event, the two combination boats placed first and second over a field of single-club entrants.

In closing, the NWRA feels that special thanks has been merited by Paula Mitchell, Colleen Lynch and the 1972 Regatta Committee who handled every crisis that arose with efficiency and expediency and who emerged on the final night about 24 hours behind the rest of us on sack time. The NWRA would also like to express its gratitude to Jack Franklin, head official at the Regatta, William Hewitt, Ian Turner, Elizabeth Seban, and all the officials, oarswomen, and spectators who attended this year's Nationals. We hope to see at least as many clubs in 1973 when, on June 15, 16 and 17th, the 8th Annual NWRA Regatta will be held in Philadelphia, Pennsylvania. RESULTS P. 24-26

UPSETS!

Canadian Scholastic Style

by Craig Swayze

One word could be used to describe the 1972 Canadian Scholastic Rowing Championships. Upsets!

Defending champion Ridley College of St. Catharines lost the feature race. Favored West Park Secondary School of St. Catharines gave up its regatta title. And three St. Catharines crews fresh from victories at the U.S. Schoolboy Regatta suffered defeat.

All in all, the June 3-4 outing on the Henley Course at St. Catharines proved something of a rough one for the form players. Yet it served to make the 27th Canadian schoolboy meet one of the most exciting on record.

The week previous, Ridley had won its fourth consecutive U.S. open eight-oared crown at Middletown, Del. Yet a lightning-bolting boatload of youngsters from Brentwood College of Vancouver Island turned the tables on Ridley's home waters to nip the defending champions by a deck and clock 4:25.0 for the 1,500 meter distance.

Making a move from the six-oar back after 800 meters, Coach Tony Carr's kids never looked back. Everyone else had a run at them through the final 600 meters, but there was just no catching the west coast entry.

With Ridley coming on to take second, J.E.B. Stuart High School of Fairfax County, Va., was another deck back in third while Holy Spirit High School of Ventnor, N.J., held on in fourth with open water to fifth-place Liverpool (N.Y.) High School and trailing West Park.

Lakeport Secondary School of St. Catharines captured the Cosgrave Trophy, emblematic of the regatta points crown, with 82½ points, most of them coming on decisions in the 135 lb. eight and open four. And in taking the eight, Lakeport relegated U.S. champion Denis Morris High School of St. Catharines to third while the four saw Beamsville (Ont.) High School, another 1972 American titlist, a length off the pace.

Frank Pisani, the fine 16-year-old New Rochelle (N.Y.) sculler, was a length up on Mike Miller of Ecorse (Mich.) High School in the 145 lb. single. He covered the sun-dappled Henley Course in 5:49.7 to win going away. The Stark brothers, James and Rich, were good for the upset double crown.

Ed Goode III, Manhasset (N.Y.) High School's 6'4.5" sculler, added the Canadian open schoolboy singles title to his U.S. crown won the weekend before in Delaware. He was a good two lengths up on Tony Novotny of Toronto's Lawrence Park Collegiate, clocking 5:35.0 for the 1,500 meter Canadian schoolboy distance.



Brentwood College Rowing Club of Vancouver, trophy winners of the Fights under coach Tony Carr.



I.C. Williams High School of Alexandria, Va., won the open cox four while Liverpool took the novice 135 lb. cox four with a 15-year-old girl, Kris Berry, as coxswain.



Ridley's Innisville Prep School came on a win in the 145 lb. four, a first in lightweight rowing for the St. Catharines prep school.



FOR RESULTS SEE P. 24-26



The Royal Henley

by Hart Perry

A strong, undefeated Harvard crew made it look easy as they powered their way to the awards stand and the Thames Cup. Kent School, celebrating 50 years of rowing and competing for the twentieth time at Henley, won a thriller to capture the Princess Elizabeth Cup. Northeastern electrified the crowd with their great but losing effort against the Russians in the Grand. Other U. S. finalists were Drexel in the Diamonds and Dietz and Kleatsky in the Double Skulls. Both met defeat at the hands of exceptional opponents.

GRAND CHALLENGE CUP

The Russian Crew, W.M.F. Minnow, and the Tideway Scullers School were the "selected" crews in this event. The draw placed Northeastern University against the Tideway Scullers School in Friday's semifinal while in the other side of the draw, the Russians went against University of London who on Thursday had easily disposed of the Electric and Puller Club Gulls, Egypt. Northeastern quickly took the lead from Tideway and moved well ahead by the Barrier. They obviously had plenty left as they came up the Enclosures to win by two and a quarter lengths over a Tideway crew that had performed quite well in Amsterdam the week before.

The Russians had little trouble with the University of London, beating them by four lengths and when comparing times. It seemed that Northeastern had little chance in the Finals. This was not to be the case as Northeastern, rowing in the Berks Station, took an early lead over the Russians and, as they came to the end of the island, seemed to be on their way to a big upset. Unfortunately, a strong cross wind

caught their boat at this point and pushed them into the buoys which broke their rhythm and allowed the Russians to move by them.

As they went down the course, it appeared that the Russians would win by a considerable margin as they lengthened their early advantage. However, as the crews neared the mile post Northeastern raised its stroke and began to drive on the Russians. Rowing first at 30 and then at 41, they closed the gap and seemed to be moving on every stroke. To their credit, the Russians kept their composure and dug down deep in the last 20 strokes as the U.S. crew put consistent pressure on them.

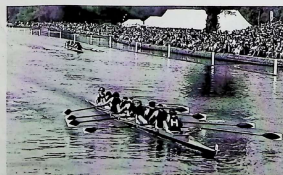
Whether or not the Northeastern crew would have won had they not run foul of the buoys is certainly up to speculation, but it is a fact that they gave the Russians a tremendous race and gained a great deal of respect from everyone at the Regatta. It was a fitting performance for Coach Ernie Arlett who is a native of Henley-on-Thames and a highly creditable conclusion to Northeastern's finest rowing season.

THE LADIES CHALLENGE PLATE

There were no United States entries in the Ladies Plate and the event was dominated by the two Dutch crews, Lago and Aegir. One of the best races of the event was in the semifinal between First and Third Trinity and Aegir. First and Third mounted challenge after challenge and only at the end did the Dutch crew pull away to win by half a length as they withstood First and Third's finishing 41 sprint. In the final, Lago overwhelmed their compatriots by four and one half lengths.



Kent edges Kentwood for Princess Elizabeth Cup



Harvard takes the Thames Challenge Cup

Harvard Frosh & Kent bring home the sweet taste of victory

Title Photos by T. Vaughn
Race Photos by G. Bushell



THAMES CHALLENGE CUP

Harvard, being represented by its undefeated Freshmen crew, made a shambles of the opposition in the Thames Challenge Cup. Harvard, Bewdley Rowing Club, and Kingston Rowing Club were the "selected" crews in the event. It would appear that Harvard had the easier side of the draw but this made little difference as they coasted through to the quarter-finals with a comfortable three length win over St. Thomas's Hospital. In their quarter-final race against Quinlin Boat Club, the margin of one and one-quarter lengths was closer, but the Crimson had things well in hand by the quarter-mile mark and paced themselves beautifully over the remainder of the course. Harvard's semifinal victim was the London Rowing Club and on Saturday morning they took a lead early in the race and gradually extended it to win impressively by two and one-half lengths.

Kingston Rowing Club, the pre-Regatta favorite and finalist against Harvard's outstanding lightweights in 1971, was not having things as easy on the other side of the draw. In Friday's quarter-final against Poplar, Blackwell and District Rowing Clubs, they held on to win by six feet in one of the Regatta's most exciting races. In Saturday morning's semifinal, they were again pressed to their limit by the Thames Tradesmen who had earlier disposed of Bewdley Rowing Club. The final, which appeared to be a fairly rugged test for Harvard, proved otherwise as they took an early lead and, displaying magnificent power, kept rowing away to win in a verdict of "easily." Ted Washburn's crew thus completed the season unbeaten against opponents on both sides of the Atlantic. Several boys in the Harvard boat had been members of school crews who had suffered previous defeats at Henley and thus the victory had even more meaning.

THE PRINCESS ELIZABETH CHALLENGE CUP

The Princess Elizabeth Cup once again provided some of the drama and tragedy of the Regatta. Kent, Brentwood College School, and Ridley were the "selected" crews. On the Sunday prior to the Regatta, Kent learned that their No. 5 man would be unable to row because of a heart condition and this was discovered after a grueling trial with tton College. Thus, with two days to go before the opening of the Regatta, Kent replaced the injured man with a spare, moved another boy from port to starboard and shifted a third from the four to the six seat. There seemed little chance that this unit could round into championship form.

Thanks to their "selection," Kent had a bye on the opening day and stood ready to meet Pangbourne College, holders of the Cup, on Thursday. Pangbourne was noted for its fast start but Kent was equal to it and moved to a length lead at the Barrier. From this point on they stretched out the stroke and the positions changed very little as the crews came into the final 3/16ths of a mile. Here Kent powered away to win by one and one-half lengths.

In Friday's semifinal Kent was against King's School Worcester of England who had disappointed Chavate by two and one-half lengths on the opening day and then beat University College School in the quarter-finals. Kent took a quick lead and extended it at will to win "easily" and were thus ready for the finals on Saturday.

The other side of the draw put Brentwood College School, victors over Ridley in the Canadian Schoolboy Championships, against the Ridley crew in Friday's semifinals. Brentwood had arrived very late and were having troubles adjusting to a very heavy boat. Ridley had won its opening round against King's School Chester by three and one-half lengths but did not appear as awesome as they had been in previous years. In Friday's semifinal they moved quickly past Brentwood and were leading by a comfortable margin when disaster struck them for a second year in a row. As they raised the stroke in the last part of the race, the No. 3 man caught a crab and was catapulted out of the boat. Ridley finished the race still ahead of Brentwood but were disqualified because of a Regatta rule which states a crew must finish with all its members on board. Everyone was then conceding the Cup to Kent — everyone but Brentwood who came out on Saturday in the Ridley shell with great determination to bring the Cup to Canada. Kent took a quick lead and were in front by one half a length at the Barrier. This margin remained the same as the crews went by Fawley but coming up the last stretch Brentwood began to make furious drives at the Kent lead. At the mile and an eighth signal, the crews were almost level and it looked as if Kent might see its unbeaten season brought to a heartbreaking end. A drive at this point put Kent back in a quarter-length lead and as the crews came along the Enclosures, Kent raised its beat to 39 and won by a deck-length in a magnificent race. This marked the first time Kent had won the Princess Elizabeth Cup although on three other occasions the Thames Cup had come to the Connecticut school.

(Continued on p.36)

The Canadian Henley

"4 Days 12 Years In A Row"

St. Catharines Does It Again!

by Craig Swayze

The promotional theme for the 90th Royal Canadian Henley Regatta was Four Days In A Row, but the St. Catharines Rowing Club wrote its own for the 1972 national rowing championships.

Twelve Years In A Row was the self-styled motto carved out by powerful boatloads of St. Catharines oarsmen.

Flashing only glimpses of their true potential during the early stages of the four-day regatta, St. Catharines crew moved on strongly through the closing stages to make the annual chase for the Maple Leaf Trophy, emblematic of the Henley regatta title, a virtual runaway.

The end result was a record 454 points and a 12th consecutive regatta crown for a whopping 310-point spread on Hamilton Leanders, the nearest rivals among the 56 competing clubs. It surpassed by 11 points the previous Maple Leaf Trophy high set by St. Catharines in 1961 while setting out on the current 12-year Henley Regatta reign.

Ridley Boat Club, the new St. Catharines rowing organization, made up of Ridley College graduate oarsmen, made its first Henley appearance count by winding up third in the standings on 120 points, chiefly from victories in the junior eight, cox four, four and cox pair. That was 10 up on Buffalo West Sides with the New York Athletic Club again dominating senior sculling events for fifth spot on 91 points, three more than the Ecorse Boat Club.

Jimmy Dietz returned to Henley after missing the 1971 regatta and promptly took up where he left off the year before. The towering 23-year-old New Yorker easily won the Championship Single and added the open dash.

But it was again Larry Klecatsky who captured the crowd's fancy. The 30-year-old New Rochelle physician took the senior 145-pound and 165-pound singles as well as the lightweight dash and then combined with Tom Quinn for the senior 145-pound double.

New York might have swept the final day's senior scul-

ling events had it not been for broken equipment. Dietz and Alex Junge were leading a University of British Columbia double by 4½ lengths after 1000 meters when an oarlock snapped. It put the NYAC entry out and the west coast Canadians went on to win.

In all, St. Catharines scored 16 firsts over the four-day competition, highlighting the show with decisive victories in the senior eight and senior cox four.

The big eight, stroked by Andy Van Ruyven, clomped home 1½ lengths up on Syracuse for the Ned Hanlan Memorial Trophy and a 6:06.0 clocking on dead water with Ridley's junior winners third. But the four was even more impressive, covering the 2000 meters in 6:41.0 and an eight-length margin on Washington Potomac, their nearest rival.

This was the same four which took the Prince Philip Challenge Cup at the English Henley.

St. Catharines junior 135 pounders shone by sweeping both the junior and senior fours and eights. Ecorse duplicated the showing in 145-pound eight-oared events while Port Credit Dons came through in the junior 145-pound four and cox four.

Philadelphia Vespers swept the three women's races, a first for the Henley, which this year attracted a record 456 entries from 56 clubs for 105 races over the four days of competition. Karin Constant took the single with Vespers, splashing away with both the cox four and eight as six clubs were on hand for the three women's events.

Brock University, another St. Catharines first-time entry, scored in the junior pair and the junior 145-pound double while Rob Allen of Toronto Argonauts took the junior single and Peter Barr of St. Catharines was the Association Single winner. Kurt and Dwight Cox of the Minnesota BC sculled off with the junior double.

FOR RESULTS SEE P. 24-26

The American Henley — 1972

by Bill Hollonbook

The 60th American Henley Regatta was held on the Schuylkill River at Philadelphia on Saturday, June 10, 1972, under the auspices of the American Rowing Association and its Stewards. There were approximately 225 entrants with the following events running to heats in the morning: quarter-mile dash, intermediate single, elite single and pair without cox. The day was windy and cold, but the races went off on time. The competitors centered almost entirely on small boats... fours, pairs and singles. The Stewards Cup was not held due to the placement of the IRA regatta

one week before at Syracuse.

The Puritan Cup was won by the elite Potomac Boat Club four and the Farragut Cup was won by Jim Dietz of the NYAC in the elite single. Dietz and Dr. Larry Klecatsky had teamed up earlier to win the elite double event. Potomac's crack pair, Borschelt and Flemming, also won the open pair without cox, giving the six oarsmen from Washington a highly successful day.

FOR RESULTS SEE P. 24-26

Opening of Sao Paulo's New FISA Course

Cornell Goes To Brazil

by Todd Jesdale
Photos by Alan Danser

The inaugural regatta for the Olympic rowing course at Sao Paulo, Brazil was conducted with the precise formality of the FISA format and with the genuine good will of the Brazilian people.

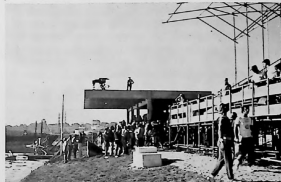
The only American entry, Cornell University, finished second (6:02.5) in the eight behind Argentina (5:57.0). Rio Grande do Sul, a crew from the southern-most state of Brazil was third (6:21.0), and crews from the City University of Sao Paulo and the Sao Paulo Rowing Club were fourth and fifth. Argentina moved with an excellent start to an early lead which they maintained and increased throughout the race. Their impressive time of 5:57.0 was attained without the benefit of any discernable wind, although any wind on the course that day would have been following. Without Dimidti, it was otherwise very much the same eight that won the Pan-American Games last year.

The Austrian pair/with (7:35.0), behind by almost three lengths with 800 meters to go, and the Brazilian pair/without (7:17.0) turned in the other most exciting performances.

The precision of the conduct of the regatta measures Brazil's great interest in developing its rowing program to the highest levels. They have already made great progress (three golds at Cali in 1971), and they have the strongest resolve to go on, as they have amply demonstrated by the quality of the course at Sao Paulo.

The course is dredged out of a level stretch of ground for the sole purpose of rowing. Although not entirely complete, almost all of it is 3 meters deep; it is six lanes wide with a narrow seventh lane for returning crews. The water surface is nearly 15 feet below the ground level so that any wind would tend not to ruffle the water. While we were there for five days, there was almost no wind.

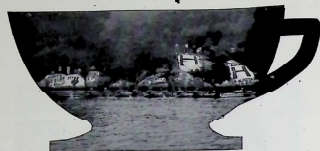
Dr. Renato Borges da Fonseca typifies the quality of the Brazilian rowing effort. He is dynamic and energetic. This is the fifth course he has been instrumental in developing during his four years as director of Brazilian water sports. He has helped to bring about cooperation among the various rowing clubs, particularly in Rio de Janeiro, so that more successful crews have been realized among clubs, an effort which helped in Brazil's strong 1971 Pan-American effort. He has opened understanding with European rowing powers to advance his own country's technical knowledge. To make the beautiful course in Sao Paulo, many interests had to be combined, and the course belongs to the City University and, when the rest is prepared, will be part of a complete athletic complex, suitable for any full international



games and competitions. It is interesting that part of the material dredged was used to help construct the nearby University buildings. This beautifully planned rowing course was expensive, of course, but Dr. Fonseca's ingenuity and personality involved many, many interests and split up the cost accordingly.

This great concern of Dr. Fonseca's Brazil for rowing could be nowhere better illustrated than by the beautiful regatta on the new Olympic rowing course of the City University of Sao Paulo and the true sportsmanship with which it was carried out. Our hosts worried about every detail of our trip, from our baggage upon arrival in Sao Paulo to having cars ready for the many trips back and forth to the course. I look forward to the day when we can invite Brazilian crews to row on our now Olympic level course and to treat them with an equivalent respect and friendliness.

One Lump or Two The Annual Yale-Harvard Tea Party



by John Hale
Photo by Tony Johnson

SPORTS ILLUSTRATED calls it "Harvard's annual tea party with Yale." The Encyclopedia Britannica will inform you that it is the oldest inter-college sporting event in America, beating football by 17 years. People I know at Harvard say it's a fossil and that the Crimson crew should go to the IRA's with everyone else, and try for a victory that would really mean something. Friends at Yale wonder why anyone would waste the first three weeks of summer rowing twice a day (and at six a.m. yet) just for the chance to get kicked all over four miles of the Thames River on June 17.

When Coach Johnson asked me to write something about the Yale-Harvard race, I hoped I would be able to give outsiders some idea of why the two universities have agreed to continue the race, despite the expense; and of how much these three weeks mean to the oarsmen who come every year to New London.

I was rowing in the combination boat, an eight made up of lefthanders and righthanders, such as myself, and a few Old Blues who find the habit too tough to kick. Perhaps the best testimony to the great experience that Yale rowers have at Gales Ferry is the number of former crew members who come back to the camp each year, even if they have to work in the kitchen to earn their keep.

The first Yale-Harvard race was held in 1852 on Lake Winnepesaukee, as a publicity stunt for a railroad company. It has since been held as far afield as Poughkeepsie and over distances as short as 2000 meters; but the standard race for the past three-quarters of a century has been four miles on the Thames River at New London. Occasionally other crews have been invited: in 1908, for instance, Cornell rowed in the race and won it. It was in those early years of the century that the race was one of the major sporting events in the country, and the great yachts of the Vanderbilts and the Whitneys used to sail up the river on Friday and anchor along the course.

I was brought up on memories of the 1903 race. My grandmother and her sister went up from Indiana to watch their cousin Ralston row for Yale (who won), and they were fond of telling me how they rode in a little train fixed up with bleachers and an awning, which followed the boats along the bank.

Two years later, in 1905, former captain Payne Whitney had the Yale boathouse and varsity house built at Gales Ferry (not bad for a young man seven years out of school). Harvard camps out at Red Top, about a mile downstream.

Gales Ferry, situated on a point looking out over a bend in the river, is one of those rare places that have everything

needed to make life happy. Downstairs in the varsity house are the game rooms — one for ping pong, one for cards — each with a great stone fireplace, and surrounded by a veranda. There are movies in the evenings, with titles like "True Grit" and "Too Late the Hero." Upstairs are the bedrooms. I expected carvings everywhere ("B. Spock was here 1922," etc.) but seven decades of oarsmen seemed to have left no trace. The names were down in the dining room, on the pictures of all the past Yale crews that covered the walls. The race times were there, too, and it was striking how little they varied over the past century, with everybody rowing between 19 and 23 minutes, depending on the conditions.

Outside is the croquet court, the scene of many bloody tournaments, the edge of which slopes down abruptly to the dock and boathouse. And if the croquet court is occupied, the Ferry boasts New England's largest collection of Action Comics, and all the peanut butter sandwiches you can eat — in short, a paradise.

The great length of the Thames allows a delightful variety in workouts. Especially memorable was the morning when Tony announced to the boats that we were to row full power to Norwich. I turned to Vogel behind me and asked "Just how far is Norwich?" and he said very slowly, "Seven miles." So we started off at about 23, which feels at first very comfortable when you are used to a 36; but by the time we reached Norwich all I could say was "By God, I hope it's not full power back." And it was!

More popular were "technique" practices. Each boat in turn would take ten strokes, and then we would all vote on who rowed most quietly.

The Froemy arrived at the beginning of the second week, and after that we would sometimes hear the shouts of coxswains behind us, and the pounding of many oars, and then Harvard would sweep past, four eights and two launches. More awe inspiring than their rowing were the colors of their shirts — Navy's colors, Pennsylvania's, Princeton's . . .

Yale was first at the stakeboats Saturday afternoon. The sun, making its first appearance in a week, had already set, leaving the water smooth. The race was to be downstream this year (and Captain Murphy was pleased to announce that the tide would be running out), so the start was opposite Red Top, where the banks are wooded and there are still a few wild swans.

The final offering of the Ferry Film Festival had been ominous: Ryan O'Neal as a Yale runner who takes drugs and then loses the Olympic Marathon because of a heart attack. Even more ominous was the tally of events so far: Yale 2 (the baseball game and the croquet race), Harvard

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Canada makes its new sports policy work

Editor's Note: This brief review of Canada's new sports policy is a drastic change from the past and, as it relates to rowing in particular, it should be of interest to the U.S. rowing community.



A. August 2, 1968, Task Force set up to investigate and define the major problems of sport in Canada. Chairman, Mr. Harold Rea and committee members Nancy Greene and Dr. Paul DesRuisseaux.

B. Survey of 54 sports revealed eight major concerns in the following order: (1) public apathy (mass media); (2) inadequate and antiquated facilities; (3) lack of permanent office facilities for administration; (4) insufficient qualified coaching staff; (5) need for the educational system to become involved; (6) lack of funds; (7) lack of recognition awards; (8) development of National Teams.

C. March 20, 1970, the Hon. John Munro, Minister of National Health & Welfare, announced a sports policy for Canadians that focused on health and personal satisfaction for their own sake. The purpose and objective being mass participation in order to inculcate sports and recreation into the Canadian mass culture.

What Has Been Done To Date

1. A National Administrative Centre for Sport and Recreation has been organized and is located at 333 River Road, Ottawa. It occupies two floors in a modern 17-story building. Thirty-three Canadian governing sports bodies and recreational associations are being provided with individual private office space completely furnished, secretarial services and the following operating facilities: telephone and telex communications, stenographic pool, mailing center with address plates for volume mailings, a reproduction center for copy and reproduction work, a graphics center for creating and designing logos, symbols, circulars, membership cards, etc., and a bookkeeping service.

2. Specialists have been engaged to assist in public relations and publicity, translation service and a clipping service.

3. Space has been made available for the development of a library that will house text books, magazines, etc., on the various sports. In addition, there will be a film library on sports. A large conference room is available for meetings of directors and executives of the various sport governing bodies.

4. Just recently, the Coaching Association of Canada was organized and now occupies space in the Sports Centre. Their program is in the process of being formulated and is awaited with great interest.

5. Sport bodies and recreational associations have been classified into two groups, using a point rating system. Three criteria are used in determining the points: (a) demands in terms of physical exertion, training and skill and established stages of competition; (b) degree of participation and growth potential; (c) opportunity to participate as it relates to cost, facilities, coaching and universal nature of the sport.

6. Sports included in Class 1 e.g. hockey, football, soccer, basketball, volleyball, water skiing, rowing, etc., enjoy having a national headquarter set up in the Administrative Centre under the management of their executive director. It is estimated that the annual dollar value of these grants and services is around \$26,000.00 per sport. In addition, limited funds are also available in the form of grants for the purchase of sport equipment which can be sold to clubs on an installment pay-back basis. As payments are received, additional equipment is purchased and made available to other clubs.

7. Sports included in Class 2, e.g., handball, karate, lawn bowling, soaring, archery, speed skating, etc., can receive assistance by way of secretarial help and supplies from the Centre and make use of the physical facilities and services. They also can tap a \$100,000.00 fund for special projects.

8. Travel allowances of 100% for annual National Championships and 75% for selected World competitions can be applied for by both groups of sports. Also, 100% travel allowances are provided for a limited number of directors and officers attending executive and annual meetings.

9. In 1970, \$5,500,000.00 was budgeted to carry out this policy of which \$463,000.00 was budgeted for the Administrative Centre for sports.



Summary

This kind of support has given a real stimulus to amateur sports bodies and recreational associations to become more effective and efficient in promoting and developing their individual programs. The volunteer sports executive, relieved of the bulk of detail work, can now spend more time on forward planning and having it implemented through National Headquarters. The tempo of our national sports programming is being speeded up and results achieved much faster. The era of the "kitchen table" type of administration is now passe.

Such a sports policy, coupled with the administrative structure, should effect an advance in the physical fitness of Canadians and a major improvement in the caliber of our competing athletes.

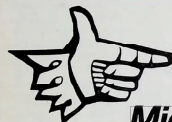
Advice to Youthful Rowing Enthusiasts: by Randall Jeblonic

In recent years many patrons of rowing have been surprised to discover that Wisconsin is not alone in the Midwest; there are other schools rowing and their number is growing yearly. The University of Wisconsin will celebrate its 100th year of rowing in the spring of 1974, while schools such as Nebraska and Washburn will have less than two years on the record. Many oarsmen with club affiliations will, of course, realize that there are several well-established boat clubs in the Midwest whose heydays are far from over; Duluth, Minnesota, Detroit, Ecorse, Milwaukee, Wyandotte, Lincoln Park and the Springfield Boat Club to name a few. We even have several prep schools including Culver Military Academy, St. Johns Military Academy, Weber High School, Chicago Lane Tech and Shorewood High School in Milwaukee that have done some rowing.

While the evidence I've given above is far from complete, it does show that rowing may be more widespread in the Midwest than many people realize. Why then is there so

little representation on the national scale and why might the overall quality of rowing seem somewhat less than that of their Eastern and Western brothers? We list two main reasons, the first geographic and the second climatic. If one takes a serious and fair look at both these factors and then looks at the history of U.S. rowing competition (which was usually directed at the national level for lack of regionalization) it is easy to see how many of these organizations were bled or diluted. I'm not suggesting that setting our sights at the national level is in error, but rather I'm saying that the effort to get there costs dearly even if an organization is dollar sound. Furthermore, any lack of success or performance can have a serious effect on the financial foundation, unfortunate as this may be.

I would suggest that the Midwest is just lying fallow, suffering from a lack of regional competition. However, this is being overcome by the new schools that are picking up rowing and by the schools already committed to rowing



**Go
Mid-West,
Young Man,
Go Mid-West!**



that are now taking renewed interest in their programs. I wish to cite as an example the Springfield Rowing Development Association (SRDA) which may well help lead the way to some of the greatest Midwest rowing ever.

The SRDA is similar to the Worcester, Mass. group which sponsors the Eastern Sprints. The two year old SRDA program is suffering from growing pains and a lack of experience and recognition. They are not lacking initiative, drive, or the basic ideals which are necessary for rowing to exist. The success and progress of their area teams will be an aid to their continued growth as will the exchange and flow of ideas from competition. With proper development this could well become another Dad Vail Regatta or the Midwest Sprints.

The Midwest provided all types of formats for racing last year and it is easy to see that some interest is being generated along the way. Some of the format extremes can be seen from these two examples. This fall the University of Wisconsin and the University of Minnesota will engage in a 100 mile marathon sponsored by one of the local breweries. In contrast to that, next spring the University of Wisconsin will again sponsor a 1,000 meter sprint regatta for eights and fours with coxswain. In between will be all the collegiate regattas, dual or triangular, the SRDA Regatta and the

Mid-America Collegiate Rowing Association (MACRA) Regatta which has eight member schools.

The real need for the Midwest is strong summer rowing programs. Needed are the organizations similar to Union BC of Boston, Vesper BC of Philadelphia, NYAC of New York. We have the Detroit area clubs which are doing a good job but we need to strengthen the Minnesota, and particularly the Chicago and Madison-area organizations. We must develop more organized competition between these areas, providing their participants with more interesting outlets for their training.

This is leading up to one main point. Eventually, regionalization will be needed at all levels of competition. The Nationals (collegiate or NAAU) should be moved from region to region, including the Midwest. It also means that we must prove ourselves worthy of the competition and set out to develop not only our rowing performance, but the organizational performance of our backers and constituents. I very much doubt that this can be achieved overnight. Nor can it be done by disavowing ourselves from the national scene. We know this is strictly a bootstrap operation. But we are beginning to see communication and cooperation developing and with these two powerful tools the Midwest is gathering its momentum.



England
Opens
Dream
Rowing
Course

Holme Pierrepont—Part of the Grand Design in National Water Sports Centre

In July 1972 a dream became a reality when Britain opened its first, purpose-built, six-lane, 2,000 meter rowing course at Holme Pierrepont in the County of Nottinghamshire, England.

Nottinghamshire, already famous the world over for Sherwood Forest and Robin Hood, for Lord Byron, D. H. Lawrence and Alan Sillitoe, for its Goose Fair, its high quality lace and its beautiful girls, has now made another major contribution to the British scene by providing a facility which must rank with the best available anywhere in the world today.

The rowing course forms a major feature of an entirely new National Water Sports Centre, which is situated in the valley of the River Trent about three miles to the east of the City of Nottingham, with excellent road, rail and air communications to all parts of the country. In addition to the rowing and canoeing course, there are separate angling and water-ski lagoons, administration buildings, residential hostel, conference/lecture hall, boathouses, changing rooms and excellent social amenities. All are enclosed within a new and specially landscaped Country Park, part of which will be developed as a nature reserve. The gradient of the adjacent river is such that it is also hoped to construct an

international standard, canoe-slalom course within the Country Park as soon as possible.

Despite the newness of the landscaping, visitors to Holme Pierrepont find it hard to believe that this beautiful new water sports centre was created, in just over two years, from the untidy remains of a large area of derelict old coal and gravel workings.

The project was made possible by the joint efforts of the British Government (The Sports Council, Department of the Environment and Countryside Commission) and the Nottinghamshire County Council, with the full cooperation and support of the voluntary water sports bodies. These Authorities, conscious for many years of the national need for a major training and competitive water sports facility, and fully aware that water forms one of the most popular features of scenic interest, decided to pool their resources and technical know-how to provide a site which, while basically designed to meet the international requirements of rowing, canoeing and water-skiing, could also be used on a day-to-day basis for a much wider variety of water sports, for example: sailing, angling, hydro-planing and scuba diving. Furthermore, its surrounding landscape had to be

(Continued on p.29)

U.S. Finally To Get FISA Course

The FISA-approved rowing course first proposed in September of 1969 for the Edgewater and West River Memorial Parks in New Haven, Connecticut, has cleared the final municipal hurdle. The contract between the International Rowing Course Foundation and the City of New Haven gained approval of the Board of Aldermen and has been signed by the mayor.

After over two years of public discussion, hearings and meetings between the Foundation's officers and city officials, amendments were made to the basic contract in order to gain the approval of various city officials and departments. Credit is due to Foundation President Juan Trippe; and Vice-Presidents Horace Davenport, former Chairman of the National Rowing Foundation, and William Knecht, President of the NAAO; for the numerous visits and hours they spent deliberating with New Haven city officials.

The original plans, as reproduced in THE OARSMAN,

November, 1969, have been altered slightly. First, the sports complex adjacent to the starting line was redesigned by the New Haven Park Department to meet their needs. This part of the complex will include an Olympic size swimming pool, tennis courts, outdoor basketball courts and playing fields for baseball, soccer and football, as well as a track and grandstand. There will also be locker room facilities accompanying the swimming pool and football field. The second most noticeable alteration to the plan is a loop road and bridge just past the finish line end of the course. This will allow for the continuation of Chappel Street. The new bridge will go over the West River but not actually over the rowing course.

When the course is completed, the United States will finally have a National Course suitable for FISA-type championship regattas, and hopefully, the entire park, rowing course, and other sports facilities will make it one of the finest sports facilities of its type in the world.

Undine Declares Dominance

by Don Schnorr

This year, over 135 crews competed in the 1972 Independence Day Regatta, on a course which had barely recovered from a record Schuylkill River flood the week before. In contrast to last year, when Vesper dominated this traditional Philadelphia Regatta, the Undine Row Club made off with the most trophy wrist watches, sweeping to victory in six events, with Vesper second with five wins.

The regatta was held on Sunday, July 2, to accommodate out-of-town crews, since the 4th fell on a Tuesday. A full roster of heats (in seven events) were held in the morning from 9 to 11:15 a.m., reaffirming the hopes of a good turnout in this Olympic year. It was also evident that this regatta provided a good "tune-up" prior to the Nationals, to be held a short 12 days later.

Except for the elite single, and two other sculling events, the results in the non-sweep races were evidence of Undine's growing strength in these events. Especially outstanding was the performance of Coach Barker's stars Fred Duling and Bill Bolden, the former winning no less than three races in the 90 degree heat. Duling and Bolden, who are both lightweights, turned in a great performance in the elite double at 3:00 p.m., both having rowed in two races earlier in the day. Apparently the "warm-up" did no harm, and they won by almost seven seconds over the Malta/Narragansett entry of Trinsay and Foote.

Women's events were included on the program as feature races for the first time in history, and a special ladies wrist watch was included among the winners' trophies. Karin Constant of Vesper won the women's single over two other boats, and Gus Constant's charges also took the honors in the four with cox. Strange as it may seem, this regatta also



Winners of Elite Double—
Belden & Duling/ Coach Barker.

In Independence Day Regatta

served as the trial for the Bermuda Olympic team, with two Bermudians, Jim Butterfield and George Lines vying to represent their country in the single at Munich. Jim, rowing for the Union R.C. of Boston, won handily over Schuylkill Boat Club, with Mr. Lines third in a five boat field. On hand to witness the regatta as guest of the Bermuda Olympic Association was Mr. W. F. Hayward, President of the Bermuda Olympic Association.

Competition in the Olympic events was, as expected, heavy, with heats in both pairs, and in the single. The straight four, strongly contested by Vesper's promising combination, went to College Boat Club's Updegrave, Stevenson, Butterfoss and Knott, while another exciting finish in the pair with cox went to the Vesper Pennkamp-Sher-Zeiler combination. Fairmount's Jim Castellan won his heat in the elite single and edged Cortes of Vesper in the final by 4.4 seconds to win this tough event.

In addition to serving as a "warm up" for the Nationals and the Trials, the Independence Day Regatta also provided the Schuylkill Navy with an opportunity to test out some planned course and finish line improvements for the Nationals. The newly painted and refurbished press box facility was warmly received by local media representatives, and the operation of the three recently acquired marine band radios provided for greater spectator interest with Penn's Jack Barclay providing professional commentary while following the race in a Schuylkill Navy press launch. Through the efforts of Al Wachlin, our resident "electronic whiz," this exciting coverage was transmitted directly over the spectator public address system.

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More on the "Nationals" Scene



NAAO Centennial Celebration A lot of water under the bridges

by Randall Jablonic

One hundred years of rowing have made no change in water or weather conditions. They still remain the major variables with which oarsmen must contend. From the first NAAO regatta in Philadelphia to the present 33rd which celebrated the NAAO Centennial, the Schuylkill has shown its indifference with the weather not to be outdone.

The crews rowed on receding waters of one of the greatest Eastern seasonal floods. High water marks of sand and silt were everywhere. While the Schuylkill itself was back in its normal bed, it carried numerous reminders of the raging torrents of but a few days before. Fortunately, no shells were seriously damaged or crews hindered by the debris that faced the river banks and occasionally found its way midstream.

Hot, humid and windy weather was the general theme for the regatta period. The firm current and head wind on the down stream course created the most difficult conditions for rowing. As usual the blind boats had some difficulty at the turning point in the doo-lee course. All of the boats in Saturday's racing experienced problems after they came off the start and then angled through the turn into the straightway. The roughest water was encountered at that point. Here, on the long straight stretch of the course, the wind could build up and have its greatest effect in the current. The waves striking the bow and splitting against the cut water on the shells sprayed as far as the oar tips, often drenching the low pair. Fortunately, these conditions existed for just a few hundred meters.

Despite the varied conditions on the course (nearly flat and perfect at the finish) no crews complained about unfairness of water or lanes, as the variables seemed to negate each other over the distance.

One hundred years of NAAO has seen some changes in rowing. They are not so much to be measured year by year as from period to period. We might cite as an example the outrigger in 1885 and the sliding seat in 1889 . . . from lac-stroke boats to shells and balanced hollow oars . . . also the gradual evolution of technique and style and changes in physiological training. These are best noticed over a period of years. Several improvements in this Centennial regatta were readily observed. The ergometer trained and tested oarsmen will certainly in future years be considered as improvements in any regatta when related to speed, as will the Pocock super-cedar speedsters or similarly designed shells.

(Continued on p.37)

The Schuylkill Navy Puts On A Show

by Bill Hollenbeck

In addition to the regatta itself, a century of amateur rowing was celebrated by three events at the 1972 Nationals in Philadelphia . . . a Commodore's Review was held on Friday night, July 14, the Officials Dinner on Saturday night and the Oarsmen's Party on Sunday afternoon.

From a banner stretched across the East River Drive to the decorations on Boat House Row, every effort was made to leave an impression of our Centennial. Medallions, glasses, ashtrays, bumper stickers and ladies' small purses . . . all bore the stamp of the celebration. The prizes carried the message . . . we were 100 years old and going strong.

The Commodore's Review is an old institution along the Schuylkill. Performed at rare intervals, it is a gathering of oarsmen to salute the incumbent Commodore (chief officer) of the Schuylkill Navy (the collective name for all the clubs on Boat House Row in Philadelphia). It was organized by former Commodore Joseph Sonzogni and Edward C. P. Thomas of the University Barge Club. Over 40 boats participated, ranging from singles to a 100-year-old "ladies barge" which accommodates six couples in rowing positions plus a coxswain's seat for two. The barge is one of three still extant in this country. The Commodore, Donald Schnorr, reviewed the fleet from a single "ladies boat" of venerable vintage and was rowed by Robbie Lea, a National competitor of recent years. Six past commodores, including Jack "Kel" Kelly, Joseph Sonzogni, William Robinhold, William Donovan, Al Fitzpatrick and James Beckett, were rowed in the large barge. After the flotilla formed and greeted the Commodore by tossing oars, all boats returned to the Row and joined the various club parties on the docks and porches.

Saturday night some 65 guests, including the officers and directors of the NAAO and their wives and regatta officials, met for dinner in the 150-year-old Federal-period house of Dr. Philip Syng Physick, located in Society Hill. This section constitutes the original city limits of Philadelphia after the Revolution. The majestic old house and its gardens formed a wonderful background for the evening.

Dr. Physick was Benjamin Franklin's choice for the head surgeon of the new Pennsylvania Hospital, the first one in the New World. The curators showed any interested guests through the rooms filled with many valuable pieces of furniture. The restoration of the house and gardens was a gift of the Hon. Walter Annenberg, the present Ambassador to

(Continued on p.33)

RESULTS SECTION

AMERICAN HENLEY

INTERMEDIATE DOUBLES		JUNIOR SINGLE	
1. Undine	7:01.0	1. NYAC (Pisan)	5:37.0
2. Malta	7:05.2	2. Oyster Bay (Alsopp)	5:38.0
3. Detroit	7:08.1	3. Detroit (Brennan)	6:04.1
4. Vesper	7:13.5	Vesper (Knecht)	Scratched
5. Fairmount	7:20.4	Fairmount (Crow)	Scratched
6. Penn A.C.	7:30.4		

JUNIOR FOUR WITH COX		ELITE DOUBLE	
1. Undine "A"	6:53.5	1. NYAC	6:33.5
2. Penn A.C.	6:58.6	2. Potomac	6:40.5
3. Undine "D"	7:14.2	3. Malta "B"	6:54.5
4. Vesper	7:23.5	4. Detroit	6:55.5
5. Detroit	7:25.1	5. Cambridge	7:28.4
		Malta "A"	Scratched

ELITE FOUR WITH COX		LIGHTWEIGHT SINGLE	
1. Vesper "A"	6:44.0	1. Undine (Belden)	7:20.7
2. MIT	6:48.5	2. Detroit (Fuchs)	7:30.7
3. Potomac	6:55.0	3. Undine (Duling)	7:35.5
4. Vesper "B"	7:01.0	4. Detroit (Brennan)	7:40.5
		5. Cambridge (Hamilton)	8:09.2
		6. MIT (Baker)	8:22.1

QUARTER-MILE DASH FINALS		INTERMEDIATE FOUR WITH COX	
1. Vesper (Condray)	1:14.0	1. MIT	7:02.0
2. NYAC (Dietz)	1:14.2	2. Undine	7:03.0
3. Malta (Trinsey)	1:18.2	3. Drexel	7:13.7
4. Malta (Stehlik)	1:21.2	4. Fairmount	7:15.0
5. NYAC (Quinn)	1:21.2	5. USMMA	7:27.4
6. Fairmount (Robinson)	1:32.5		

INTERMEDIATE SINGLES (FINAL)		SENIOR SINGLE	
1. NYAC (Good)	7:29.6	1. Vesper (Cortes)	7:27.2
2. Mercantile (Capes)	7:44.4	2. Union (Butterfield)	7:36.3
3. Undine (Necypor)	7:47.2	3. Undine (Callahan)	7:41.9
4. Narragansett (Hensel)	7:50.6	4. NYAC (Junge)	7:49.6
5. Cambridge (Sheetz)	7:53.0	5. Undine (Cerrulo)	7:51.5
		6. NYAC (O'Donnell)	8:03.5

PAIR WITHOUT COX (FINAL)		PAIR WITH COX	
1. Potomac "A"	6:50.0	1. Vesper "B"	7:20.2
2. Mercantile	6:50.3	2. Vesper "A"	7:22.4
3. College "A"	7:07.2	3. Potomac	7:28.4
4. Vesper "A"	7:07.8	4. College "A"	7:36.6
5. Vesper "B"	7:28.1	5. College "B"	7:47.5
		MIT	Scratched
		Cambridge	Scratched

LIGHTWEIGHT FOUR WITH COX		LIGHTWEIGHT DOUBLE	
1. Potomac	6:49.0	1. Undine "A"	6:42.6
2. MIT	7:04.7	2. Detroit	7:03.0
3. USMMA	7:21.4	3. Undine "B"	7:16.1
		NYAC	Scratched

ELITE FOUR WITHOUT COX (PURITAN CUP)		ELITE SINGLE (FARRAGUT CUP)	
1. Potomac	6:11.0	1. NYAC (Dietz)	7:12.0
2. College (U of P)	6:14.5	2. Vesper (Drea)	7:17.0
3. Vesper	6:17.6	3. NYAC (Klecatsky)	7:23.5
4. Lowell Tech.	6:30.5	4. Fairmount (Castellan)	7:32.3
5. Drexel	6:53.3	5. Malta (Trinsey)	7:37.4
College "B"	Scratched	6. Detroit (Wyand)	8:12.1

INTERMEDIATE EIGHT		JUNIOR EIGHT	
1. Undine	6:13.0	Vesper	Rowover
2. USMMA	6:15.2	Penn A.C.	Scratched
Penn A.C.	Scratched	Father Judge	Scratched

GERMAN INTERNATIONAL

FOUR WITH COX		FOUR WITHOUT COX	
1. West Germany	6:28.74	1. West Germany	6:25.34
2. Czechoslovakia	6:32.86	2. Rumania	6:27.38
3. U.S.	6:35.92	3. Italy	6:31.27

PAIR WITHOUT COX		DOUBLES	
1. Czechoslovakia	7:01.93	1. Czechoslovakia	6:46.90
2. Switzerland	7:02.51	2. West Germany	6:48.15
3. West Germany	7:03.11	3. Belgium	6:50.17

SINGLES		EIGHT	
1. Hild, W. Germany	7:25.08	1. U.C.	5:50.71
2. Glock, W. Germany	7:28.35	2. West Germany	5:54.48
3. Bachmann, Switz.	7:30.97	3. Czechoslovakia	5:57.81
		4. New Zealand	6:00.25

PAIR WITH COX		FOUR WITHOUT COX	
1. Czechoslovakia	7:26.93	1. West Germany	6:25.34
2. West Germany	7:28.73	2. Rumania	6:27.38
3. Switzerland	7:31.64	3. Italy	6:31.27

ROYAL HENLEY - U.S. ENTRIES

(GRAND CHALLENGE CUP)

WINNER	LOSER	FINAL	MARGIN
NORTHEASTERN	Tideway Scullers	7:08	2 1/4 L
*W.M.F. Moscow	NORTHEASTERN	6:33	2/3 L

(THAMES CHALLENGE CUP)

HARVARD FROSH	St. Thomas's Hosp.	7:21	3 L
HARVARD FROSH	Quintin B.C.	7:31	1 1/4 L
HARVARD FROSH	London R.C.	6:55	1 1/4 L
*HARVARD FROSH	Kingston R.C.	6:55	easily

(PRINCESS ELIZABETH CHALLENGE CUP)

KENT	Pangbourne Col.	7:09	1 1/2 L
KENT	King's Worcester	7:35	easily
*KENT	Brentwood Col. (Canada)	7:02	canvass
King's Worcester	CHOATE	7:36	2 1/2 L

(VISITORS' CHALLENGE CUP)

Hampton G.S.	DREXEL UNIV.	8:18	2 2/3 L
(Kent School entry was withdrawn)			

(DOUBLE SCULLS CHALLENGE CUP)

KLECATSKY & DIETZ	Miller & Grubb	8:21	easily
*Deafield & Crooks	KLECATSKY & DIETZ	7:24	1 2/3 L
(Trinsey and Foote entry was withdrawn)			

(DIAMOND CHALLENGE SCULLS)

DREA	Daws	8:29	easily
DREA	Butkus	8:32	3 3/4 L
DREA	Dwan	8:38	3 1/2 L
*Timoschinin	DREA	8:10	3 3/4 L
DIETZ	Wolfe	9:17	easily
DIETZ	Parish	8:52	easily
Timoschinin	DIETZ	0:51	3 L
KLECATSKY	Bishop	9:04	easily
Timoschinin	KLECATSKY	8:39	5 L
O'Callaghan	MILLER	9:21	easily
*Final			

EASTERN WOMEN'S CHAMPIONSHIPS

SINGLE		QUAD	
1. Constant, Vesper BC	3:39.8	1. Vesper	3:29.0
2. Plerson, Cambridge BC	3:41.8	2. PGRC	
3. Kalkoff, Univ. Barge			

FOUR WITH COX		NOVICE WHERRY	
1. PGRC	3:36.5	1. Burns, Vesper BC	4:26.0
2. Vesper BC	3:40.6	2. PGRC	
3. College BC	3:42.9	3. PGRC	

DOUBLE		PAIR	
1. Vesper BC	3:45.4	1. Vesper BC	4:00.0
2. Cambridge BC	3:49.0	(row-over because Canadian entry did not show)	
3. PGRC	3:53.5		

EIGHT		OLYMPIC TRIALS	
1. Radcliffe College	3:14.5		
2. Vesper BC	3:17.0		
3. PGRC	3:32.0		

SINGLES		STRAIGHT FOUR	
1. Dietz	7:39.25	1. Vester/Union	6:15.18
2. Tytus	7:47.86	2. Potomac/Mercantile	6:18.49
3. Wilson	7:49.47	3. New Haven "A"	6:21.51
4. Cortes	7:52.82	4. Washington	6:22.34
5. Maher	7:57.31	5. Union/College/Penn	6:23.92
Van Blom	dnf	6. Potomac	6:25.61

PAIRS		DOUBLES	
1. Hough/Lyon	7:32.66	1. Van Blom/McKibbin	6:33.40
2. Borchelt/Flamang	7:36.82	2. Wilson/Foote	6:38.82
3. Tuwizen/Curtis	7:38.12	3. Curles/Castellan	6:41.01
4. Forster/Meyers	7:39.05	4. Maher/Montgomery	6:42.60
5. Butterfoss/Knott	7:42.91	5. Belen/Duling	6:43.04
6. Boyle/Sheliman	7:44.30	6. Robinson/Trinsey	6:58.20

PAIR WITH		FOUR WITHOUT COX	
1. Staines/Jones	7:17.12	1. West Germany	6:25.34
2. Hurn/Beale	7:21.46	2. Rumania	6:27.38
3. Forster/Meyers	7:29.73	3. Italy	6:31.27
4. Coffey/Karassik	7:32.39		
5. Butterfoss/Knott	7:33.98		
6. Sherr/Pennekamp	7:35.92		

NWRA REGATTA				CANADIAN HENLEY (continued)				
SATURDAY		SUNDAY						
LIGHTWEIGHT QUAD		HEAVYWEIGHT FOUR		EIGHTS DASH		SENIOR FOUR		
1. UW	4:25.8	1. College BC	4:07.1	1. St. Catharines RC — 1:16.1	1. St. Catharines — nt			
2. Seattle Jr. C.	4:30.1	2. Vesper BC	4:11.0	2. Ridley BC	2. Toronto Argonauts			
3. College BC—PGRC	4:31.2	3. PGRC	4:14.6	3. Toronto Argonauts	3. Syracuse RC			
4. Baldwin HS	4:37.8	4. LMRC	4:14.6	4. St. Catharines RC	4. St. Catharines RC			
5. LMRC "B"	4:39.8	5. UW "A"	4:20.2	5. Phila. Malta	5. Brock U.			
6. LMRC "A"	4:48.6	6. UW "B"	4:28.6	6. Hamilton Leanders	6. Wash. Potomac			
HEAVYWEIGHT SINGLE		LIGHTWEIGHT SINGLE DASH		SENIOR 135-lb. SINGLE				
1. I RRA	4:30.0	1. Vesper BC	1:49.0	1. Mossop, St. Cath. — 8:23.5				
2. Cambridge BC	4:30.1	2. LWRC	1:53.1	2. Miller, Michigan AC				
3. Vesper BC	4:36.8	3. Univ. Barge C.	1:55.5	3. Kusnitz, Minn. BC				
4. LWRC	4:50.5	4. LMRC	2:25.8	4. Klecatsky, Minn. BC				
5. LMRC	5:05.4	Lakeside HS	disq.					
6. Minneapolis BC	5:51.2							
LIGHTWEIGHT NOVICE WHERRY		HEAVYWEIGHT NOVICE WHERRY		SUNDAY FINALS				
1. LMRC	5:52.2	1. LBRA	5:07.5	SENIOR 145-lb. DOUBLE				
2. LBRA	5:53.4	2. LMRC "A"	5:13.6	SENIOR 145-lb. FOUR				
3. UW	5:54.4	3. Baldwin HS	5:38.8	1. New York AC — 7:10.4	1. Ottawa RC — 6:58.7			
4. Seattle Jr. C.	6:05.0	4. OSU	5:38.5	2. Detroit BC	2. Port Credit Dons			
5. OSU	6:15.8	5. LMRC "B"	5:50.5	3. St. Catharines RC	3. Syracuse RA			
6. Vesper BC	6:50.8	6. Vesper BC	Scratched	4. Brock U.	4. Minn. BC			
JUNIOR EIGHT		JUNIOR FOUR		SENIOR 145-lb. COX FOUR				
1. LMRC	3:52.2	1. LMRC	4:07.0	1. St. Catharines RC — 7:11.6	CHAMPIONSHIP SINGLE			
2. Baldwin HS	3:57.0	2. Seattle Jr. C. "A"	4:23.8	2. Ottawa RC	1. Dietz, N.Y.A.C. — 7:20.8			
3. Seattle Jr. C.	4:07.0	3. Baldwin HS	4:20.0	3. Wyandotte BC	2. Barr, St. Catharines RC			
4. Ohio Valley RC	4:13.1	4. Ohio Valley RC	4:25.8	4. Ecorse BC	3. Kreger, Wyandotte BC			
LIGHTWEIGHT PAIR		HEAVYWEIGHT DOUBLE		SENIOR COX FOUR				
1. Vesper BC	4:42.9	1. LBRA	4:03.6	1. St. Catharines RC — 6:41.0	145-lb. SINGLES DASH			
2. Vancouver BC	4:46.3	2. Vesper—Cambridge	4:10.7	2. Wash. Potomac	1. Klecatsky, N.Y.A.C. — 1:37.4			
3. OSU	4:53.7	3. LWRC—Univ. Barge	4:31.4	3. Vancouver RC	2. Fuchs, Detroit BC			
4. UW	5:01.6	4. LMRC	4:44.6	4. Wyandotte BC	3. Brennan, Detroit BC			
5. LMRC	5:10.5	5. Minneapolis BC	5:01.3	5. Buffalo West Sides	4. McKenna, New York AC			
6. PGRC	5:36.4	6. OSU	5:36.6	6. Edmonton RC	5. Kunitz, Wyandotte DC			
HEAVYWEIGHT QUAD		LIGHTWEIGHT FOUR		SENIOR DOUBLE				
1. LBRA	3:51.4	1. LMRC	4:23.3	1. UBC — 7:01.4	SENIOR 155-lb. FOUR			
2. Vesper BC	3:57.3	2. Seattle Jr. C.	4:25.5	2. Hamilton Leanders	1. Wash. Potomac — 6:54.7			
3. LMRC "A"	4:23.0	3. UW	4:26.1	3. Minn. BC	2. St. Catharines RC			
4. PGRC	4:29.8	4. Baldwin HS	4:35.3	4. Minn. BC	3. Brockville RC			
5. LMRC "B"	4:38.2	5. College BC—PGRC	4:45.9	SENIOR 135-lb. EIGHT				
6. OSU	4:54.1	6. OSU	4:54.1	4. Hamilton Leanders				
LIGHTWEIGHT SINGLE		HEAVYWEIGHT SINGLE DASH		SENIOR 145-lb. EIGHT				
1. Vesper BC	4:33.7	1. Cambridge BC	1:47.3	1. St. Catharines RC — 6:20.3	1. Ecorse BC — 6:35.2			
2. LWRC	4:40.1	2. LWRC	1:49.7	2. St. Catharines RC	2. St. Catharines RC			
3. Univ. Barge C.	4:49.5	3. LBRA	1:56.3	3. Buffalo West Sides	3. Ecorse BC			
4. LMRC	5:41.5	4. Univ. Barge C.	1:58.8	SENIOR COX PAIR				
5. LBRA	5:45.2	5. LMRC "A"	2:54.0	1. St. Catharines RC — 7:33.8	OPEN SINGLES DASH			
6. Lakeside HS	disq.	6. Vesper BC	Scratched	2. New Rochelle RA	1. Dietz, N.Y.A.C. — 1:37.4			
HEAVYWEIGHT PAIR		LIGHTWEIGHT DOUBLE		SENIOR 145-lb. SINGLE				
1. College BC	4:25.0	1. LWRC—Univ. Barge	4:41.0	1. Klecatsky, N.Y.A.C. — 7:29.0				
2. LMRC	4:35.0	2. LBRA	4:52.0	2. Fuchs, Detroit BC				
3. UW	4:50.3	3. Seattle Jr. C.	5:09.7	3. White, Winnipeg RC				
4. Seattle Jr. C.	4:59.6	4. PGRC	5:18.0	4. Brennan, Detroit BC				
LIGHTWEIGHT EIGHT		5. LMRC	6:17.6	5. Beauregard, Chomedey RC				
1. UW	3:54.1	HEAVYWEIGHT EIGHT		6. McKenna, New York AC				
2. Seattle Jr. C. "A"	4:01.0	1. College BC PGRC	3:40.1	7. Kusnitz, Minn. BC				
3. LMRC "A"	4:02.6	2. Vesper—Cambridge	3:48.9	SENIOR 155-lb. EIGHT				
4. LMRC "B"	4:18.1	3. LMRC "A"	3:55.5	1. St. Catharines RC — 6:14.9	SENIOR PAIR			
5. Seattle Jr. C. "B"	4:18.2	4. UW	3:57.5	2. Brockville RC	1. Toronto Argonauts — 7:19.6			
		5. UCSB	4:04.2	3. Hamilton Leanders	2. U. of British Columbia			
		6. PLI	4:04.3	4. Buffalo West Sides	3. Syracuse RA			
CANADIAN HENLEY				HENLEY POINTS				
SENIOR 155-lb. SINGLE		WOMEN'S COX FOUR		St. Catharines RC		454	Riverside BC	20
1. Klecatsky, N.Y.A.C. — 8:03.4		1. Vespers — 4:57.0		Hamilton Leanders		144	Phila. Malta	20
2. Van Dusen, Riverside BC		2. College BC		Ridley RC		120	Quebec RF	17
3. Fuchs, Detroit BC		3. Calgary RC		Buffalo West Sides		101	London	16
4. Allen, Toronto Argonauts		4. London RC		New York AC		91	Michigan AC	16
5. McKenna, New York AC		5. Calgary RC		Ecorse BC		88	Phila. Girls RC	15
		6. Blood Street Sculls		Toronto Argonauts		77	U. of W. Ontario	13
WOMEN'S SINGLE		JUNIOR EIGHT		Wyandotte BC		73	U. of Victoria	13
1. Constant, Vespers — 4:36.9		1. Ridley BC — 6:44.2		Brock U.		67	College BC	10
2. Bernier, Quebec RF		2. Belmont RC		Vespers		59	Chomedey BC	10
3. Harvey, Riverside BC		3. Buffalo West Sides		Port Credit Dons		59	New Rochelle RC.	8
4. McFadden, Phila. Girls RC		4. Wyandotte BC		Detroit BC		59	McMac AC	8
ASSOCIATION SINGLE		5. Phila. Malta		Brockville RC		58	Winnipeg RC	4
1. Barr, St. Catharines — 8:06.3		6. U. of W. Ontario		Ottawa RC		55	Phila. Undines	4
2. Goode, New York AC				Minn. BC		53	Edmonton RC	4
3. Butterfield, Ridley BC		1. Vespers — 3:49.7		Belmont RC		45	Blood Street Sculls	4
4. Wright, Toronto Argonauts		2. Phila. Girls RC		Syracuse RC		33	Phila. Fairmount	3
5. McNiven, Hamilton Leanders		3. Calgary RC		Wash. Potomac		30	Schuykill RC, Phila.	3
6. Allen, Toronto Argonauts		4. Wyandotte BC		U. of British Columbia		27	U. of Massachusetts	3
7. Killen, New York AC				Minneapolis RC		25	Old Dominion BC	2
				Calgary RC		23	Penn AC, Phila.	2
				Vancouver RC		20	Thunder Bay RC	2

NATIONAL RESULTS

SATURDAY FINALS

ELITE 150-lb. SINGLE (QUARTER-MILE)

1. Kieratsky, N.Y.A.C. — 1:21.3
2. Belden, Undine
3. Riverdale
4. Duling, Undine
5. Cambridge
6. Detroit

INTERMEDIATE SINGLES

1. Goode, N.Y.A.C. — 8:06.85
2. Rubini, Vesper
3. Fields, Vesper
4. Capos, Vesper

ELITE PAIRS WITHOUT COX

1. Stanford RA — 7:36.1
2. Ottawa
3. Mercantile
4. Potomac
5. Union

INTERMEDIATE FIGHTS

1. Undine — 6:41.7
2. Wyandotte
3. New York AC

ELITE QUAD SCULLS

1. Undine — nt
2. New York AC
3. Vesper
4. Malta
5. Oyster Bay

150-lb. FOUR WITH COX

1. Potomac — 7:18.2
2. Cambridge "B"
3. Cambridge "A"
4. Brockville
5. Ecorse
6. Potomac "A"

SENIOR SINGLES

1. Trinsey, Malta — 8:46.1
2. Goode, New York AC
3. Rubini, Vesper
4. Bauer, Detroit
5. Rafferty, Schuykill
6. Lynch, Cambridge

150-lb. QUAD SCULLS

1. Undine — 7:18.2
2. New York AC
3. Vesper
4. Potomac
5. St. Catharines

ELITE FOUR WITH COX

1. College BC — 7:22.0
2. New Haven
3. Vesper
4. Potomac
5. St. Catharines

INTERMEDIATE FOUR WITH COX

1. U. of Calif., Irvine — 7:51.9
2. Undine "A"
3. Brockville
4. Wyandotte
5. Undine "B"
6. New York AC

ELITE SINGLES

1. Dietz, New York AC — 8:08.7
2. Van Blom, Long Beach
3. McKibbin, Long Beach
4. Lockwood, Long Beach
5. Krieger, Wyandotte
6. Baker, Cambridge

SENIOR EIGHTS

1. Potomac — 6:34.9
2. New Haven
3. Vesper
4. Undine
5. New York AC

SUNDAY FINALS

OPEN QUARTER-MILE SINGLE

1. Van Blom, L. Beach — 1:12.0
2. Trinsey, Malta
3. Condray, Vesper

ELITE FOUR WITHOUT COX

1. Vesper "A" — 6:22.9
2. Union College
3. New Haven

ELITE 150-lb. SINGLE

1. Kieratsky, N.Y.A.C. — 7:21.6
2. Belden, Undine
3. Duling, Undine

INTERMEDIATE PAIR WITHOUT COX

1. U. of Calif., Irvine — 7:31.3
2. Undine
3. Undine

SENIOR PAIR WITHOUT COX

1. U. of Calif., Irvine — 7:34.3
2. New Haven
3. New York AC

BARNES TEAM TROPHY

Undine	125	New Haven	89
Potomac	119½	Cambridge	57
Vesper	96½	U. of Calif., Irvine	50
New York AC	94		

HARVARD-YALE REGATTA

FRESHMAN JUNIOR VARSITY VARSITY

- | | | |
|-------------------|--------------------|--------------------|
| 1. Harvard 9:58.7 | 1. Harvard 15:32.1 | 1. Harvard 20:34.8 |
| 2. Yale 10:26.0 | 2. Yale 15:53.1 | 2. Yale 20:55.3 |

CANADIAN SCHOLASTICS

135 lb. EIGHT

1. Lakeport SS — 5:10.0
2. Holy Spirit HS
3. Denis Morris HS
4. Grantham HS
5. Canisius College
- West Park SS — disq.

COX FOUR

1. T.C. Williams HS — 5:25.2
2. Lakeport SS
3. Beamsville DSS
4. West Park SS
5. Grantham HS
6. Belmont Hill School

CANADIAN SCHOLASTICS (continued)

DOUBLE

1. Mount Carmel HS — 6:24.8
2. Mount Carmel HS

145 lb. FOUR

1. Ridley College — 5:41.0
2. West Park SS
3. Brockville CI
4. Mount Carmel HS
5. Westminster CI
6. Scott Park HS

NOVICE COX FOUR

1. West Park SS — 5:42.1
2. Niagara District SS
3. Laura Second SS
4. Liverpool HS
5. Niagara District SS
6. Niagara District SS

NOVICE 135 lb. EIGHT

1. Brockville CI — 5:16.0
2. West Park SS
3. Governor Simcoe SS
4. Lakeport SS
5. Theodore Roosevelt HS
6. Ridley College
7. Mount Carmel HS

FOUR

1. Lakeport SS — 5:25.7
2. Beamsville District SS
3. Grantham HS
4. Lorne Park CI
6. St. Catharines CI
6. Clarkson CI

CHAMPIONSHIP SINGLE

1. Ed Goode, Manhasset HS — 5:35.0
2. Tony Novotny, Lawrence Park CI
3. Murray Hein, Shawigan Lake School
4. Frank Pisani, New Rochelle HS
5. Mike Miller, Ecorse HS
6. Rich Sitek, Mount Carmel HS

135 lb. FOUR

1. Sir Winston Churchill SS — 5:06.5
2. Ridley College
3. Grantham HS
4. Grantham HS
6. Beamsville District SS
6. Lakeport SS

145 lb. SINGLE

1. Frank Pisani, New Rochelle HS — 5:49.2
2. Mike Miller, Ecorse HS
3. David Mossop, Sir Winston Churchill SS
4. Nick Russell, St. Catharines CI
5. Joel Burson, Western Tech.
6. Mark Davidson, Theodore Roosevelt HS

LUCERNE REGATTA

FOUR WITH COX

1. West Germany 6:19.13
2. East Germany I 6:20.72
3. Holland 6:20.98
4. Czechoslovakia 6:22.82
5. East Germany II 6:22.82
6. Switzerland 6:26.03
7. U.S.S.R. 6:29.61
8. Great Britain 6:35.12

PAIR WITHOUT COX

1. East Germany I 6:48.41
2. Switzerland 6:49.63
3. East Germany II 6:49.85
4. Czechoslovakia 6:51.36
5. Holland 6:55.64
6. West Germany 6:56.18
7. Switzerland 6:57.33
8. Rumania 6:58.57

PAIR WITH COX

1. East Germany I 7:14.82
2. U.S.S.R. 7:15.50
3. Great Britain 7:16.13
4. Rumania 7:19.03
5. Holland 7:20.65
6. Bulgaria 7:22.21
7. Czechoslovakia 7:24.66
8. West Germany 7:29.47

SINGLES

1. Malishev, U.S.S.R. 7:07.68
2. Dietz, U.S. 7:13.18
3. Guddenpflanning, E. Germany 7:13.54
4. Glock, West Germany 7:14.12
5. Burgin, Switzerland 7:15.37
6. Hill, West Germany 7:16.09
7. Dwan, Great Britain 7:24.41

NOVICE 145 lb. COX FOUR

1. Denis Morris HS — 5:17.5
2. West Park SS
3. Niagara District SS
4. Grantham HS
5. Theodore Roosevelt HS
6. Governor Simcoe SS

CHAMPIONSHIP EIGHT

1. Brentwood School — 4:25.6
2. Ridley College
3. J.E.B. Stuart HS
4. Holy Spirit HS
5. Liverpool HS
6. West Park SS

145 lb. EIGHT

1. St. Catharines CI — 5:01.3
2. Ridley College
3. Brockville CI
4. Grantham HS
5. Laura Second SS
6. Beamsville District SS

PAIR

1. Sir Winston Churchill — 5:47.0
2. Belmont Hill School
3. Theodore Roosevelt HS
4. T.C. Williams HS
5. Sir Winston Churchill SS
6. Lakeport SS

NOVICE 135 lb. COX FOUR

1. Liverpool HS — 5:42.6
2. Governor Simcoe SS
3. Sir Winston Churchill SS
4. Theodore Roosevelt HS
5. Canisius College
6. Lakeport SS

FOUR WITHOUT COX

1. East Germany 6:15.84
2. West Germany 6:16.31
3. Italy 6:20.78
4. Norway 6:23.32
5. Great Britain 6:23.51
6. Bulgaria 6:27.06
7. Hungary 6:31.46
8. Yugoslavia 6:32.22

DOUBLES

1. Norway 6:28.62
2. Great Britain 6:32.29
3. U.S.S.R. 6:32.80
4. Holland 6:33.49
5. Switzerland 6:38.40
6. East Germany 6:40.43
7. West Germany 6:42.46

EIGHT

1. East Germany 5:44.98
2. West Germany 5:47.05
3. U.S.S.R. 5:48.94
4. Holland I 5:50.20
5. Holland II 5:55.30
6. France 5:58.63
7. Yugoslavia 5:48.89
8. Italy 5:59.97

Olympic Trials—1st Section

(Continued from p.5)

Our new timing system was used, too. This accurate electronic system, used for the first time at the Nationals, provided splits and finish times accurate to one hundredth of a second. When this information was fed into a computer, a printout was made which not only gave splits and continuous elapsed times, but presented as well a pictorial display of the crews as they would appear in an overhead view at each 500 meter marker. Copies were then made available within a matter of minutes from a portable duplicating machine at the finish line.

We are indebted to Kent Mitchell and his JAMCO company for the entire project, from inception through

engineering, development, fabrication, testing and operation. One can expect to see this system in use, as modified from time to time, at all this country's major regattas in the future.

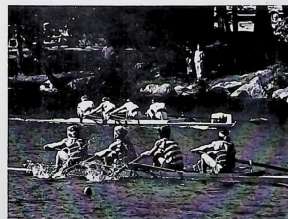
Unfortunately, one event served to mar an otherwise near-perfect experience. During the pairs semi-finals, a pleasure boat, clearly in defiance of the law, darted out to seek the open, unrestricted part of the lake to go water-skiing. The wake this caused severely affected one of the crews, and in their intensity to drive back to their contending position, they steered too close to an adjacent crew and fouled them with a clashing of oars. The disqualification which necessarily followed left all concerned with a feeling of frustration and anger, and the resolve to make sure nothing of the sort happened again during the second trials regatta.

KENT OLYMPIC ROWING TRIALS PAIR WITH-FINAL 8/5/78									
SPLITTER NR 15									
	DIFF	1-	S. I.	DIFF	NOB.	NET			
	CODE			CODE	PREV	CODE	NEW		
500 METER									
1	UCP	1:48.75	0.00	100.00	0.00	4.55			
2	UCP	1:50.00	0.00	100.00	0.00	4.55			
3	UCP	1:50.00	0.00	100.00	0.00	4.55			
4	UCP	1:50.00	0.00	100.00	0.00	4.55			
5	UCP	1:50.00	0.00	100.00	0.00	4.55			
6	UCP	1:50.00	0.00	100.00	0.00	4.55			
1000 METER									
1	UCP	1:53.64	4.00	106.68	4.00	8.60			
2	UCP	1:53.64	4.00	106.68	4.00	8.60			
3	UCP	1:53.64	4.00	106.68	4.00	8.60			
4	UCP	1:53.64	4.00	106.68	4.00	8.60			
5	UCP	1:53.64	4.00	106.68	4.00	8.60			
6	UCP	1:53.64	4.00	106.68	4.00	8.60			
1500 METER									
1	UCP	1:58.27	9.63	109.00	9.63	4.20			
2	UCP	1:58.27	9.63	109.00	9.63	4.20			
3	UCP	1:58.27	9.63	109.00	9.63	4.20			
4	UCP	1:58.27	9.63	109.00	9.63	4.20			
5	UCP	1:58.27	9.63	109.00	9.63	4.20			
6	UCP	1:58.27	9.63	109.00	9.63	4.20			
2000 METER									
1	UCP	1:58.69	-0.06	99.08	-11.68	4.75			
2	UCP	1:58.69	-0.06	99.08	-11.68	4.75			
3	UCP	1:58.69	-0.06	99.08	-11.68	4.75			
4	UCP	1:58.69	-0.06	99.08	-11.68	4.75			
5	UCP	1:58.69	-0.06	99.08	-11.68	4.75			
6	UCP	1:58.69	-0.06	99.08	-11.68	4.75			

KENT OLYMPIC ROWING TRIALS PAIR WITH-FINAL 8/5/78									
SPLITTER NR 16									
	DIFF	1-	S. I.	DIFF	NOB.	NET			
	CODE			CODE	PREV	CODE	NEW		
500 METER									
1	UCP	1:23.56	0.00	100.00	0.00	4.55			
2	UCP	1:23.56	0.00	100.00	0.00	4.55			
3	UCP	1:23.56	0.00	100.00	0.00	4.55			
4	UCP	1:23.56	0.00	100.00	0.00	4.55			
5	UCP	1:23.56	0.00	100.00	0.00	4.55			
6	UCP	1:23.56	0.00	100.00	0.00	4.55			
1000 METER									
1	UCP	3:10.40	1:37.84	100.00	1:37.84	4.20			
2	UCP	3:10.40	1:37.84	100.00	1:37.84	4.20			
3	UCP	3:10.40	1:37.84	100.00	1:37.84	4.20			
4	UCP	3:10.40	1:37.84	100.00	1:37.84	4.20			
5	UCP	3:10.40	1:37.84	100.00	1:37.84	4.20			
6	UCP	3:10.40	1:37.84	100.00	1:37.84	4.20			
1500 METER									
1	UCP	4:10.47	1:40.07	100.00	1:40.07	4.20			
2	UCP	4:10.47	1:40.07	100.00	1:40.07	4.20			
3	UCP	4:10.47	1:40.07	100.00	1:40.07	4.20			
4	UCP	4:10.47	1:40.07	100.00	1:40.07	4.20			
5	UCP	4:10.47	1:40.07	100.00	1:40.07	4.20			
6	UCP	4:10.47	1:40.07	100.00	1:40.07	4.20			
2000 METER									
1	UCP	6:12.50	1:33.45	100.00	1:33.45	4.20			
2	UCP	6:12.50	1:33.45	100.00	1:33.45	4.20			
3	UCP	6:12.50	1:33.45	100.00	1:33.45	4.20			
4	UCP	6:12.50	1:33.45	100.00	1:33.45	4.20			
5	UCP	6:12.50	1:33.45	100.00	1:33.45	4.20			
6	UCP	6:12.50	1:33.45	100.00	1:33.45	4.20			

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KENT OLYMPIC ROWING TRIALS, 8/5/78, MILWAUKEE, WIS.

Kent Mitchell at the nerve center of his JAMCO electronic timing system.
Also reproduced: samples of instant printouts available on each race.



U.S. Coxless Four: Vesper/Union



U.S. Double Sculls: McKibbin & Van Blom



U.S. Coxed Pair: Staines/Jones/Herman

Olympic Trials—2nd Section

(Continued from p.5)

water caused a lock to open, the oar came out, and the boat rolled over.

The weather for the finals was excellent, with a moderate cross-tailwind. It seemed to this observer that, under the circumstances, the coxed pair time was especially noteworthy.

A broad overview of the Olympic Rowing Team reveals it to be manned almost completely by veterans of past international competition. This observer looks forward to a team fully as competitive as that which represented us in Mexico city in 1968. Encouraged by the eight's smashing victory over New Zealand at the Hanover regatta, perhaps we can anticipate an even stronger showing.



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To Munich—

(Continued from p.11)

length, followed by Czechoslovakia and New Zealand in fourth position. The US team defended their lead and won well by one length, with West Germany second, Czechoslovakia third and New Zealand fourth.

The performance of the New Zealand coxless four was quite deceiving and the sculler Watkinson had already been eliminated in the heats. We should, however, not ignore the fact that the New Zealanders suffered from similar difficulties of acclimatization last year. For the American team and for Harry Parker in particular, their victory is to be regarded as a confirmation of their work and as a great success. There is no doubt that the US four and eight belong to the top elite class and the eight is a candidate for the Olympic title.

This leads us directly to the third phase — the final preparations for the Olympics. It's time to draw the balance of the season and make a prediction for the great races ahead. The efforts of the various rowing federations, spurred on by the Games, brought the top crews closer together. There are no more clear favorites — except maybe the Konstanzer four with coxswain. In the coxed fours, the performances have been enormous. The coxed fours in Lucerne and Munich this year were only 3 seconds slower than the coxless fours — a fantastic development compared with the 10-12 second spread one year ago. In the other boat categories, there are 3 to 6 candidates for each of the medals. These include the leading crews of the Lucerne Regatta, along with Demidoff (Argentina) and Watkinson (NZ) in the single, the US in the coxed four, and USA, New Zealand and Australia in the eight.

The outlook for Munich: the leads became smaller. In Lucerne, the GDR still dominated the events, but with smaller margins. At the Olympics, the time differences will be smaller and there will hardly be a final where not every boat is a potential medalist. In short — it will be the greatest regatta of all times.

National Team Concept???

(Continued from p.9)

must necessarily and properly strive for the gold, but as a policy, should our efforts to dominate the international rowing world (the way we do the track and swimming worlds), be at the expense of some oarsmen we will lose from the competitive ranks?

I would rather see our efforts and talents and money focused here at home — in encouraging youngsters to row, in broadening the base of our rowing programs, in developing FISA approved rowing courses which would serve to give the sport more popular support.

I would rather see 10 or 12 eights from all over the nation competing for the opportunity to represent the U.S.: maybe 80 or 90 oarsmen of the elite class, the best of a broad-based local rowing program, each knowing that if his boat wins, he is on his way — that he won't get lost in the shuffle.

Am I dreaming? I think not. More and more schools and colleges are taking up rowing. It is catching on in the Southeast. Notre Dame has a crew, as does Nebraska and the Coast Guard to name a few. With some sound promotional

work, some well-run clinics, some real effort to make rowing exciting for the spectator, we should be able to triple our number of elite oarsmen. That is the way we should work our way back into the international spotlight.

In 1904 Yale, Princeton and the Detroit Boat Club all entered eights in the Olympic Trials. None of those crews, in retrospect, had a chance. Yet the 24 oarsmen and three coxswains in those crews each had the opportunity to represent their country. How many of them would have trained for a national team in the face of the undefeated Harvard and California crews and the rag-tag contingent from Vesper?

I can only speculate, but I think some of them would have been drinking gin and tonics and enjoying the less rigorous (and less satisfying) summer sports.

I hate to think we are losing anyone from the ranks of competitive oarsmen. I don't want to adopt a policy that discourages rather than encourages. One should be given the chance to win, and if you win you should go.

Holme Pierrepont

(Continued from p.21)

designed to meet the day-to-day needs of the general public as a Country Park, while at the same time providing the necessary shallow banks and terraces to accommodate large numbers of spectators on major event days.

To achieve equality of competitive conditions on the 2,000 meter course, the planners, architects and engineers submitted a model of their proposals to rigorous scientific study at the National Physics Laboratory. As a result, it was decided to provide a water depth of 3½ meters, throughout the full length and breadth of the rowing lanes, with side gradients outside of these lanes of one in eight to eliminate any return wash from bed or banks. Wind tunnel tests were also carried out to determine the approximate size and shape of the proposed landscape mounds and spectator slopes, with a view to minimizing wind turbulence on any part of the course.

A total length of 2,215 meters allows competitors a generous deceleration distance beyond the finishing line, after which they continue straight ahead to the conveniently situated jetties, marshalling area and boathouses. The overall width of 135 meters makes it possible to provide six rowing lanes or nine canoeing lanes, with adequate "free" water outside of these lanes for crews and officials proceeding to the "starts."

The Holme Pierrepont Centre has not been in operation long enough to fulfill any form of routine program. However, early indications are that the governing bodies of rowing, canoeing and water-skiing in Britain will, between them, require the use of its facilities every weekend of the year for either training or competitive events, including national and international championships and regattas, while the mid-week periods are likely to be fully utilized by local and area clubs, colleges and schools. Education Authorities will undoubtedly wish to offer their students as varied a program of activities as possible and are therefore likely to provide the greatest multi-use of the Centre. Fortunately, the design of the jetties, the 2,000 meter starts and the intermediate start pontoons, is such that the course can be sectioned or zoned, with adequate launching and mooring platforms for such multi-use.

A Long Row From Down Under To On Top

Countless are the sacrifices made in the name of sport... and particularly the Olympic Games... but surely there can be no greater devotion and selfless approach to participation than that shown by 18 strapping young New Zealanders who were chosen to compete in the rowing events at Munich.

Giving up their homes, separated from their wives, these 18 oarsmen gathered in the South Island City of Christchurch six months ago and have devoted every hour of the day and early evening to preparing for a gold medal at Munich.

Settling into an eight, a coxless four and a coxed four soon after arrival in Christchurch, the oarsmen lived, slept and ate rowing for six months under the skilled guidance of Mr. Rusty Robertson, a man claimed to be possibly the greatest rowing coach in the world today.

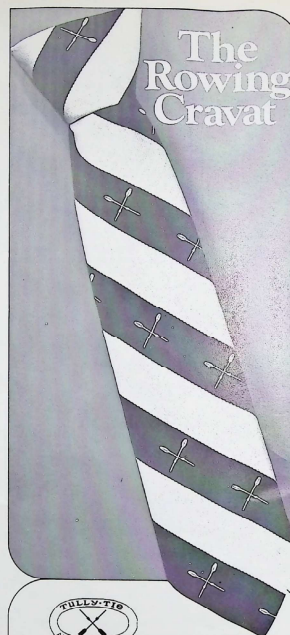
Spurred by the lure of a gold medal at the Olympics and inspired by last year's victory in the European championships at Copenhagen, the New Zealand oarsmen were on the river Avon soon after dawn every morning, chilled by the famous South Island frosts but never dampened in their supreme dedication to perform with credit at Munich.

In early August they were happily installed at special training quarters in the small town of Leunigries, Bavaria, and the daily grind of preparation went on.

Mr. Fred Strahan, the Manager, expressed some surprise at their fourth placing at the West German Championship in July - pointing out that the build-up for Munich is the vital consideration and the crews had not then reached their peak. Success at Munich was their target.



The crew, in order of seat positions shown in the photograph, is: A.J. Hurt (Stroke), G.W. Veldman, R.J. Joyce, J.A. Hunter, L.E. Wilson, A.J. Earl, T.I. Coker, G.D. Robertson (Bow) and S.C. Dickie (coxswain).



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OARSMEN'S



CORNER

Sometime after the first cuts were made at the National Team Camp, Jack Frailey, Dr. Fritz Hagerman and his accomplices were turned loose on the oarsmen. Ergometer workouts were scheduled from 8-5, every hour on the hour for four days. First a blood sample was taken to remove any extra oxygen-carrying capacities, then teletype EKG plugs were stuck to the chest, then a hockey helmet with a reverse aqualung gismo was strapped to the head, and off you went for six grand minutes on the ergometer. With the anti-aqualung you sucked in clean Hanover air, befoiled it in your lungs and blew it through a metering device into big billowing bags from which the alchemists could see whether or not you were using enough oxygen. A nose clip clamped the nostrils off so no one could cheat, though it wasn't enough to stop one individual and he was lucky enough to start again after two or three minutes because his clip came off. Between the EKG, the aqualung, the speedometer, the ticking flywheel and the blood-letting, there was enough data collected to keep the scientists busy for weeks. A random polling of the oarsmen indicated that the only reason people didn't quit in the middle of the absurdity was that there wasn't a good enough excuse handy.

For the first week the oarsmen were housed in the barracks-like third floor of the Dartmouth Varsity Club, but then were moved to Woodbury Hall of the Tufts School of Business which offered single and double rooms, proximity to the boathouse, and an acoustical advantage to the Dartmouth Class of '47's reunion which nightly featured a band leading through every one of Chicago's hits. The reunions were a mixed blessing, being both a diversion for the blank-minded oarsmen (victims of C.F., or Cumulative Fatigue) and an effective stimulant at the precise time sleep was needed.

The Green Lantern Restaurant, featuring basketfuls of rolls and waitresses who quit after a moment's exposure to the oarsmen's dining room, assumed the awesome responsibility of regenerating spent muscles, and did so with a success that was complimented by an unusual paucity of bitching from les gourmands (that's French).

The choice of Hanover as location for the training camp was a stroke of genius attributable to Wendell Badger (according to his reports). Except for an inauspicious first few days of white caps and a ubiquitous headwind, the weather sloughed off by hurricane Agnes was humid, cool, and calm and the Connecticut River lay cooperatively uninterfering for the vast majority of the workouts. Some comments on the beauty of the river valley and the walls of sugar pines on the Hanover shore bore witness to the aesthetic sensibility of the oarsmen at the camp, and it was universally agreed that the utter beauty of water (at least on the East) would have been better.

Time-killing between practices and sleeping in Hanover
(Continued on p.35)

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Yale-Harvard Tea Party

(Continued from p.18)

3 (the combination race, the freshman, and the junior varsity). The Harvard freshmen especially had looked absolutely terrific — very strong and the smoothest crew out — but all three crews had left Yale in the dust at the start and kept right on pulling away.

So it was with great joy that we saw, as the two varsity crews settled after twenty strokes, that Yale was ahead. After the first half mile, Blue was still out in front, and it seemed possible that this might be the first boat to beat Harvard in ten years. But as they came to the little beacon at the three mile mark, a moving launch threw a wake across the course. Yale's rhythm broke momentarily, and they never seemed able to put it together again. Harvard took seat after seat and then began to walk away.

The second mile of the course runs past the naval yards, where the submarines are drawn up in the slips like whales; and by now Harvard had a length of open water. Here were the jayvee crews, paddling back upriver. They stopped to yell encouragement, and Harvard waved in the air the blue shirts they had won. (Yeah, I thought bitterly, you and 500 other people on the East coast).

Someday, had suggested inviting Coast Guard to compete in the race in order to stimulate local interest, but this was hardly necessary from the looks of the last mile. It seemed as though every yacht, cruiser, sailboat, and dinghy within a hundred miles was lining the course ten deep to watch the finish, and as the crews rowed past, everybody blew their whistles and raised their beers in salute. Then Harvard was under the great bridge that spans the finish line, and we counted twenty seconds before Yale was across too. There was a general collapse. Ford in 7 dropped his oar and the boat swung up against one of the bridge pilings. Tony brought the launch in close to see if everybody was all right, and I thought, here is the picture the world will want to see, here are nine men at the nadir of human existence — just rowed a four-mile race and lost. But agonizing as the moment must have been, the past three weeks and the race itself were an experience that none of them would have missed.

After the last race, there are two merry boats on the river to row back, so the crews pulled over to a float and got out. We watched as Yale surrendered their shirts and the press launch bore down on the coaches, then turned and headed for home. The wind had come up, and after a mile, we caught up with the two empty shells being towed back, slipping silently along through the choppy water.

FOR RESULTS SEE P. 24-26

The Schuylkill Navy (Continued from p.23)

Great Britain. The NAAO President, Bill Knecht, hosted Fairmount Park Commissioner Crawford, his wife and other officials who oversee the entire recreational areas of the city.

Sunday afternoon the porch of the Regatta headquarters held three to four hundred oarsmen who managed a giant snack of hot dogs, soft drinks and potato salad. It was a last filling bite before they and their boats departed. With the end of the Centennial and the Nationals, all eyes began to turn to Debarie and the biggest test of all, the Olympic Games at Munich.



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OARSMAN'S CORNER (Continued from p. 51)

centered, for the most part, around discarded newspapers in the rocking chairs of the Hanover Inn, the stand-up counter of The Village Green ice cream shop where the blond waitresses redefine "croxy," and the computer terminals in the basement of Wroxbury where oarsmen raced autos, landed on the moon, competed in football and made obscene banners.

In the editorial strain, it must be said that under the novel circumstances of the venture, the five coaches Erickson, Foley, Gardner, Gladstone and Parker took great pains to make a trying experience as bearable as possible. Problems caused by the choice of arrival dates which lengthened the selection process beyond the expectations of all will be eliminated if/when the next national team is chosen. The coaches displayed a sense of responsibility to demonstrate clearly the reasons for their decisions, usually through seat racing, sometimes with the understanding that the resultant C.F. would put extraordinary pressure on all involved. Whether or not this democratic approach was necessary, it is commonly agreed that few left the team feeling that their performance had clearly justified their right to further testing.

In the eyes of many, the success of the venture will be measured in the performance of the eight and four with in Munich, five weeks from this writing. Obviously, it is hoped that those critics will be well pleased with the national crews, but it is hoped also that they will listen to the opinions of the oarsmen who participated in the selection processes, and that they will take notice of the progress of such programs in the nations which are providing the best competition abroad.

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The Royal Henley

(Continued from p.15)

THE PRINCE PHILIP CHALLENGE CUP

The Prince Philip Cup had a disappointing entry of only four crews and the St. Catharine's Rowing Club of Canada had little opposition as they won impressively over Oxford University by five lengths. Of interest to United States rowing fans is the fact that two of the members of the St. Catharine's Rowing Club had rowed at the University of Pennsylvania. This crew is hopeful of being Canada's Olympic representative in the four-oared with coxswain event.

THE WYFOLD CHALLENGE CUP

The holders, Harvard University, were absent and there were no other American entries in the event. Prior to the start of the Regatta Trident Rowing Club of South Africa were the odds-on favorite to win the Cup. Little was known of the Leander Crew which was stroked by Colin MacDougal, a former student at Choate School, but they soon showed form that made everyone sit up and take note. In the final Leander led from the start over the South Africans and won with surprising ease by two and one-half lengths.

THE STEWARDS' CHALLENGE CUP

There was a very disappointing entry in this elite event for coxless fours. The Thames Tradesmen, Great Britain's apparent entry in the Olympics, scratched after the draw, leaving only Spartak Moscow, U.S.S.R. and the University of British Columbia, Canada to race for the Cup. The Stewards' final finished in confusion if one can speak of an event finishing when it scarcely began. The boats came together shortly after the start and a Russian blade was broken in the collision. At this point British Columbia was disqualified and the Russians were awarded the Cup with really no race at all.

THE VISITORS' CHALLENGE CUP

The United States had two initial entries in this event, Drexel University of Philadelphia and Kent School. Kent's entry was made as insurance from members of its eight and was scratched on the eve of the Qualifying Races. Drexel was drawn on opening day against Hampton Grammar School and unfortunately, proved not too strong an opponent for the schoolboys who have hopes of being Britain's entry in the FISB Youth Regatta. Drexel was down early in the race and lost by two and two-thirds lengths. University of London was to be the winners but not without a fierce battle for first and third in the final.

THE BRITANNIA CHALLENGE CUP

A crew from the Upper Thames River, the Wallingford Rowing Club, won this event in coxed fours which is closed to foreign entries. The outcome was never in doubt as they won comfortably by four and one-half lengths.

THE SILVER GOBLET & NICKALLS' CHALLENGE CUP

The pair without cox event produced some fine racing and the entry contained some very impressive crews. Wiggin & Pemberton of Leander Club, winners at the Marlow Regatta, were the strongest of the "home" entries. Pairs from Poland and Russia were destined to meet in the final. The Polish pair of Broniec & Slusarski, medalist in last year's European championship, were eager to get a crack at the Russian pair of Vasiliev & Poljakov. In the final, the Polish crew took a quick lead and seemed to have everything well under control by the Barrier. They continued to pull away and led at the finish by two and one-quarter

lengths over the crew from Leningrad.

THE DOUBLE SCULLS CHALLENGE CUP

This event gave Great Britain its biggest lift of the Regatta. The double of Delafield & Crooks is certainly of world class having performed so well at several major European regattas. In the final against the Americans, Klecatsky & Dietz, they lowered the Barrier record, which was remarkable when considering the brisk cross-winds conditions, and went on to win although the Americans put some pressure on them in the last part of the race. Earlier Klecatsky & Dietz had beaten Miller & Grubb of Great Britain — the verdict "easily." The New York Crew had gone through to the finals as a result of the scratch by Trinsley & Foote. Trinsley & Foote, who never did arrive at Henley, went through to the quarter-finals as a result of a Russian scratch, thus diminishing what was initially a very impressive field.

THE DIAMOND CHALLENGE SCULLS

It was in this event that the United States had its biggest entry with Jim Dietz, Shawn Drea representing Vesper Boat Club, Klecatsky, and Lloyd Miller of the University of North Carolina. For the first time in many years there were qualifying races in the Diamonds. Shawn Drea gave early indications that he was to be treated anything but lightly. Although he was not "selected," while Dietz, the two Russians, and Ken Dwan were, Drea was impressive from the very beginning as he disposed of Daws easily and then eliminated one of the selected Russians by three and three-quarter lengths in Thursday's race. It was a classic race with the lead changing twice but by never more than a length either way. In the last 200 yards of the race, however, Drea finally broke clear of the Russian to win by three and three-quarters lengths. In Friday's race, Drea faced another "selected" oarsman in the person of Dwan and beat him by three and one-third lengths posting the fastest time for his event. In the final, he gave a fine effort while losing to Timoschinin of W.M.F. Moscow. The loss of his fin early in the race made his steering extremely erratic and undoubtedly put the race out of his reach. Nevertheless, he never gave up and was still going strong at the finish. Jim Dietz's performance was disappointing even though he trounced Wolfe in the Wednesday races and Parish in Thursday's race, both by the verdict "easily." In Friday's semifinal against Timoschinin, Dietz seemed to scramble a bit and went down to the Russian by three lengths although he was leading him at the Barrier. Larry Klecatsky disposed of England's Bishop, the verdict "easily" on Wednesday only to face the unenviable task of racing Timoschinin on Thursday. The Russian just had too much for him and crossed the line five lengths in the lead. Miller was never really a factor as he went out to O'Callaghan on opening day by a verdict of "easily."

The amazing thing about this year's regatta was that in an Olympic year the entry increased. There was excellent racing and American crews did credit to themselves in the face of some heavy competition. Harvard's successful defense of the Thames Cup and Kent returning of the Princess Elizabeth Cup to the United States for the first time since 1969 coupled with Northeastern's fine showing and the fact that we placed finalists in five of the six events entered by the United States, give real meaning to this year's entry at Henley. As always, the Regatta and its pageantry are an unforgettable experience for all.

FOR RESULTS SEE P. 24-26

Our 1st National Team (Continued from p.1)

There was considerable concern over the heavy reliance on seat racing in fours as the primary basis for selection, and awareness that the method was not infallible. However, the coaches did feel that this method was the most direct and fairest means of assessing the ability of one oarsman against another. It also allowed the coaches to evaluate a large number of oarsmen in a relatively short period of time.

There was also considerable discussion about the wisdom of men arriving at different times so that some men were, in effect, subjected to double and triple jeopardy, as well as under intense pressure for a longer period. The coaches all agreed that it would be better, if possible, to have all candidates arrive at the same time and also to have fewer men actually invited so that the selection period could be shortened. One advantage of the staggered arrival, however, was that it allowed the coaches to work more closely with each group as it arrived and to evaluate a larger number of men more thoroughly. Fifty oarsmen and ten coxswains participated in the rowing at Hanover.

Peter Gardiner did an excellent job at arranging both housing and meals. In addition, he was constantly attentive to the personal needs and problems of all the oarsmen. He was a superb manager for the whole operation. The Dartmouth College Athletic Department and headman, Wendell Badger, were extremely prompt in looking after any and all needs.

The Olympic Rowing Committee was extremely grateful for the willingness of a number of organizations to lend rowing equipment for use at Hanover. The Committee imposed upon a number of institutions and people who quite unselfishly provided a great deal of equipment. Particular thanks was extended to Brown University, Dartmouth College, Harvard University, Massachusetts Institute of Technology, Northeastern University and Union Boat Club for the use of shells, oars, ergometers, launches and trailers.

The Committee was extremely fortunate in having Dr. Frederick Hagerman of Ohio University, who has done a great deal of research in exercise physiology, measure oxygen consumption, heart rate and blood lactate concentrations during and after the ergometer row. Dr. Hagerman and his assistants worked efficiently and thoroughly and established a good working relationship with the oarsmen.

Finally, the Committee offered its heartfelt congratulations and gratitude to the oarsmen who participated in the training camp. Their enthusiasm and commitment to an untested program was reassuring to say the least. Their conduct during all of the trials was greatly appreciated, and helped everyone concerned.

The 2nd Annual Eastern Women's Championships

On May 20, the 2nd Annual Eastern Championships were held in Philadelphia. The two most exciting races were the single and the eight. In the singles, once again, Gail Pearson and Karin Constant battled it out, the latter winning in the time of 3:39.8. In the eight, Radcliffe College reversed the order of finish this year against Vesper BC, looking very good in the time of 3:14.5.

FOR RESULTS SEE P. 24-26

NAAO Centennial (Continued from p.25)

Perhaps the most interesting item was Kent Mitchell's timing gear.

The lightweight Pocock shell which Larry Hough and Dick Lyon rowed was built almost entirely of carbon to reduce the weight as much as possible. Naturally some sacrifice is made in strength and the boat is considered a limited use shell. Several schools have rights designed by Pocock which have similar construction. These boats represent about a 40 pound weight saving in an eight, but again, these are not considered combination racing and heavy practice shells. Knowing that the reduction in weight can increase the speed of shells will no doubt bring about more changes from builders in the future as our skilled and proficient oarsmen demand the fastest equipment available.

The electronic wizardry of lawyer Kent Mitchell brought the greatest change to the regatta for both the oarsmen and the spectators. Kent has designed a timing device for rowing that appears to be the ultimate. He cannot only tell you the elapsed time for your crews, but the exact splits for the 500's. If you are willing, he will even make projections for your crews against competition they have yet to meet, providing you can give him some input information. The Olympic Committee has been so favorably impressed as to purchase the system for the use of rowing organizations in this country.

Basically the system has a starter and then a series of timers that record each crew in each of six boats at each 500 meter mark. This information is then read off clocks at the finish line and typed into a programed computer. Seconds later a complete print-out of the race can be had. This was the first time we have ever been able to have our races measured not only in hundredths of a second, but have a print out of splits of the race at each 500 and the finish. Having seen this system in operation, I would certainly hope every regatta would utilize it whenever possible.

Although rowing is changing, Philadelphia is not. It would not be fair to talk about the Centennial regatta without mentioning the hospitality of the host city. Philadelphia is a city of camaraderie and friendship, attributes shared with that cluster of boathouses along Boat House Row — in themselves unchanged through the years. How else could it be for a city to have hosted the first NAAO Regatta, the 31 in between, and the CENTENNIAL?

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LETTERS TO THE EDITOR

(Continued from p.2)

Olympic hopefuls are probably also bigger, stronger and fitter than the competition so that if they lose, the flaw has to be in the way they row today.

The writer could be absolutely wrong about this but it does seem to him that this year's majority are rowing a style he finds astonishing but unless he's lost his marbles along the way, he believes that the differences that have developed over these twenty-odd years might begin to explain the lapse in U.S. rowing, since Melbourne.

The writer's first Henley was 1947 — he was with a Dublin College crew beaten by the Kent School crew or the final day — so that he was in on the last hurrah for the old English "orthodox" style. Fixed pins — no swivels and ramrod-straight backs: like the Charge of the Light Brigade; "it was magnificent, but it wasn't war." With eight superb people, a crew like Jack Bradley's Grand-winning Leander crew of 1947, was a sight — and a sound: the rhythmic clunk of wood on wood — to remember. The very best oarsmen could handle it but a typical "orthodox" crew was pathetic. Like in arms drill, they might make a stab at "going through the motions" but they didn't do much to move their boat.

Most crews, however, rowed the "Fairbairn" style, named for an enormous Australian who came to college in Cambridge, England, in the 90's and who, by his genius, ability and forcefulness, revolutionized English rowing. Steve Fairbairn taught boat moving: the technique of transmitting the power generated by the explosion of a poised, ready body, intact, to the oar blades in the water. The style was a joy to row as well as to watch. Rhythm, timing, blade-work were everything. Even in a race, a great Fairbairn crew looked like they were floating over their front-stop forever. But then: wham. Their legs were down, the blades were through and they were on their feet again, moving with the boat, floating over their front stops again, gathering for the next one.

Those winning U.S. crews were rowing this same, basic style but with some mechanical advantages that the Europeans were eager to learn and to imitate: ramped slides, molded clogs and sliding "through the work," i.e., setting pins back from the front-stop,

making for a greater reach, an easier beginning and a powerful finish, just past the rigger.

Today this writer wonders if there isn't something like that historic confrontation between the "orthodox" and the "Fairbairn," in U.S. rowing. There are obviously many crews in this country still doing what comes naturally, and winning races. But the majority seem to be rowing a style that would have been characterized, 25 years ago, as "body-form." This writer has listened, confounded, to coaches telling their crews to hold their drive, to sit back after the finish, to let their knees go at different angles on the forward swing, while glaring faults like slack legs while the blades were still in the water or "inside" hands 'way down the oarhandle, went unnoticed. Straight backs and straight arms were "in." There was no great emphasis on what — if anything — was happening in the water, between the oar-blade and the water.

But to get back to basics: rowing is energy and a function of energy — as every schoolboy knows — is speed. The writer cannot believe that the essential, absolute, basic in boat-moving is not a perfectly-timed, lightning leg-drive which moves that weight along the slide just as fast and as far as possible. And that's all the power you've got to work with. And the only thing the back and arms can do is to transmit that power to the oar-blade in the water. Only a "live" back and a "live" arm will do it and if they are doing just that, they sure as hell, are going to be — respectively — rounded and flexed. No way, straight.

But today's majority might as well be on fixed seats. It was agonizing to watch so many superb athletes killing themselves and accomplishing so little. They move their legs so slowly, in what seems to be a two stage "articulated" movement. A drive, it ain't. Meanwhile their rigid bodies are describing beautiful arcs and their arms break, reluctantly, after their legs are gone. This cream-of-the-crop selection of oarsmen seen in action at Lake Wampanaug this summer, were such good, keen, fit, powerful and obviously-motivated guys and you know that they will pour it all out at Munich. And may they win. But even if they do win, this writer can't help wondering if they really enjoy their rowing.

And that's the other basic. Moving boats over water is rowing. Half-witted English poets have written sonnets

about the palpable pleasures of rowing. College presidents have written dissertations on the "perfect society," i.e., a winning crew . . . who, the instant they stop moving may individually be a bunch of slob, but when that boat is under way and she's really going, are apotheosized and become images of philosophical concepts: "unity in diversity," "losing oneself to find oneself," etc., etc.

But busting your gut, shackled to some infernal machine in a basement, in an attempt to prove that you can compete with some muscle-bound stevedore isn't rowing. The fact that the IRA championship crew, only one of whom had qualified under the Olympic testing program, beat a crew, all of whose members had qualified, restores one's faith in the experience of rowing.

We were told, in our time, that if you were hurting, you were doing something wrong. The only comfort this writer used to dread was about after two minutes when you fight to get your second wind. But even then there was a technique: forced breathing, driving all of the air out of your lungs on the forward swing — breathing in was no problem — for about ten strokes, got you through the bad patch and when you were through and if you were alongside the competition or if you were ahead — oh fabrous jay — you just went right on giving everything you had and then a lot more, and hoped to be still ahead at the finish. Unless you were out of your class. But the blood-sweat-and-tears school have to be wrong, because who the hell is going to go on going out for misery?

This writer could be so wrong about today's rowing scene but if the description above fits even in part, the crew we send to Munich and if — God forbid, as they say in New York City — they lose, then it would be this writer's opinion that we are literally and metaphorically off the track. About the only qualification he brings to this assessment is the fact that he has been away so long: sometimes a perspective of years will clarify a vision.

But if anything in this letter has value for anyone participating in this year's effort to regain this country's dominant position in rowing, this is the hope in which this assessment is offered.

James Slavin
Hoxbury, Conn.



An Apology from Your Editor and Publisher

Due to an insufficient press run by the printer and an intolerable delay in labeling and mailing of the July issue of THE OARSMAN by the mailing house, your July issue was undoubtedly received in mid-August while for some subscribers located in Massachusetts and certain other places, the July issue won't be received until early September. We apologize to all our readers for this delay and assure you that steps are being taken to correct this situation.

In September, Rick Pollock, NAAO Executive Secretary, will begin a major effort to categorize or re-categorize every NAAO Member Subscriber on the NAAO membership list for proper computerization of the list. If you have questions concerning your membership/subscription or that of your organization, please contact Rick at the following address: Executive Secretary — NAAO, No. 4 Boat House Row, Philadelphia, Pa. 19130. Phone: (215) PO 9 2068

It was announced recently that the 1972 Head of the Charles Regatta will include a women's eight oared event. Entries close on October 9, so make your move soon if you plan to compete in the regatta.

U.S. Eight Explodes at Munich Pre-Olympic Regatta

Following the stunning U.S. National Eight victory at the West German International Championships, the world suddenly wanted to know about the American eight which had posted an ominous time more than four seconds faster than West Germany's. Big Karl Von Groddeck, 1960 gold medal Ratzburg six-man turned journalist, led the assault and asked the most incisive questions. Parker's answers had several doubting their linguistic.

Height? "6'2", not so tall." Weight? "Just over 100 lbs., not too heavy." Age? "Just 24, a little young." Experience? "Some, not so much."

Then the blockbusters. Races? "None." 2,000 meter time trials? "We never rowed one." Time together? "About a week." Mileage? "About 150."

West Germany's Adam Achter by comparison averages 6'5" and over 200 lbs. It has rowed together daily since April over some 1,700 miles. It includes but a couple of relatively unseasoned kinder under 25 and some old men over 30.

Von Groddeck, among the host of Olympians suddenly attracted to the crew, said "I've never seen an eight as strong and controlled as this. Their third 500 meters, where most crews weaken, is especially impressive." Von Grod-

deck also reported that West German coach Karl Adam was "really disturbed."

Parker smiled, then said, "That's not so good."

The rowing community will no doubt be relieved to learn of the following federal regulations related in "The Daily Mining Gazette," premier newspaper of that well-known rowing center, Hancock, (Upper) Michigan. The article is reprinted in its entirety with special emphasis placed on the final "simple" safety formula.

"Racing shells and sculls will be given some relief from the recent federal regulations concerning lifesaving devices.

On April 17 all recreational boaters, with a few exceptions, were required to carry Coast Guard approved lifesaving equipment in a readily accessible location while on the water. The new requirement, an interim regulation to the Federal Boat Safety Act of 1971, excused the racing shells and sculls from carrying lifesaving devices provided that an accompanying boat carried enough lifesaving devices for all of the participants.

The Coast Guard lessened the regulations when it was seen that the accompanying boats experienced very great difficulty in carrying the required number of lifesaving devices. Also, since many of the racing shells are over 40 feet, the accompanying boats were required to carry the even larger ring buoys or life preservers.

The requirements for racing shells and sculls now are as follows: (1) Any Coast Guard approved flotation devices are satisfactory regardless of the racing vessel's length. (2) There need not be one lifesaving device on board per person if an accompanying vessel remains in close proximity and carries one lifesaving device for everyone in the two largest racing vessels. For more than four vessels, in addition to the lifesaving devices required for the two longest vessels, the required number of lifesaving devices can be found by using this simple formula: Take the total number of vessels, subtract four, divide by five, round-off to the nearest whole number and multiply by the average number of persons per vessel."

It seems that Eastern Sprint and IRA regatta officials will have to employ a computer to ascertain and a barge to transport the requisite number of Mae Wests.

As many of you are aware, former Olympic rowing gold medalist Bill Stowe, now the rowing coach at the U.S. Coast Guard Academy, served on the ABC Network's staff of expert analysts for the 1972 Summer Olympic Games in Munich.

He held a similar position for ABC at the 1968 Olympic Games in Mexico.

Prior to the Olympic races, Stowe visited the training camp in Hanover, New Hampshire, attended the small boat trials and traveled to Holland, Italy, England, Switzerland and Germany — researching information to be used in providing accurate commentary on the rowing segment of the Olympics.

EDITORIAL

Regatta Guidelines For Getting Headlines by Don Schnorr

It is easy to understand why professional sports, with their healthy PR budgets and equally healthy following, do so well with press coverage. The amateur sports promoters in this country have long ago realized that special attention and imagination must be devoted to publicizing their activities. How can amateur sports gain their share of news coverage... even local, to help encourage spectators and generate spectator interest and attendance? Add to this problem the difficulty of explaining an unfamiliar sport such as rowing to the press so they can make it come "alive" to their readers.

Although the Schuylkill Navy is fortunate to have relatively well informed sports columnists in Philadelphia, it was our intention early this year to make a special effort to promote detailed, descriptive and exciting press coverage for the National Regatta. A Press Relations Committee was organized exclusively for the Nationals and chaired by a member who is a professional public relations expert. Over eight bi-monthly meetings of this committee were held, brainstorming our particular publicity problem, as well as making plans and assigning tasks to overcome these problems. A special budget was voted by the Schuylkill Navy Board to be used primarily for the purpose of improving the finish line press facility.

In the final analysis, the results of these special efforts far surpassed our expectations. Press coverage from the Philadelphia papers alone totaled over 100 inches. The out-of-town press, including SPORTS ILLUSTRATED, was on hand. We had TV coverage on two channels twice daily, and even radio coverage every 30 minutes during the regatta on the local news station! This news not only increased spectator interest each succeeding day of the three day Junior and Senior National Championship Regatta, but realization that special effort was being made to publicize their sport also encouraged our contestants.

In order that future regatta organizers may benefit from our experience, we plan to provide a copy of our Press Relations Committee proceedings to the NAAO office. For general interest, following are some of the steps we took to promote a good press.

1. Appointment of a working press organization, at least six months prior to the regatta. This group should include members of the regatta organizing committee, individuals familiar with advertising/PR work, and who are able to write.

2. A thorough indoctrination of the press prior to the regatta. Rather than press meetings or luncheons, we chose to accomplish this with a carefully designed press package sent to the media two weeks before the event. It should include:

- a. Regatta schedule... dates, times, etc.
 - b. Regatta press identification... press ribbon, and press or official's parking sticker.
 - c. Details on regatta press facilities; parking, telephone, teletype, interview potentials, lunch availability, etc.
 - d. Special information on promising crews/contestants. Include racing performance this year, times and prognostications, if any.
 - e. Description of any special course improvements, i.e., timing, buoys, etc., made for the regatta.
 - f. Explicit directions regarding where to go, and who to contact at the regatta. At least two contacts should be provided for pre-regatta information and direction.
3. A place for the press... where they can talk, write, telephone, etc., apart from the finish line procedures and action (but where they can join it if they want to). Special measures were taken to improve our finish line press box, such as painting, extra outside phones and special seating. Coffee and pastry were provided for the morning heats, with lunch and cold drinks available in the afternoon. Arrangements were made with the police for special press parking privileges.
 4. A regatta staff press contact man... who can identify crews, procure times, find launches for photographers, arrange interviews, etc. This is vital!
 5. Tender Loving Care... making the media feel like part of the proceedings... not like they are "in the way". It's very important to answer that question right away, since it may never be asked again!

Well, that's the way we think it can be done, and we hope to repeat this at our 1073 regatta. The experience was a surprising one for many... including one reporter who, arriving in the 92nd heat on Saturday, viewing it as a "lousy" weekend assignment. Thanks to our Press Relations organization, he somehow "turned on" to rowing and became our most enthusiastic fan! One of the best stories of the regatta came off his typewriter. It is this type of advance planning and individual attention to the media which I believe will result in gaining the coverage our sport truly deserves.

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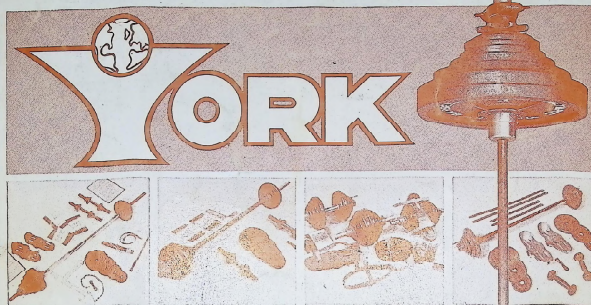
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