

THE

OARSMAN

Official publication of The National Association of Amateur Oarsmen

March/April 1976





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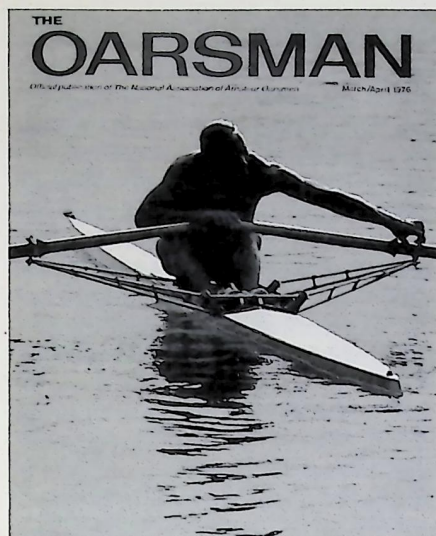
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May 7 and 8, 1976

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From **THE OARSMAN'S** morgue comes this dramatic photo by Phil Holmes of a Russian sculler in Munich at the '72 Olympiad. For a look into an Olympiad of the future, turn to page 10. Then Al Shealy has some comments about Montreal in his interview beginning on page 36.

THE OARSMAN®

Volume 8, Number 1

March/April, 1976

TABLE OF CONTENTS

	Page
LETTERS TO THE EDITOR	2
THE PRESIDENT'S MESSAGE	3
NAAO MEETING by Peter Zandbergen	4
OLYMPIAD MONTREAL '76 by Frailey, Parker, Rosenberg, Fischer and Arlett	10
NWRA MEETING REPORT by Molly Upton	14
HEAD OF THE HARBOR by Gregg Mayfield	16
REFLECTIONS FROM THE WEST by Steve Wood	21
OARSWOMEN: SEPARATE, BUT NOT YET EQUAL by Emory Clark	22
HEAD OF THE SCHUYLKILL by Edward Thomas	24
1976 REGATTA SCHEDULE	26
HEAD OF THE RIDEAU CANAL	28
MASTERS' ROWING by Charles P. Colgan	30
LIGHTWEIGHT WEIGH-INS by H. Scott Baker	32
LIGHTWEIGHTS—EXCERPTS FROM A REPORT by H. Scott Baker	33
THE THREE T'S by Thomas Mendenhall	34
THE OARSMAN INTERVIEW: AL SHEALY	36
COACHES' CORNER by Randall Jablonic	41
OARSMEN'S CORNER	42
WASHING OUT	47
NEWS FROM CANADA by Craig Swayze	49
CLASSIFIED ADVERTISING	50
INDEX TO ADVERTISERS	51
EDITORIAL by Emory Clark	52
GEORGE POCOCK by Bernie Horton	52

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...remember is : I not give something in their donation. Because it is difficult to get a donation, whether it be patch, decal or pin, they will be more willing to give. The National Public Relations Director could be a major figure in this fund campaign, but for now, we can start a "Buddy Program" among all rowing organizations. If every rowing program sends in their best funding idea to be shared among other programs, it would not only help save rowing, but create a national unity to defeat our worst enemy, "the high cost of staying afloat." To help out in this matter, I invite organizations to send their ideas to me; I will compile and draw up a monthly column on funding ideas, that will be published in *The Oarsman*. The main idea behind this is to get together and make rowing strong. Although I am not a poet, I thought up a slogan to keep in the back of your minds: "United we grow and row, divided we become weak and sink." I think it at least gets the point across.

5 Feb. 1976

To the Editor,
I guess my letter that appeared in the May/June, 1976 issue of *The Oarsman* concerning the formation of state rowing organizations provoked no interest because I have not received any comments for or against the suggestion. Since my main goal is to help rowing grow and prosper throughout the country, I have two more ideas that might provoke some interest and comments.

We now have a National Technical Advisor, traveling the country, visiting rowing programs and lecturing. This I hope will bring some continuity to the national rowing scene. Now I feel a new position is needed. The title of the position is "National Public Relations Director," and the duties of the position are as the title implied—Public Relations.

Public Relations is an aspect of our sport badly needing attention. Public Relations is not difficult, but an individual without some position and organizational backing has difficulty breaking the media barrier. A position such as the National P.R. Director backed by the NAAO can open doors. The National P.R. Director can be the coordinator of a national P.R. drive and fund campaign.

Speaking of funds, I'll turn to my second proposal, which deals with the funding of rowing programs. There are very few rowing programs in the U.S. that are financially secure. Many programs are struggling to keep their shells above water and, as Mr. Herbert Brown stated in his "Open Letter" article in the November/December, 1975 *Oarsman*, many college programs live off the gate receipts of football and basketball and are a burden on many athletic depts. With the economy as it is, colleges are dropping some of their so-called minor sports among which rowing is unfortunately classified. I feel the NAAO had better start acting on this matter before we see our sport decline. I feel any society that can make

Dear Sir:

You are aware, no doubt, of Volume I, Number 1 of the *NWRA Bulletin* published to "supplement" material found in *The Oarsman*. What material is there to supplement, after all, a comprehensive, open-minded magazine such as ours? I smell competition, and naturally well-look to their type if they are not to lose valuable contributors and readers. Gail Pierson, for instance, wrote an interesting article with safety hints for competitive capsizers; "In Louisiana don't capsize unless you have rapport with alligators and snakes." Where were you, O Editor, when I was capsizing in the Charles?

While my allegiance to *The Oarsman* remains constant, I must confess I have offered the services of my humble pen to Editor Upton of the *Bulletin*—not that my pen is for hire, never fear, but simply to offer balance to Ms. Upton's worthy effort. As you consider that effort and the ever-increasing number of serious women oarsmen, do you not feel it is time to

(Cont'd on p.)

THE OARSMAN for March/April, 1976

RACI

Phone: (207) 283-3026

THE OARSMAN for March/April, 1976

The President's Message

The year 1975 was certainly a year when U.S. rowing experienced elation, disappointment, a sense of real accomplishment, and frustration. The overriding characteristic of the entire year was, in my opinion, effort. It is exciting to see the various aspects of the sport grow active and our goal for '76 is a more efficient use of the talents we have.

My personal involvement last year, in addition to a number of N.A.A.O. meetings, covered the following: Fiscal Coordinator for the U.S. entries at the Nottingham Regatta, as a Steward at the Henley Royal Regatta, International N.A.A.O. presence at the Pan American and World Championship, a selector at the opening of the Canadian Championship Trials, a selector for the F.I.S.A. Youth Head of the Connecticut Regatta in Middletown, meetings and work with the F.I.S.A. Subcommittee on Youth Rowing, coordinator of the travel for the National Technical Adviser, and coordinator of the travel within and outside the United States. Special thanks should go from the N.A.A.O. to the National Rowing Foundation, the Nottingham Mexican Federation. Without the generosity of these our rowing program would have been greatly

the highlights of the accomplishment of the year over the country along with his skill and presentations. (Already this year he has been to mid-west, and Florida.) The National Regatta aside from some minor hitches, was one of the best run regattas I have seen in this country. It is an example for future championships. It continues to improve its efficiency and I am confident this trend will be highlighted by the superb performance at the eight, the light-weight entries, and from the performances of the men of the former it might well be a blessing in disguise making us work even that much more in 1976. In the case of the latter, I think it has served the thinking of those involved in Junior rowing, which ultimately strengthen not only the team but this whole of the sport. I have already alluded to my feelings about national coordination of sculling efforts which I feel should be a top priority in 1976. We are wearing out some of officials and I think we've got to spread our base here.

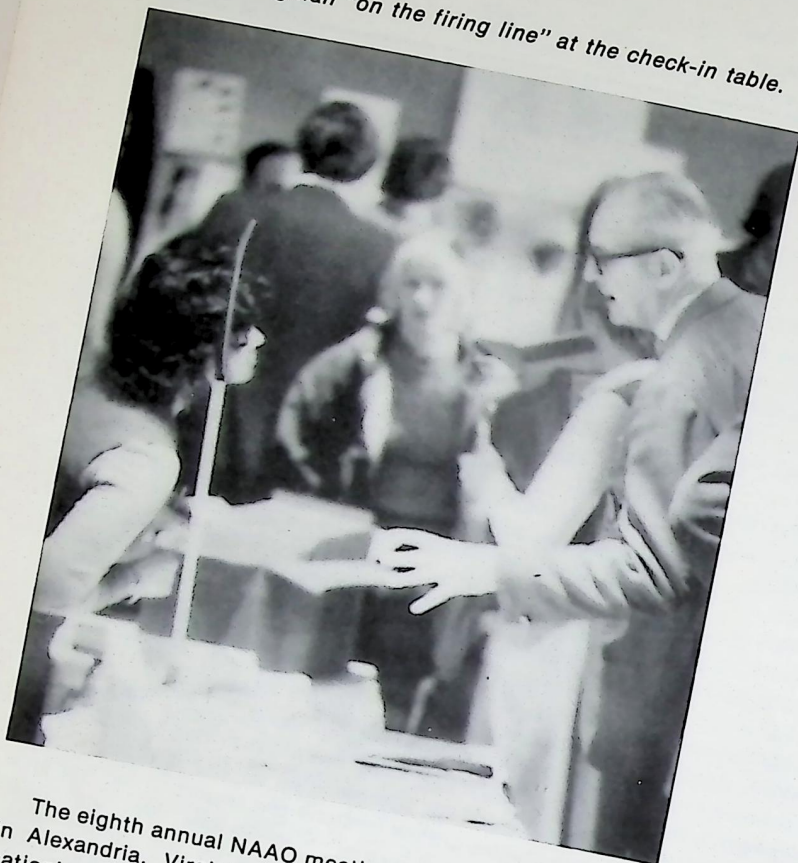
There are other goals to be set for 1976 and let me quickly cover a few. The obvious is that we should aid in every conceivable way the Olympic effort but in the excitement of the Olympic year should not lose sight of our responsibilities to the other phases of U.S. rowing. I have drawn a proposal to streamline the committee structure of the N.A.A.O. in an effort to make it of more service to the member organizations and individual members. One specific area is an attempt to computerize our membership lists to aid regatta committees, meaningful evaluation, and to keep the lists current and greater part of the decision making process. They also have got to do a better job of keeping the administration of the N.A.A.O. closer to the active competitors in regatta and increase the involvement of recent competitors. We must also officiating and in the operation of the N.A.A.O. Through this understanding of the complexities of the operation. It is important that we get the findings and talents of the National Technical Adviser put into print, video-tape, film, and other tangible items. I am determined that we will provide even better regattas for our competitors and that misunderstandings, equipment malfunction, and other things working to the detriment of the people on the water will be eliminated. In closing this report I would like to express my personal appreciation to those who have worked hard, often without recognition but with dedication and patience. The N.A.A.O. Directors, our office staff, regatta directors, team managers, and many others have given a great deal in an effort to solidify and improve our overall programs.

W.H. Pooty

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Please

Evelyn Bergman "on the firing line" at the check-in table.



N A ANNUAL

The eighth annual NAAO meeting was held January 24-26 in Alexandria, Virginia — across the Potomac from the nation's capitol. Over the years this event has proven to be one of the highlights of the U.S. rowing scene, with three solid days of rowing activities. On Friday, various committee meetings are held from early morning to late into the night. Saturday's clinics and committee gatherings are followed by the General Meeting, then a much needed social hour (very well attended, by the way!), before the highlight of Saturday's activities, the Annual Rowing Awards Dinner. On Sunday the Board of Directors holds a day-long meeting to discuss new legislation and priority areas of U.S. rowing.

FISA Coach's Conference

Al Rosenberg and Bill Stowe presented a review of the conference which they attended in Switzerland last year. One of the best-attended meetings, this brought a gathering of coaches, athletes, and past oarsmen together. Specifically, Rosenberg and Stowe reviewed several papers which were presented at the FISA conference, translations of which will be forthcoming from FISA. Mr. Rosenberg pointed out the following differences between the U.S. and other FISA nations: 1) Europe has the benefit of athletes in close proximity to coaches and training sites the year around; 2) a great quantity of high-level scientific study is devoted to sports medicine and physiology; and 3) the varied and effective forms of subsidization of athletics provided by other FISA nations. Many listeners were awed as Mr. Rosenberg related the training procedures used by the East Germans, Russians, and the Hansen brothers of Norway (the gold medalists in the double at Nottingham).

Sports Medicine Committee

Doctors Hagerman, Gundy, and Froehlich chaired the sports medicine committee. Dr. Hagerman stated at the outset that "... good scientific equipment is now available for effective study and analysis of rowing athletes." To date, a preliminary study and analysis of nearly 300 oarsmen has been accomplished, revealing a number of basic findings, among which are that in a typical 2000-meter race there is a three-to-one ratio of aerobic to anaerobic expenditure.



Fred Emerson receives the John Carlin Award.

THE OARSMAN for March/April, 1976

Inducted in
Tom Bolles

THE OARSMAN

A O MEETING

by Peter Zandbergen

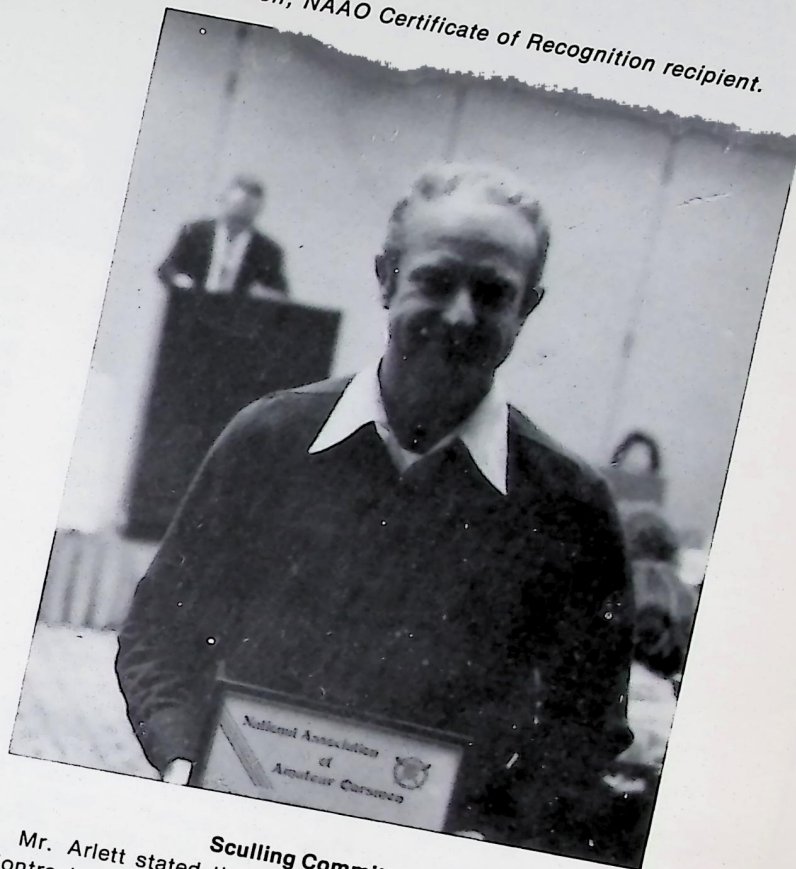
Hagerman also discussed the use of muscle biopsy and the importance the Scandinavians and East Europeans place on it. Basically, a muscle biopsy distinguishes muscle types which in turn may dictate better performance in one sport than another. The Scandinavians feel that their track and distance running can be attributed to better coaching and the use of muscle biopsy study and selection.

Dave Gundy then presented a discussion dealing with these injuries most readily found in rowing, which are lower back injury and tendonitis in the outside wrist.



At the Hall of Fame, Sam Goddard, Jr. thanks Pete Zandbergen, his former coach at Harvard.

Julian Wolf, NAAO Certificate of Recognition recipient.



Sculling Committee

Mr. Arlett stated that scullers who hope to compete in Montreal should be able to "move a single," and that he encourages only elite scullers to participate in the selection camp. Secondly, Mr. Arlett openly encouraged colleges to stage sculling races this spring so that scullers may gauge their capabilities. He felt that "there is reason to be optimistic about the quad."

Water Safety Committee

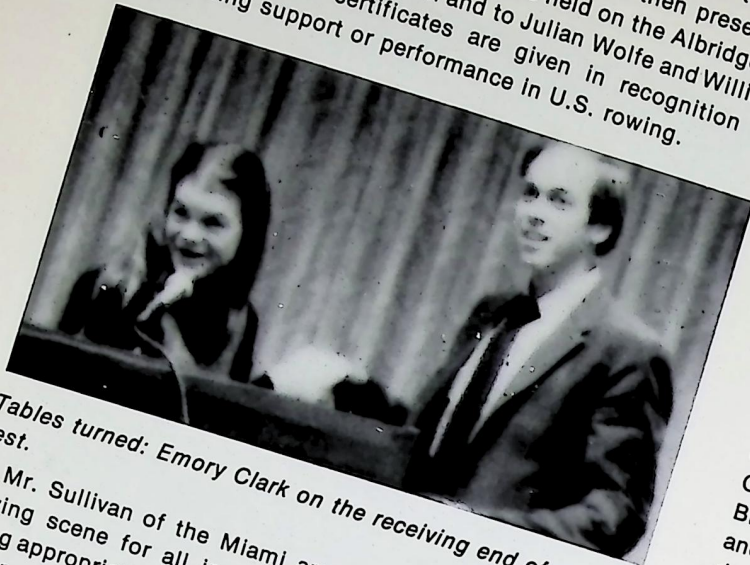
The U.S. Coast Guard held two water safety clinics on Saturday, and discussion centered around the importance of Personnel Flotation Devices — especially to scullers — and the problem of hypothermia, or exposure to the cold both in and out of the water. Both clinics were well attended with several PFD's on display with an accompanying film.

Nautilus Weight Training

Bill Austin of Marist College and Mike Arteaga presented a paper and clinic on the background and use of Nautilus Weight Training machines. Several of the machines were on hand for demonstration as was video tape material. The machine has the ability to specify particular muscle groups in training.

(Cont'd on next page)

Pete Zandbergen rowed at Nebraska through '74, coached the men's freshman team one year and their varsity for two before starting the women's crew at Nebraska; he is with the National Bank of Commerce in Lincoln, and is on the NAAO Board of Directors.



Tables turned: Emory Clark on the receiving end of a verbal jest.

Mr. Sullivan of the Miami area then updated the Miami rowing scene for all in attendance. Apparently funds are being appropriated from the Miami budget in order to provide better regatta facilities, etc. Mr. Sullivan extended an

Communications!

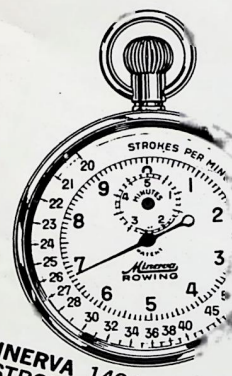
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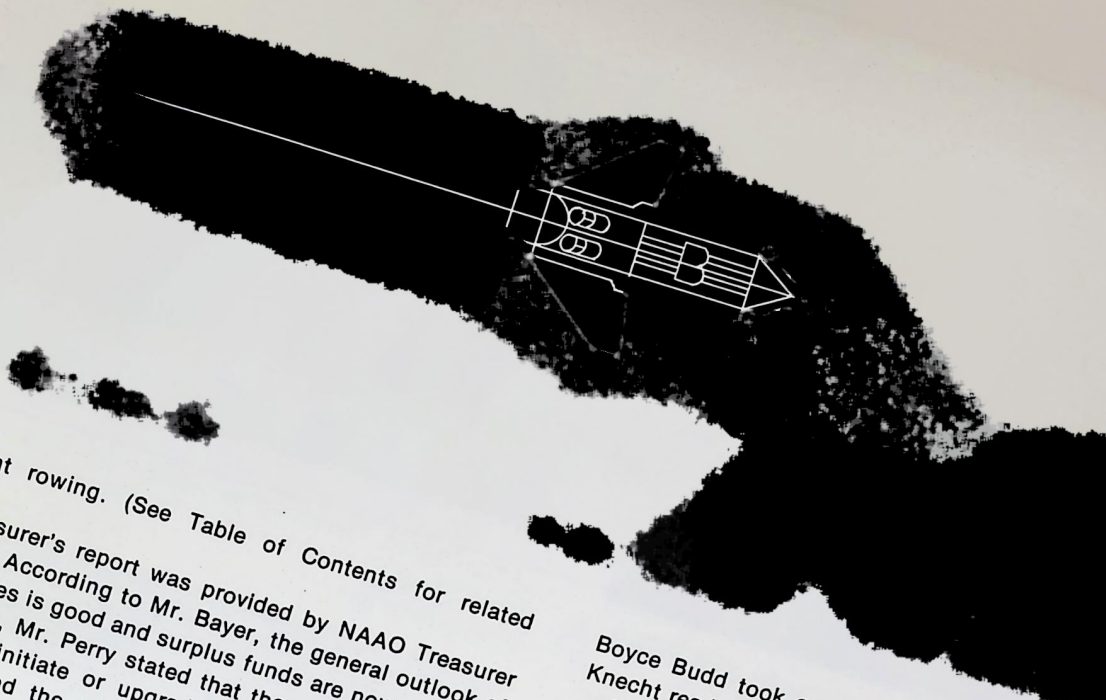
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lightweight rowing. (See Table of Contents for related articles.)

The treasurer's report was provided by NAAO Treasurer Ernie Bayer. According to Mr. Bayer, the general outlook of NAAO finances is good and surplus funds are now a reality. Based on this, Mr. Perry stated that these funds would be used to help initiate or upgrade new or growing rowing programs around the nation. All those interested should contact Mr. Perry directly.

Results of election to four-year and one-year terms on the NAAO Board of Directors were also announced. Those elected for four-year terms include: Hart Perry, Jack Franklin (OMRC), Charlie Butt (Potomac B.C. and Washington Lee H.S.), Michael Vespoli (Wichita State), and Randy (Wisconsin). One-year term members appointed are William Knecht (NAAO President), Lawrence Hough (Potomac B.C.), Donald Ayers (NWRA) and Long Beach (R.A.), Donald (Vesper), William Jurgen (F.I.T.), and Peter (Nebraska).

Eighth Annual Awards Dinner
Scheduled before the highlight of the NAAO weekend was the Annual Awards Dinner. In quoting the table piece for the dinner, the dinner "provides the opportunity for those men and women who have glorified rowing." A huge crowd was on hand Saturday morning for an opening welcome by Jack Franklin (in which he was finally won over the sound system),

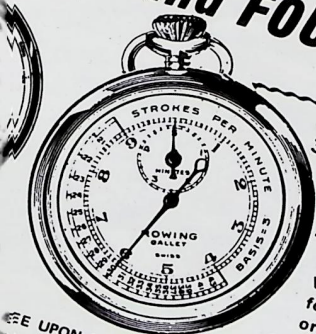
Boyce Budd took over as Master of Ceremonies. Knecht read the invocation.

The Rusty Callow Award, given by the EARC, was presented annually to honor that famous rowing coach. In 1964 to that U.S. crew whose spirit Rusty expressed and encouraged. The 1975 Syracuse Frosh were this year's recipients, and their coach, Drew Harrison, was on hand to accept the award. During the 1975 season, the Syracuse Frosh had a slow start, but through pride and determination went on to finish well at the IRA final.

Fred Emerson was awarded the John Carlin Service Rowing Award. Mr. Emerson, who started to row in Europe and went on to Wisconsin, and who is now at Blood Street Sculls, has helped all levels and areas of American rowing. In addition to the award, Mr. Emerson was given a book containing over 2,000 signatures and letters of U.S. Rowing supporters expressing their thanks for his service. Michael T. Harrigan, the night's guest speaker, was next on the agenda. The Executive Director of the President's Commission on Olympic Sports, Mr. Harrigan spoke on the status of American amateur athletics. He defined the purpose of the committee as the improvement of the atmosphere of amateur athletics in the United States. Among its duties, the commission will outline a way to "beef up" and raise the quality and support of amateur athletics. The Commission is well aware of, and feels that there is a continuing deterioration of, amateur athletics in this nation. At this time the Commission is preparing a detailed report — but Mr. Harrigan stated the Commission now has two broad (Cont'd on next page)

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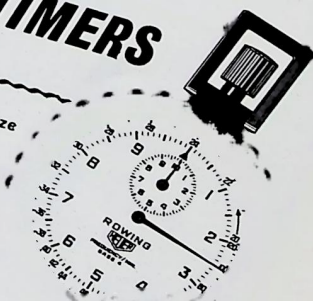


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New Four-year term Board members: (l. to r.) Butt, Vespoli, Franklin, Perry, and Jablonik.

suggestions on how to improve the situation. First, amateur athletics must raise and increase its awareness and publicity factor with the general public. Second, help must come from the commercial and business areas either in the form of direct funding support or donated services. In essence, Mr. Harrigan stated that American amateur athletics must become "better organized, managed, and funded."

Emory Clark presented the Vesper Cup Award which is sponsored by the Oyster Bay Rowing Association; this award is given annually to an outstanding winning U.S. crew. This year the Vesper Cup was awarded to the 1975 Silver Medalist Women's Eight-Oared Crew. Coached by Harry Parker, this eight has gone farther in international women's rowing than any prior U.S. crew and was an exciting surprise to everyone who follows international rowing. Mr. Clark tried hard to maintain his "teasing" male chauvinist attitude, but did not really convince many of those attending. It was a touching moment, and one of which I am sure Mr. Clark was proud,

Pierson. Kim Blomquist epitomized the determination of the entire Women's Team and displayed great potential for Montclair. Following a recognition of the Mexico City Nottinghams crews and medalists, Horace Davenport conducted the Citizens Savings Rowing Foundation inductions. "To be inducted into the Hall of Fame is to receive the highest honor in American Rowing," according to Mr. Davenport. The first recipient of the honor was Samuel P. Goddard, Jr. for his noteworthy contribution to rowing and service provided after his rowing under the guidance of Tom Bolles. Later he rowed on the varsity under the guidance of Tom Bolles. The award was made even more meaningful for Mr. Goddard when his coach from Harvard was on hand to congratulate him.

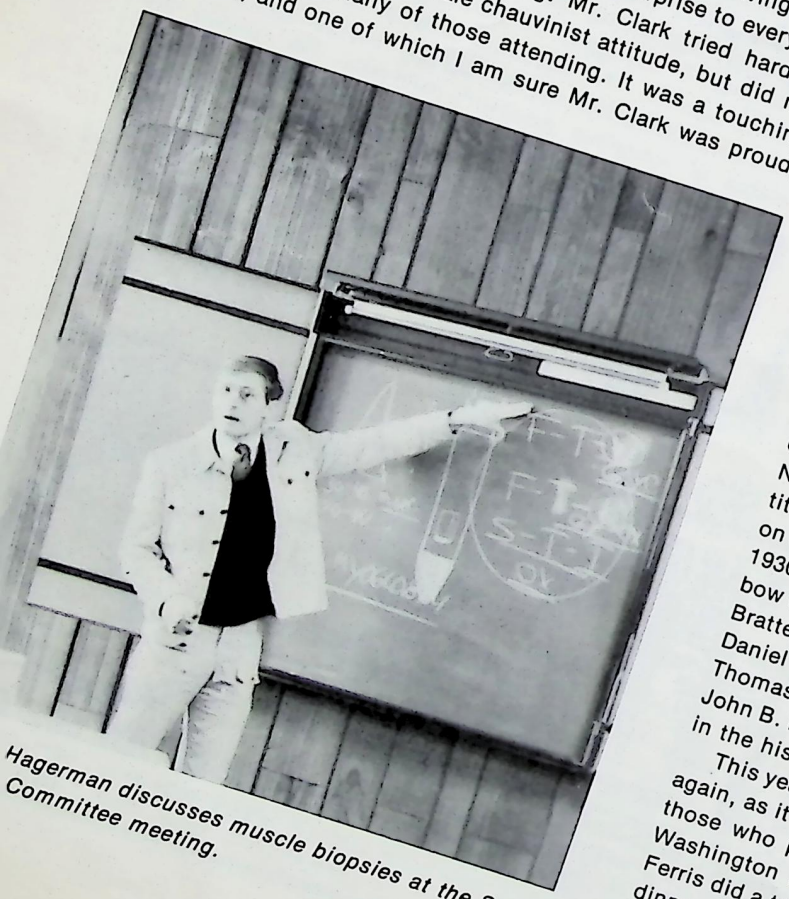


"Please, please . . . no more autographs."

The 1930 World Championship Eight-oared Crew at Liege, Belgium, the Penn Athletic Club "Big Eight" was then inducted into the Hall of Fame. In the words of Mr. Davenport, "this crew truly fulfilled the vernacular term of their day — a hard-boiled crew." Between 1929 and 1931, they posted thirty-one consecutive wins, breaking many course records. Along the way, they came away with U.S. National, Canadian National, and World Championship titles. It was indeed a pleasure to see the majority of the crew on hand to accept their awards. Coached by Frank Muller, the 1930 World Champion crew was comprised of the following: Charles McIlvaine, Thomas "Bear" Cunan, John Bratten, John McLichal, Myrlin Jones, Joseph Daugherty, Daniel Barrow, and G. "Chet" Turner. The crew was coxed by Thomas Mack. Definitely one of America's greatest eights, John B. Kelly, Sr. called them "The best rowing combination in the history of rowing."

This year's NAAO Annual Meeting and Awards Dinner was bow to stern: Charles McIlvaine, Thomas "Bear" Cunan, John Bratten, John McLichal, Myrlin Jones, Joseph Daugherty, Daniel Barrow, and G. "Chet" Turner. The crew was coxed by Thomas Mack. Definitely one of America's greatest eights, John B. Kelly, Sr. called them "The best rowing combination in the history of rowing."

again, as it always proves to be, a great event enjoyed by all those who participated. The people in the Alexandria and Washington D.C. area, especially Jack Franklin and John Ferris did a tremendous job. Next year's NAAO meeting and dinner will be held in America's heartland — Madison, Wisconsin. For the first time the meeting will be located in the Midwest which should encourage even greater attendance.



Hagerman discusses muscle biopsies at the Sports Committee meeting.

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1976 REGATTA ANNOUNCEMENT

THE HEAD-OF-THE-CHARLES® REGATTA

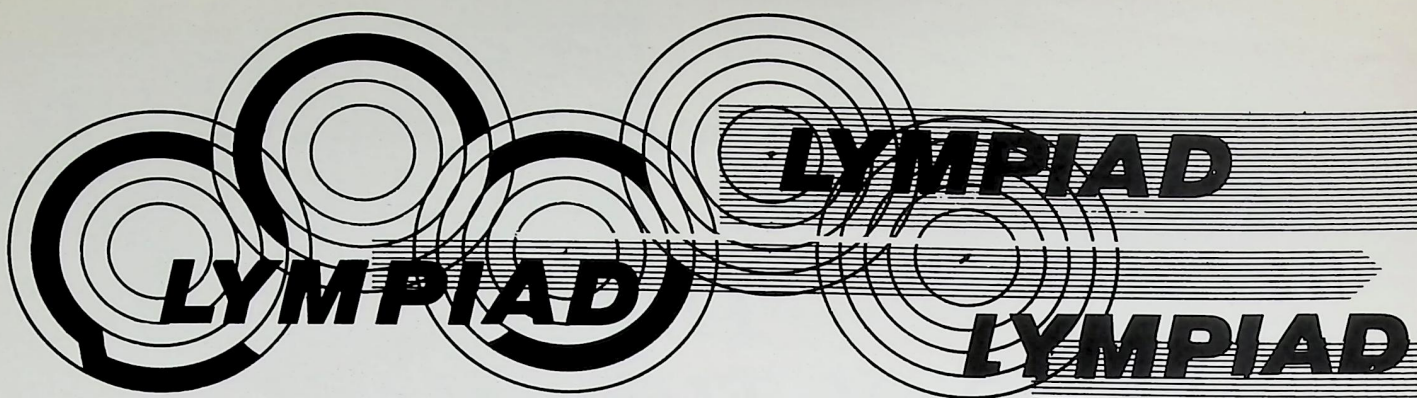
AMERICA'S FALL ROWING FESTIVAL
Sunday, October 17, 1976

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

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

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

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



USOMRC REPORT

By Jack H. Frailey
Chairman, USOMRC

The Olympic Quadrennial culminates July 17, when the Games of the XXI Olympiad open in Montreal, Canada. Plans developed by the United States Olympic Men's Rowing Committee which, it is strongly felt, will result in the most competitive Team this country can produce, are therefore at the focal point of the American Olympic Rowing effort during the first half of the year. Also continuing throughout the year, though at a pre-scheduled lower level of financial support than heretofore, will be the key elements of the longer term Development Plan laid by the USOMRC after Munich.

Five of the eight men's entries will be selected by these open Trials Regattas:

Single Scull — May 28, 29, 30 at Princeton, New Jersey

Double Scull and Coxed Pair — June 11, 12, 13 at Princeton, New Jersey

Coxless Pair — June 18, 19, 20 at Camden, New Jersey

Coxed Four — June 25, 26, 27 at Camden, New Jersey

Scheduling of races within the Regatta will, of course, depend upon the number of entries.

Financial support is available to defray reasonable costs incurred by those who compete in the Final race of each regatta, and receipts for travel and living expenses must be submitted to be eligible for reimbursement. As was the case for the Pan-American Trials held last year, only those who qualify for the Final race in each event will be eligible for support.

The three other entries will be selected through the Trials Camp procedure established in 1972. The Eight, Straight-Four and Quad Camps will be under the direction of Coaches Rosenberg, Rose and Arlett respectively; attendance at each is by invitation only.

The first section of the Eight Camp was conducted early in January in Tampa, Florida, and many, many thanks are hereby extended to Tully Vaughan, without whose extensive assistance the Camp probably would not have been established there. The Camp will reconvene in Seattle in April and Madison in May. As of this writing the fifteen oarsmen and two coxswains comprising the camp from which the final selection will be

made are (one more oarsman has yet to be named by Coach Rosenberg):

Kenneth Brown	Robert Jaugstetter
Fred Borchelt	Walter Luabsen
Richard Cashin	Tim Mickelson
Steven Christensen	Mark Norelius
John Everett	Alan Shealy
Robert Espeseth	Mark Umlauf
David Fellows	Michael Vespoli
Laurence Gluckman	David Weinberg
Michael Hess	

On May 9, this squad will be cut to twelve oarsmen and two coxswains, and on June 6 further cut to the nine men in the final eight.

The Straight-Four Camp may begin May 1 in Philadelphia. In addition to those invited by Coach Rose at that time, the four oarsmen cut from the Eight Camp on May 9 will automatically be eligible to attend. The final line-up for this boat will also be announced on June 6.

The Quad Camp will begin June 6, in Princeton. Coach Arlett has asked all those seeking an invitation to the camp to enter the singles trials, as an aid to him in making his selections, and has plans to encourage and/or permit, members of this Camp to enter the doubles trials the following weekend as well. The final quad line-up will be announced June 28.

Spares will not be selected until the final Trials Regatta, but could find themselves nevertheless in one of the three Camp-selected boats at Montreal. The committee confirmed the authority of the Camp coaches to use one or more spares in these boats at any time if the boat is improved by their use. As in the past, boats which have been selected by a Trials race will remain intact unless a member is precluded from participation as a result of illness or other misfortune.

Oarsmen and coxswains interested in the camps which are open at this writing should write to: Dietrich Rose, 756 Hill Road, Philadelphia, Pa. 19128, or to Ernest Arlett, Department of Athletics, Northeastern University, Boston, Ma. 02115.

For competitors with serious aspirations for the Olympic Team, note should be taken of the possible

MONTREAL '76

availability of what is known as "Broken Time Payments." It is now the policy of the Olympic Committee to assist in relieving financial hardship suffered by an Olympic competitor as a result of lost time from his or her job because of Olympic pre-Games training and competition as a member of the Olympic Team we have been notified by Col. F.D. Miller, Executive Director. *After selection as a member of the team*, oarsmen and coxswains may fill out and submit for consideration an "Application for Broken Time Payments." Anyone interested in reviewing the application requirements now may write directly to Jack Frailey, 66 Martha's Point Road, Concord, Massachusetts, 01742, for further details.

In the Development Program, the cardinal projects supported by Olympic funds this year are these:

1. Development Clinics

- a. It is hoped to establish four coaching clinics to be scheduled during the operation of the Eight Camps (Seattle, Madison), the Straight-Four Camp (Philadelphia) and the Quad Camp (Princeton) using the Camp coaches (Rosenberg, Rose, Arlett) as clinicians.
- b. Two regional post-Olympic Special Development Camps will be held. The format of these Camps as conducted the last two years will be expanded to include clinics for interested coaches as well as remedial rowing for selected oarsmen. The Eastern Camp will be under the direction of Hugh Foley, and will be held in Hanover, New Hampshire, August 21-29. The Western Camp will be held at a site yet to be determined, under the di-

rection of Bob Ernst, August 29 through September 6. Eight to ten oarsmen and a similar number of coaches will participate at each camp. Room and board expenses at the camp will be provided; funds to partially defray travel costs may be available.

Announcements detailing these plans have been mailed to all NAAO member organizations. If interested, write directly to Hugh Foley, Boston University Athletic Department, 285 Babcock St., Boston, Massachusetts, 02115, or Bob Ernst, Conibear Shell House, University of Washington, Seattle, Washington, 98105.

2. Visual Aids

Funds are being given Al Rosenberg, as National Technical Advisor, to develop visual aids to help in the above projects and similar future ventures.

3. Youth Development

Funds will be provided the Youth Committee to support such Youth Development Projects which they may propose that are endorsed by the USOMRC.

4. Sculling Development

This project continues the lending of Olympic sculls to the most qualified sweep applicants, and will provide financial support to cover certain costs attendant to the conduct of weekend sculling clinics under the supervision of Coach Arlett. Sweep oarsmen interested in obtaining one of the Olympic sculls should write immediately for an application to Jack Frailey, 66 Martha's Point Rd., Concord, Ma., 01742. It is planned to recycle all six sculls as soon after the Olympic singles trials as possible.

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MONTREAL '76

THE DISTAFF ROAD TO MONTREAL by Harry Parker

The excitement created by the addition of women's rowing events to the program for the Montreal Olympic Games continues to grow and grow. As the games get closer, more and more U.S. oarswomen are catching "Olympic Fever" and are intensifying their training efforts in order to improve their chances of making the team that goes to Montreal.

For almost all of the sweep oarswomen, "making the team" will mean gaining selection to the eight or four with which will be chosen in Cambridge in May and June. Some of those who go to Cambridge will also enter the trials for the pair without coxswain, as will some oarswomen who do not try out for the eight and four.

"Making the team" in the eight and four is going to be quite a challenge for any oarswoman in the U.S. Encouraged by the outstanding performance of the U.S. eight at last year's World Championships and the hope not only of going to the Olympics but of going with a very real chance of winning a medal, a large number of U.S. oarswomen have declared their intention to compete vigorously for a place on the team.

Over fifty candidates had already submitted their names and initial ergometer scores by late February and several other applications are expected.

Those initial ergometer scores make it quite clear that the "veterans" of the '75 silver medal eight are all working hard in hopes of earning a seat in this year's eight, but also that those who missed or did not try last year are equally determined to make a place for themselves on this year's team. It should be an interesting month in Cambridge!

The challenge at Montreal for those who do make the team will still be enormous. The crews will have even less time than last year to get together as units and must prepare for strengthened competition from several countries. East Germany is certain to be determined to hold onto their supremacy and to become the first Women's Olympic Champions. Russia, no doubt still smarting from their disappointing two-year plunge from the very top, is bound to make an extreme effort to get back into the medals. Romania will probably be equally anxious to stay "in" medals and even to improve last year's close third place finish. And who knows which of the crews from West Germany, Holland, Poland, Czechoslovakia or the like will catch fire with the Olympic spirit and come up with exciting efforts?

Who knows whether the U.S. women, fired by that same spirit and with one more year added to their short rowing history, can come up with another exciting performance of their own and return from Montreal with one of the medals to their credit?

Harry Parker, a Penn graduate and the U.S. sculler in the '60 Olympics, is Harvard's head coach; he coached the '68 and '72 Olympic eights and the '75 women's eight.

PREVIEWS: MEN'S EIGHTS AND COXED FOURS by Allen P. Rosenberg

The story went around in Nottingham last summer that it was a "dress rehearsal" for many of the eastern European crews. That is, those boats unable to make the finals in England would not remain intact for Montreal. It is from that view that I believe the odds for surprises are slim.

In fact I believe that in the coxed four, it will be virtually impossible to break the top three for a medal without the very best possible training and selection conditions. The strength in this event must, on paper, favor the USSR with their great stroke, the mammoth Eschinov. This boat won handily in 1975 rowing in the low 30's. The year before the stroke pair won the coxed pair in Lucerne by a comfortable margin. In close contention will be the superb coxed four from the DDR, winners in 1975 and clearly knowing now what lies between them and the gold medal. Third spot is probably weighted toward the Farber boat from West Germany, third place finishers from 1975. Although they were pushed by Great Britain, they led for the early going and will be very tough as they are all seasoned and race intelligently. With the British concentrating on the eight, remaining boats in contention will likely be New Zealand, whose entry was hard hit in 1975 in yielding men up to the bronze medal eight; Czechoslovakia; Ireland with men from the Dublin Police manning the oars; and the United States. As yet that boat has not been formed but I believe that the talent does in fact exist and will emerge in time to again make the final six.

The eights will probably see the perennials again in the final but I believe the semi-finals and the opening heats will be among the most exciting ever seen. In a race where the difference between a medal and a final finish is measured by about 1% of the total effort, we can look for a scramble if the weather and the lanes hold no undue advantage for anyone. With a prevailing quartering headwind the Russians with their low-stroke, powerful eight will be a good bet to provide their greatest challenge for a gold since they entered rowing in 1952. DDR, with perhaps the greatest depth of world class eights in the world, may be no surprise even if they only come back with the same magnificent crew from 1975. Keep in mind that that boat didn't achieve top speed until quite late in the summer while the Russian

(Cont'd on p. 48)

Allen Rosenberg coached the USA eights of '64, '74, and '75, and is coach of the Olympic eight of this year; he is the NAAO's National Technical Advisor, and is a lawyer in Rochester, N.Y.

MONTREAL '76

FOUR WITHOUT COX by F. Wood Fischer

For the Olympic Games, the four without cox will be a non-challenged crew to be picked and coached by Dietrich Rose of Vesper Boat Club, who has accepted the appointment as Olympic Team Coach and Head Coach of the Coxless Four Trials Camp. The formal selection of the crew will begin May 1 in Philadelphia and the final composition of the boat will be announced on June 6. Training facilities will be provided by the Vesper Boat Club; room and board will be provided without charge for those candidates asked to participate. Camp oarsmen not chosen for the Olympic Coxless Four on June 6 will be at liberty to make whatever further arrangements they wish to pursue in preparation for the subsequent Trials Regattas.

Throughout the actual selection month of May, testing will primarily involve small boat competition. The pair without and the pair with cox, as well as seat racing in the four itself, will be used extensively. While ergometer testing will take place and physiological evaluations will be made, the primary criterion for selection to the crew will be demonstrable ability on the water. Any oarsman who is interested in the Four

Woody Fischer, Penn '62, coached the Princeton lightweight '69-'71 before moving to admissions work at Penn, where he is now in the Dean of Student's office, and assistant coach at Vesper.

THE SCULLING CAMP by Ernie Arlett

The Olympic Sculling Camp on Lake Carnegie, Princeton, New Jersey, will commence June 6th, and continue until team processing in New York, June 28th. Camp aspirants will be required to enter the Olympic Singles Trials, which will probably also be held on Lake Carnegie, during the period May 28-31st.

The four-day trials will permit a full FISA schedule of four days of racing, giving every sculler an equal opportunity to be selected on the basis of satisfactory performance in the trials.

Some ten to twelve scullers will be invited to the

Arlett was born at Henley, and rowed as a professional sculler while coaching free-lance in England; he came to the US in 1959 to coach Lower Marion H.S. and Bachelor's Barge before moving to Rutgers in '60 as frosh coach and rigging coach. He started Northeastern's program in '64 and was the coach of the '76 national quad.

Without Trials Camp should carefully prepare himself for work in small boats. Training schedules are available for those intending to try for the crew.

While the camp itself will not begin until May, the Vesper Boat Club has agreed to offer coaching, training and facilities for all aspirants who are able in the interim to locate in Philadelphia. Arrangements will also be made for oarsmen who wish to train with members of the Vesper Boat Club on weekends, when pairs rowing in March and April will be available for those who wish to measure their progress.

The collegiate regatta season will offer an early opportunity for racing; later, subject to the development of the crews and the availability of funds, participation by several boats in a foreign regatta (Ratzeburg, Duisberg, or Lucerne) may be justified. The coaching staff will include Dietrich Rose, Olympic Team Coach and Head Coach of the Vesper Boat Club, and F. Wood Fischer and Stephen C. Gladstone, Assistant Coaches. Although financial reasons dictate that participation must be limited by invitation, all potential candidates are strongly encouraged to contact the coaches about their interest in the program. Questions may be addressed to F. Wood Fischer, small boat camp manager, Faculty of Arts and Sciences, Logan Hall 117, University of Pennsylvania, Philadelphia, Pennsylvania, 19174. Office phone is (215) 243-6341 and home (215) EV7-2932.

camp, where further trials in singles, doubles, and quads will take place.

The Doubles Trials will be held on June 12th, probably also on Lake Carnegie. Double sculling crews are encouraged to enter the single trials to give them the opportunity to be a member of the quad crew, should they not be successful in the double.

With the co-operation of the E.A.R.C. coaches, a series of informal elite sculling races will be held at college regattas in Boston, Philadelphia, Annapolis, Madison, and Seattle, commencing on April 10th and continuing through May 22. Further details will be announced in the near future.

These races will afford much needed racing experience at the elite level prior to the Olympic Trials. I have been able to see and talk with most scullers with the potential to be members of the Olympic Sculling Camp, and am most impressed with their determination to succeed in Montreal. They are all training very hard, judging by the enthusiasm for the camp. It will not be impossible to win the

NWRA Meeting Report

by Molly Upton

Molly Upton rowed for Lake Merritt R.C.; she coaches the women's crew at Buckingham, Browne and Nichols School, and is past Vice President of the NWRA and its present NE Regional Vice President. She edits the NWRA Bulletin and is Computer Industry Editor for Computer World.

Representatives from about fifteen member organizations joined a throng of interested observers at a winter meeting of the National Women's Rowing Association (NWRA) at which several issues were discussed. Only one, the order of events at the Nationals, was voted upon. The lengthy meeting upheld the tradition of NWRA gatherings, being held without regard for attendees' appetites. It began at 6 p.m. and adjourned after 9.

The order of events proposed by Debby Ayars, NWRA parliamentarian who is from Long Beach Rowing Association, was adopted. The order adopted is essentially that which has been followed in the past couple of years when there has been no "official" order of events. Ayars said the regatta committee feels it can run the regatta with this order of events along with the repechages adopted in the recent mail ballot. The constitution currently permits changes to it only at the June meeting.

The principal function of the meeting was to sound out members on future changes to the constitution and bylaws, and Ayars also received opinions on the forthcoming Nationals. An adhoc committee to revise the constitution was formed consisting of Debby Ayars and Lois Trench. Others interested in working on this are invited to contact Ayars.

Another committee of Joanne Iverson, Gail Pierson, Debby Ayars and Norma Jean Sands met after the meeting and

drafted a revision of the section of the constitution dealing with the election of the Olympic Women's Rowing Committee (OWRC). The draft incorporated several suggestions voiced at the meeting such as balloting after June for the group since it will not be known at that time who will be on the Olympic team. Olympic Committee rules require a member of the Olympic team to be on the board.

Lois Trench presented a draft of legislation creating such classifications as junior, intermediate, senior and elite. The definition of masters for men and women will be the same. This proposal was revised by attendees at the meeting and will be on the June ballot, along with the article on election of the OWRC. By creating classifications, Trench seeks to make competition more fun and the Nationals more manageable. This will reduce the chances of having 24 eights racing in one event, she observed.

There was also some discussion of whether to keep high school championship events in the women's nationals or to place these with the boys' youth championships. The general consensus was to preserve the status quo, and if there are girls' events in other regattas, that will give them more racing experience. The youth championships do not often rotate from the East Coast, which would put many active West Coast crews at a disadvantage. Several people spoke in favor of keeping the high school events with the nationals since it gives the girls a chance to figure out how they rank with the



Members discuss changes to the constitution: (l.to r.) Lois Trench, Gail Pierson, Liz Bergen, Debby Ayars, Joanne Iverson.

older competitors. No formal motion about having girls' championship events has been made by the organizers of the youth championships.

In her treasurer's report, Liz Bergen indicated she has not yet received a statement from the Princeton regatta committee. Ayars said the Long Beach Committee may have received this information. The NWRA has about \$800 in the kitty at the moment, Bergen said.

Evelyn Bergman described her efforts at NAAO headquarters to code women members so the NWRA can have some idea of how many oarswomen there are. She also stressed the need for member organizations to solicit friends of women's rowing. These \$10 contributions aid the NWRA in funding regional regattas and other activities, such as having Al Rosenberg, National Technical Director for the NAAO, visit each region.

Lois Trench said efforts are well underway toward achieving a tax exempt status for the NWRA. She outlined how the NWRA, with this status, could aid in funneling donations to organizations that are not nonprofit.

On the subject of the Nationals in Long Beach, Ayars urged competitors to reserve rooms early, as the Olympic swimming selections are being made at Long Beach the same time.

The regatta committee will investigate having a different die made for nationals medals. If the NWRA so chooses, it will assume the costs of the die. Pierson observed there are often private sources of funds for such items, and Ayars indicated she would investigate these. The meeting told Ayars if the regatta committee wanted to invite foreign competitors and provide them with different medals, it

should do so. The address for information about the nationals is: c/o Winnie Rich, 1625 E. Balboa Blvd. #1, Balboa, Calif. 92661.

Ayars said Tom McKibbin, sculling camp coach, would like to change the date of the singles trials for the Olympics to May 6-9 in order to give those who do not make the sculling team an opportunity to go to the sweeps camp, if invited. Nat Case, Yale coach, indicated such an early date could prove a problem for women in Eastern colleges.

The Olympic Committee has a guide on reimbursements available to competitors who miss time at work, Joanne Iverson said.

Iverson proposed the possibility of the NWRA sponsoring a championship regatta for colleges and moving the Nationals to the summer. She said the NWRA has not been doing very much for colleges. Others observed this would widen the gap between colleges and clubs and would essentially put women's rowing in the same state as men's. Few colleges compete in the men's Nationals and the women's Nationals are now much larger than the men's.

Case objected to the requirement that voting representatives at NWRA meetings be competing oarswomen. Ayars suggested he propose a change in the constitution if he didn't like the rules. Pierson pointed out the requirement was designed to give the competitor, rather than the coach, voting rights and indicated this requirement denied voting right to women coaches who were not competing oarswomen as well as to men. Upton observed that when the NWRA was formed, the rules were designed to prevent the closed room atmosphere of the NAAO. 



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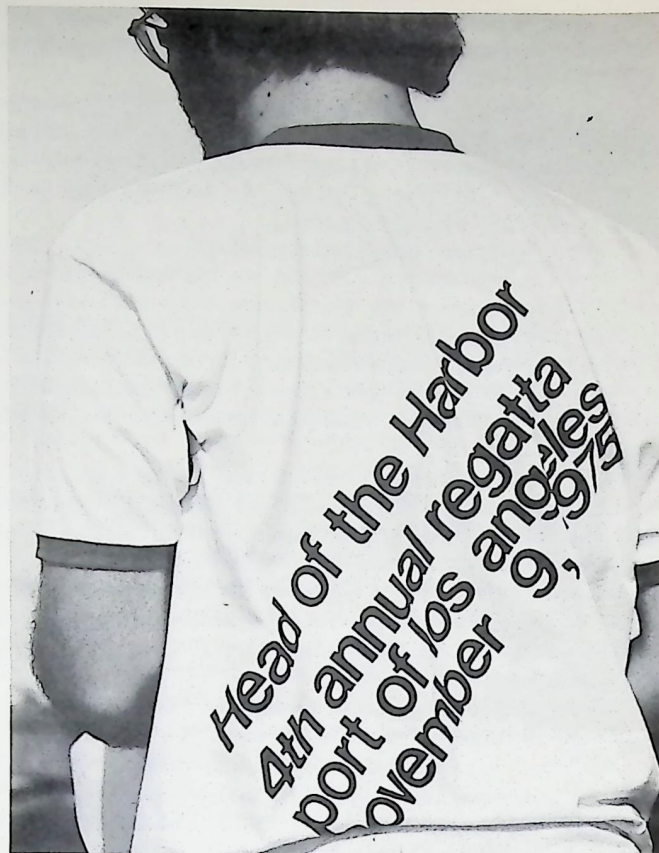
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By Gregg Mayfield

The Head of the Harbor Regatta was held on Sunday, November 9, 1975. The weather was perfect. A warm, sunny day is always welcome when the first race launches at 7:40 in the morning.

The Fourth Annual Head saw many changes from the previous runnings. Most notable of these was a lengthened and completely different course. Previously, the course started at the U.S.C. Boathouse and ran 2.5 miles along the main channel of the harbor. This was generally in a southerly direction, with the finish line at the Ports 'O Call Restaurant. Since the regatta has always been run on an open-course basis, there were occasional problems with blind barges pulling out of other channels. Also, more than a few oarsmen were petrified at the sight of a Catalina seaplane dropping out of the sky and landing right next to them. The sound of airplane engines bearing down on you (especially from the bow) tempts one to think that swimming might be a safer sport.

Not prone to minor changes (and wanting to escape the seaplanes), the course was turned 90° to the east and became 4.5 miles long. It still starts at the U.S.C. Boathouse, but now runs 2.25 miles down a back channel of the harbor to



Photos by Peter Read Miller



Motley R.C. warming up. (The boat in the foreground that is.)



Tom McKibbon, winner of the Veteran Singles.

a turning basin in the Long Beach Harbor and then comes back. Four and a half miles. (Wherries only have to go 2.25 miles, though.) Once across that starting line, one must watch out for Ned Nautical (the Sunday Sailor) who may spring out of nowhere in almost any craft and unpredictably do anything conceivable.

Other changes included elimination of the kayak events of previous years. There were new events for Lightweight Eights, separate Open and High School Women's Fours and Eights, and Men's, Women's and Coxswain's Wherry races. The result of all this was a 40% increase in the number of entries.

Meanwhile back at the races, things were progressing quite smoothly, considering the hour. The first event, Freshman Fours, had launched at 7:40 and most of the second event, the Women's Eights, were away from the float when word came through. A huge barge with a crane on it was casually making its way down the course. So what's a half-hour delay? The first race finally got started at about 8:30. A large field of Women's Eights got going followed by another large field in the Men's Single. Long Beach Rowing Association was the heavy favorite in both of these events. The Long Beach girls were defending their win of last year, and more than one-third of the Men's Singles were from L.B.R.A. Bill Stout of L.B.R.A. led the charge followed by Jim Willis, rowing for Motley Rowing Club, and John Van Blom. Steve Gladstone, in a valiant effort, started sixth. In the Veteran Single, the field doubled its size, as Tom McKibbon decided to finally give Kearney Johnston some competition.

Early on in the races, it appeared that it would be a battle between L.B.R.A. and Mission Bay R.A./Zlac, who were entered in the regatta for the first time, to see who would win the team points award. Both the Trojan R.C. from U.S.C. and the U.C.L.A. squad had large entries, but they would have to

win some of the larger events in order to have a shot at it.

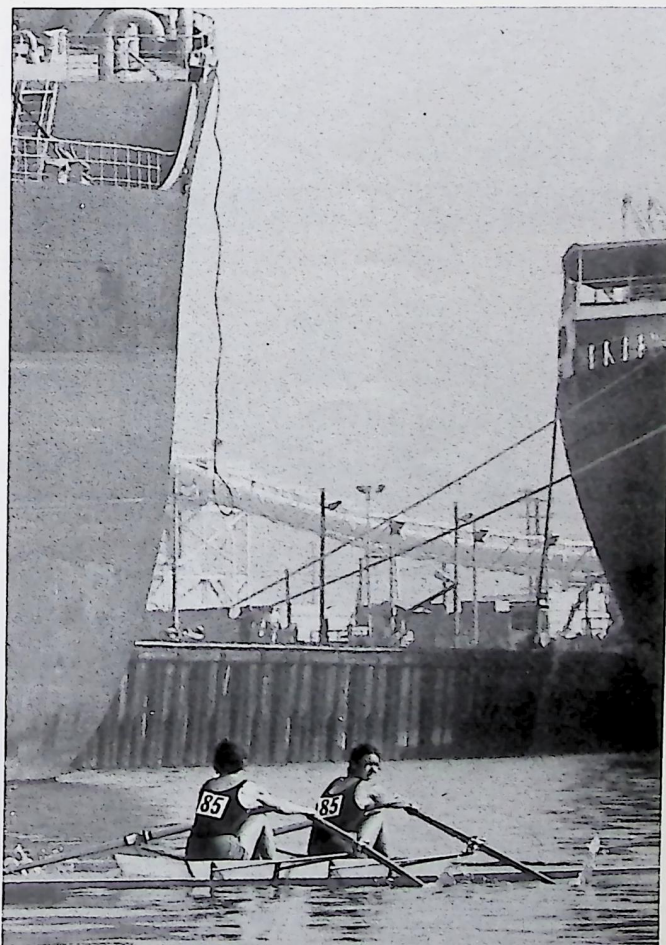
As the day progressed, M.B.R.A./Zlac started dominating the field, with win after win. However, they gracefully allowed others to win the events they had not entered.

The big race of the day came with the Heavy Eight event. Motley R.C. was easily an unknown quantity. But as defending champs they were the team to watch (and catch.) Others to watch for in the field of entries were the boats from Berkeley, entered for the first time, and the "Giant Killers" from Orange Coast who hadn't entered last year. Things are unpredictable at best over the 4.5 miles. It looked as though the team that could gut-it-out best over the distance would be the winners (barring the unforeseeable.)

The unforeseeable struck early, however. As Motley R.C. led the field down the "open" course, a "Harbor Tours" boat decided this looked like great fun, so it planted itself alongside the Motley boat, allowing the tourists up-close, unobstructed views of the inner workings of the modern, eight-oared racing shell. It also allowed the tourists up-close, unobstructed views of the crew's reaction to rowing in a tidal wave. This went on for, oh, only a few hundred meters, just slowing Motley down enough to make things interesting for the rest of the entries. In the end, the "B" boat from Berkeley was able to negotiate the course the best, skillfully avoiding the slowing influences to cross the line just before an oil tanker to win the event.

All in all, it was a very successful regatta. The nearly 700 competitors in the 138 entries saw a unique and rewarding

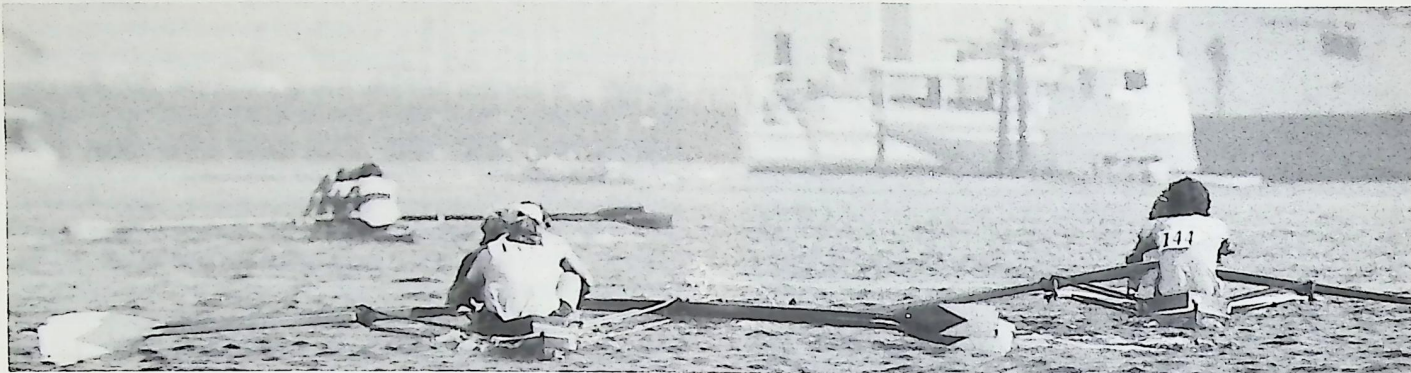
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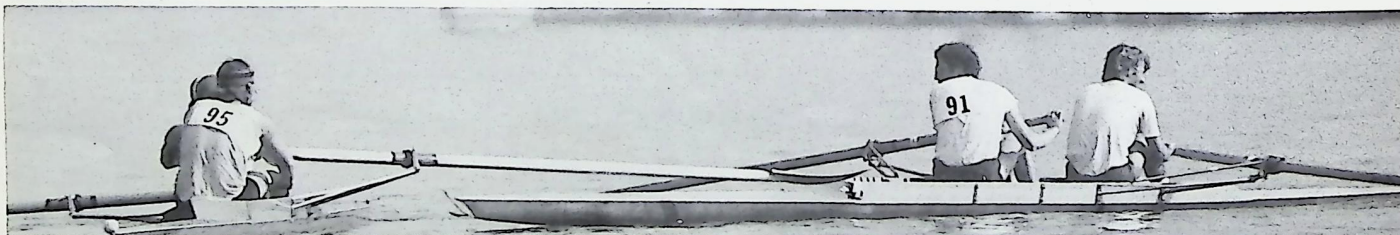
Schneider and Lind, first in Women's Doubles, with two miles to go.



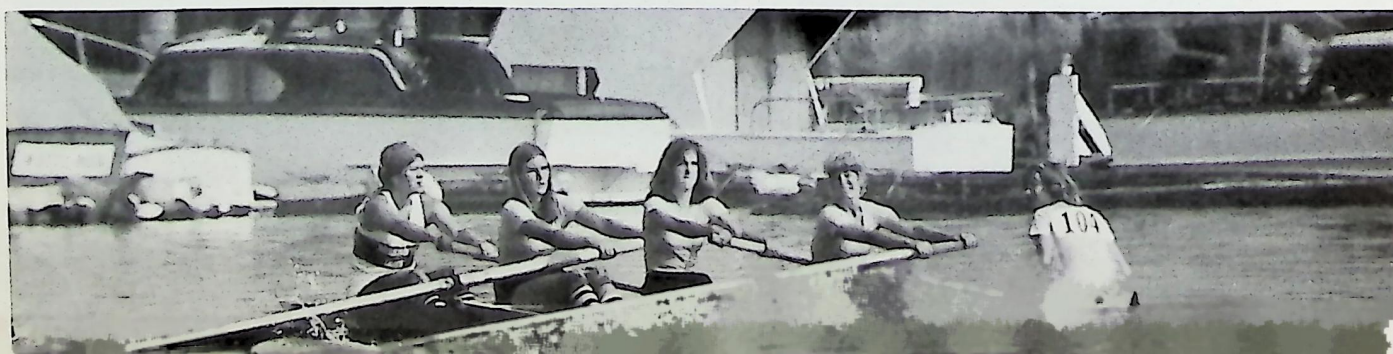
(Above) U.C. Berkeley "A," third in Heavy Eights. (Below) Stanford (143) U.C.L.A. "A" (144) with first place M.B.R.A./Zlac "A".

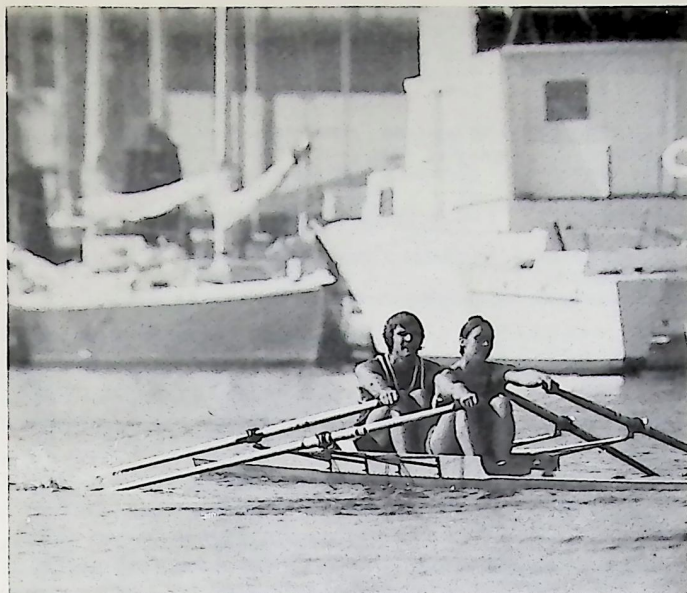


(Above) O.C. Frosh lead two Trojan R.C. boats. (Below) Navigation seminar—Trojan R.C. "B" (91) and Cal State L. B. (95).

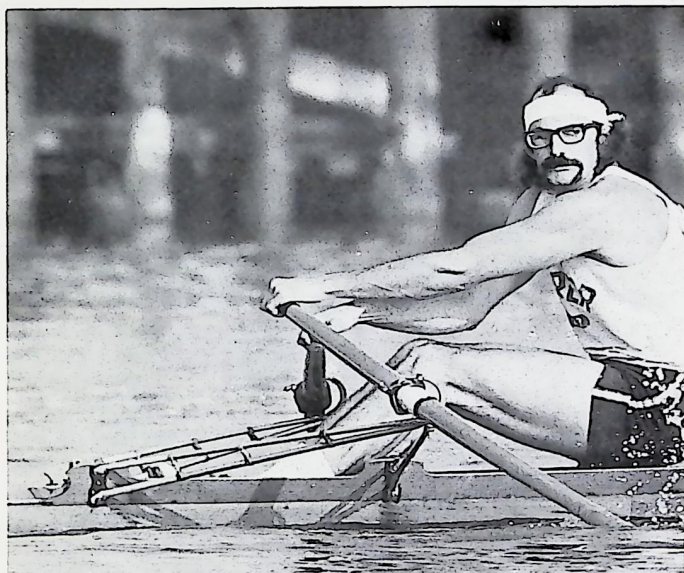


(Above) L.B.R.A., first in Women's Open Eights. (Below) M.B.R.A./Zlac "A," first in Women's Open Four.





Van Blom and Lind, first in Mixed Doubles.



Jim Willis, third in Men's Singles.



Defending Motley R.C. with four miles to go.

(Cont'd on next page)

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HEAD OF THE HARBOR REGATTA—NOVEMBER 9, 1975 OFFICIAL RESULTS 4.5 MILES

Freshman Four (40 points) 1. San Diego State "B" 33:03 2. Oakland Strokes 33:52 + 3. U.C.L.A. "B" 35:17 4. U.C.L.A. "A" 36:10 - San Diego State "A" **SCRATCH**
Women's Open 8 (80 points) 1. L.B.R.A. 27:51 2. M.B.R.A./ZLAC "A" 28:49 3. M.B.R.A./ZLAC "B" 31:14 4. Cal State Long Beach 31:45 5. U.C.L.A. "A" 31:55 6. Trojan R.C. "A" 32:14 7. U.C.L.A. "B" 32:37 8. Loyola/Marymount Univ. 36:04 9. Trojan R.C. "C" 36:06 10. Trojan R.C. "B" 36:13 **Women's High School 8 (45 points)** 1. Oakland Strokes 33:04 + **Men's Single (35 points)** 1. L.B.R.A., John Van Blom 28:55 2. L.B.R.A., Bill Stout 30:00 3. Motley R.C., James H. Willis 30:16 4. L.B.R.A., Rod Freed 31:00 5. Stanford Crew Assoc., Andy Kerr 31:10 6. L.B.R.A., Chick Leonard 31:21 7. L.B.R.A., Jim Muenzer 32:03 + 8. U.C. Irvine, John Walker 32:30 9. U.C. Berkeley, Stephen Gladstone 32:42 10. San Diego R.C., John Staples 33:18 11. L.B.R.A., Dennis Maddox 33:40 12. U.C. Berkeley, Jeff Harris 33:41 + 13. Univ. of Santa Clara, Unidentified 34:54 + U.C.L.A., Martin Rede 38:26 15. Univ. of Santa Clara, Unidentified 38:52
Veteran Single (30 points) 1. L.B.R.A., Tom McKibbin (38) 31:08 - 2. San Diego R.C., Kearney Johnston (64) 33:15 **Pair W/Cox (40 points)** 1. U.C. Berkeley "B" 32:06 2. U.C. Berkeley "A" 32:13 3. Trojan R.C. "A" 32:41 4. Loyola/Marymount Univ. 36:27 5. Trojan R.C. "B" 37:00 - U.C.L.A. **SCRATCH** - Stanford Crew Assoc. **SCRATCH**
Men's Wherry (25 points) 1. U.C.L.A. 19:05 **Lightweight 4 (35 points)** 1. M.B.R.A./ZLAC 28:33 2. San Diego State 29:11 - 3. Cal State Long Beach 29:43 4. Loyola/Marymount Univ. 30:16 5. U.C.L.A. 30:23 6. Stanford Crew Assoc. 31:28 **Novice Eight (40 points)** 1. M.B.R.A./ZLAC 28:13 + 2. San Diego State 28:41 3. Orange Coast College 28:45 4. Trojan R.C. "B" 28:46 5. U.C. Irvine 29:52 6. Stanford Crew Assoc. 30:01 7. Trojan R.C. "A" 31:22 8. Loyola/Marymount Univ. 31:24 9. U.C.L.A. "A" 31:47 10. Oakland Strokes 31:52 11. U.C.L.A. "B" 32:38 + **Men's Double (40 points)** L.B.R.A. 27:39 - 2. M.B.R.A./ZLAC 29:34 3. Oakland Strokes 32:53 **Women's Double (40 points)** 1. L.B.R.A. "B" 30:17 2. L.B.R.A. "A" 31:34 + 3. L.B.R.A. "C" 35:03 - **Pair W/O Cox (40 points)** 1. L.B.R.A. "C" 29:37 - 2. L.B.R.A. "B" 30:02 + 3. U.C. Berkeley "B" 30:51 - 4. U.C. Berkeley "A" 30:55 5. L.B.R.A. "A" 31:54 6. Cal State Long Beach 32:31 - 7. Univ. of Santa Clara 33:02 + 8. Trojan R.C. "A" 33:41 - 9. Trojan R.C. "B" 34:17 - **Women's Open 4 (50 points)** 1. M.B.R.A./ZLAC "A" 31:33 2. M.B.R.A./ZLAC "B" 32:28 3. U.C.L.A. 32:29 4. San Diego State 33:06 5. Oakland Strokes 35:23 6. Trojan R.C. "A" 35:55 7. Trojan R.C. "B" 36:26 8. Loyola/Marymount 42:36 - **Women's High School 4 (35 points)** 1. M.B.R.A./ZLAC 34:15 2. Oakland Strokes 38:51 **Freshman Eight (50 points)** 1. Orange Coast College "A" 27:46 2. Orange Coast College "B" 28:04 3. U.C. Irvine "B" 28:12 4. U.C. Irvine "A" 28:18 5. Stanford Crew Assoc. 28:55 6. Trojan R.C. "A" 29:08 7. Trojan R.C. "B" 29:21 8. U.C.L.A. "A" 29:34 9. Loyola/Marymount Univ. 30:44 - 10. Oakland Strokes 30:58 11. U.C.L.A. "B" 31:11 **Coxswain's Wherry (25 points)** 1. U.C. Irvine 20:55 2. Trojan R.C. 22:33 - L.B.R.A. **SCRATCH**
Mixed Double (40 points) 1. L.B.R.A. "B" 28:43 2. L.B.R.A. "C" 29:12 3. L.B.R.A. "A" 33:41 4. L.B.R.A. "D" 34:22 **Heavy Four (50 points)** 1. M.B.R.A./ZLAC "A" 27:54 2. U.C.L.A. "A" 28:11 3. Stanford Crew Assoc. 28:18 4. M.B.R.A./ZLAC "B" 28:52 5. U.C. Berkeley 29:00 6. Cal State Long Beach 29:18 7. Loyola/Marymount Univ. 30:02 8. U.C.L.A. "B" 32:09 - Trojan R.C. "A" **SCRATCH** - Trojan R.C. "B" **SCRATCH**
Lightweight 8 (45 points) 1. M.B.R.A./ZLAC 26:54 + 2. U.C.L.A. "B" 27:34 3. U.C.L.A. "A" 28:12 + 4. Trojan R.C. 28:15 5. San Diego State 28:34 6. Loyola/Marymount Univ. 28:41 **Women's Single (35 points)** 1. L.B.R.A. Joan Lind 35:26 - **Women's Wherry (25 points)** 1. Stanford Crew Assoc. 19:47 2. L.B.R.A. "A" 19:58 3. L.B.R.A. "B" 20:20 4. Trojan R.C. 24:12 **Novice & Schoolboy 4 (30 points)** 1. M.B.R.A./ZLAC "A" 32:00 2. Trojan R.C. "A" 32:39 3. M.B.R.A./ZLAC "B" 34:08 4. Oakland Strokes 34:21 5. Trojan R.C. "C" 34:23 6. Loyola/Marymount Univ. 36:08 + 7. Trojan R.C. "B" 37:49 (**Heavy Eight (80 points)**) 1. U.C. Berkeley "B" 26:35 2. Motley Rowing Club 27:15 - 3. U.C. Berkeley "A" 27:17 4. Stanford Crew Assoc. "A" 27:26 5. U.C.L.A. "A" 27:33 6. Orange Coast College "A" 27:38 7. Stanford Crew Assoc. "B" 28:28 8. M.B.R.A./ZLAC 28:39 + 9. U.C.L.A. "B" 28:45 - 10. U.C. Irvine "A" 28:49 11. A.U.C. Irvine "B" 28:50 12. Orange Coast College "B" 28:54 + 13. Loyola/Marymount Univ. 29:22 14. Trojan R.C. 30:19 - 15. Univ. of Santa Clara 30:43
(+) Indicates penalty added (-) Indicates bonus subtracted

TROPHY WINNERS	1975:	1974:	1973:	1972:
ONDRAK CUP	Oakland Strokes	—	—	—
Women's High School 8	LB.R.A.	LB.R.A.	HolyNames HS	Lake Merritt RC
HILLEN CUP				
Women's Open 8				
FOUNDER'S CUP	Orange Coast	U. Santa Clara	—	Trojan RC
Freshman 8				
WOLF CUP	MBRA/ZLAC	Stanford C.A.	Trojan R.C.	U. Santa Clara
Heavyweight 4				
MORTON CUP	U.C. Berkeley	Motley R.C.	U.C. Irvine	Trojan R.C.
Heavyweight 8				
DONOHUGH SWEEP-STAKES AWARD	MBRA/ZLAC	Trojan R.C.	LB.R.A.	U. Santa Clara
Total Team Points	506.56	271.04	27	28

TEAM STANDINGS:	TOTAL POINTS	1974 POINTS
1. M.B.R.A./ZLAC	506.56	40.00
2. L.B.R.A.	469.76	238.46
3. U.C.L.A.	377.74	267.84
4. Trojan R.C.	277.08	271.04
5. U.C. BERKELEY	261.11	—
6. STANFORD CREW ASSOC.	235.64	198.15
7. U.C. IRVINE	173.54	184.47
8. ORANGE COAST COLLEGE	169.46	—
9. OAKLAND STOKES	164.33	—
10. SAN DIEGO STATE	151.78	122.63
11. LOYOLA/MARYMOUNT UNIV.	136.51	244.28
12. CAL STATE LONG BEACH	115.86	86.66
13. MOTLEY R.C.	105.00	80.00
14. SAN DIEGO R.C.	54.00	85.32
15. UNIV. OF SANTA CLARA	26.84	93.38
Total Points	3225.21	2379.18

Number of Entries Per Team 1. Long Beach R.A. 22 2. Trojan R.C., 20 3. U.C.L.A., 18 4. M.B.R.A./ZLAC, 14 5. Loyola/Marymount U., 10 6. U.C. Berkeley 9 7. Stanford Crew Assoc., 8 8. Oakland Strokes, 8 9. U.C. Irvine, 7 10. Orange Coast College, 5 11. San Diego State U., 5 12. Cal State Long Beach 4 13. Univ. of Santa Clara, 4 14. Motley R.C., 2 15. San Diego R.C., 2 **TOTAL ENTRIES FINISHING 138, (1974 Total Entries 99), AVERAGE ENTRIES PER TEAM 9.2.**

Number of Seats Over the Course (includes cox'ns) 1. U.C.L.A., 122 2. Trojan R.C., 118 3. M.B.R.A./ZLAC, 87 4. Loyola/Marymount U., 68 5. Oakland Strokes 49 6. Stanford Crew Assoc., 48 7. U.C. Irvine, 47 8. Orange Coast College, 45 9. Long Beach R.A., 41 10. U.C. Berkeley, 35 11. San Diego State U., 38 12. Cal State Long Beach 21 13. Univ. of Santa Clara, 13 14. Motley R.C., 10 15. San Diego R.C., 2 **TOTAL SEATS OVER THE COURSE 739, AVERAGE SEATS PER TEAM 49.267.**

Average Seats Per Boat (team entries) 1. Orange Coast College (5), 9.000 2. Loyola/Marymount U. (10), 6.800 3. U.C.L.A. (18), 6.778 4. U.C. Irvine (7), 6.714 5. San Diego State U. (5), 6.600 6. M.B.R.A./ZLAC (14), 6.214 7. Oakland Strokes (8), 6.125 8. Stanford Crew Assoc. (8), 6.000 9. Trojan R.C. (20), 5.900 10. Cal State Long Beach (4), 5.250 11. Motley R.C. (2), 5.000 12. U.C. Berkeley (9), 3.889 13. Univ. of Santa Clara (4), 3.250 14. L.B.R.A. (22), 1.864 15. San Diego B.C. (2), 1.000 **AVERAGE BOAT SIZE 5.355**

Points Per Boat (team entries) 1. Motley R.C. (2), 52.500 2. M.B.R.A./ZLAC (14), 36.183 3. Orange Coast College (5), 33.892 4. San Diego State U. (5), 30.356 5. Stanford Crew Assoc. (8), 29.455 6. U.C. Berkeley (9), 29.012 7. Cal State Long Beach (4), 28.965 8. San Diego R.C. (2), 27.000 9. U.C. Irvine (7), 24.791 10. Long Beach R.A. (22), 21.353 11. U.C.L.A. (18), 20.986 12. Oakland Strokes (8), 20.541 13. Trojan R.C. (2), 13.854 14. Loyola/Marymount U. (8), 13.651 15. Univ. of Santa Clara (4), 6.710 **AVERAGE POINTS PER BOAT 23.371.**

Points Per Seat (includes cox'ns) (team seats) 1. San Diego R.C. (2), 27.000 2. Long Beach R.A. (41), 11.458 3. Motley R.C. (10), 10.500 4. U.C. Berkeley (35), 7.460 5. M.B.R.A./ZLAC (87), 5.823 6. Cal State Long Beach (21), 5.517 7. Stanford Crew Assoc. (48), 4.909 8. San Diego State U. (33), 4.599 9. Orange Coast College (45), 3.766 10. U.C. Irvine (47), 3.692 11. Oakland Strokes (49), 3.354 12. U.C.L.A. (122), 3.096 13. Trojan R.C. (118), 2.348 14. Univ. of Santa Clara (13), 2.065 15. Loyola/Marymount U. (68), 2.007 **AVERAGE POINTS PER SEAT 4.364.**

THINKING OF SUMMER ROWING?

WRITE:
Tom Rafferty, Number 5 East River Drive,
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REFLECTIONS

Sunrise over the waterways of Southern California is anything but quiet these days. Early morning dog-walkers, fishermen and insomniacs are no longer alone. They share their mornings with an increasing number of oarsmen and women who bundle up and row off into the chilly, pre-dawn darkness each day. Unlike Eastern crews and those in more northerly latitudes, rowing here is a year-round activity, and despite frosty lawns and blue toes, we seem to come back each morning for more. I am convinced that a short-term memory is a must for the successful oarsmen.

I suppose that rowing here is symptomatic of the general increase in water recreation. As our coastal population grows, so does the local pleasure craft fleet, as any cox'n who has had to dodge a Hobie catamaran can tell you. Southern Californians live in, on, and even under the water, so it's only natural for rowing to expand. Conditions here are marvelous, with mild winters, moderate rainfall, and miles of protected waterways. Why then has rowing taken so long to develop, and why the sudden enthusiasm in the last few years?

Aside from varying circumstances within individual

Then all began to change. Local crews competing in the East brought back new ideas of technique and equipment. European rigging appeared and competition in fours became more common. Interest in small boats increased at the collegiate level, and new racing equipment began to replace the sturdy Pococks in our boathouses. Club rowing attracted more interest, and our regattas began to provide open events for both sweeps and sculls. The women began to put aside their balloons and cookies and take to the boats, first as controversial cox'ns, then as competitive oarswomen. The regattas that had been so colorless took on new life and depth. Interested parties began to promote the sport and enthusiasm increased. New events appeared in the pre-season, providing serious competition and an opportunity for the rowing community to see each other.

The Long Beach Christmas Regatta, the first of these regattas to appear, is an informal event, held over an 850 meter course. For a meager entry fee, one may compete as many times as desired. This is the only regatta with mixed events, and as a result is generally the most popular. In contrast to the Long Beach sprint, Los Angeles devised the

KEEFECTIONS from the west

By Steve Wood

programs, rowing has been quite static. Perennial crew powers went unchallenged while their weaker counterparts struggled to keep undermanned programs afloat. Recruiting was difficult and crew budgets were usually the first to be reduced by thrifty universities. We rowed Pococks, unaware that anything different existed, and hacked along while our women's auxiliary passed out cookies and yelled. Regattas were usually boring, consisting of three races: Frosh, JV, and Varsity eights (four races if you could find two lightweight boats). Few schools had fours and nobody raced them: to anything smaller than that, we paid little attention. Crowds were small in those days, mostly family and friends, the least enthusiastic of which disappeared when the weather deteriorated. But we figured that that wasn't too important, since rowing was a participant's sport anyway.

Steve Wood rowed for San Diego State '66-'68 and is now getting his Masters in Creative Writing there while a life guard in La Jolla, California.

Head of the Harbor, resembling similar "Head" regattas in the East. The event is 4.5 miles in the shipping channels, and is scheduled in November on a Sunday to avoid freighter traffic. More serious competition can be found in the San Diego Crew Classic, held in April, in which top Eastern and Western crews meet on the Mission Bay course. The Classic has become quite popular with oarsmen and coaches, and attracts a large crowd each year.

These events and others like them clearly demonstrate the changing nature of rowing on the West Coast and its tremendous expansion in recent years. Women are now firmly enfranchised, both on the collegiate level and in clubs on the high school level. Rowing expertise (real or imagined) is much more common, and versatility has become the measure of an oarsman's ability. Our goal now is to educate the public and enlist support for the further expansion of rowing. Many people here have no idea what rowing is about, and like many of my fellow oarsmen, I look forward to the day when everyone understands that the long, skinny thing on the roof of my car is not a kayak! 

It was apparent at the annual meeting of the NAAO in Alexandria this past January that I have been laboring in the Dark Ages in my conception of women's rowing. Do not worry: my chauvinism remains intact, but my innate sense of fair play in which Henry Higgins so often protests forces me to voice my admiration, respect and a call for equal treatment.

As the most articulate and least chauvinistic of the '64 Vesper Eight, I was asked to award the Vesper Cup to the U.S. Women's Silver Medal Eight, an honor I undertook with justifiable trepidation but also with determination to redeem myself in the estimation of oarswomen. (Whether or not I succeeded is beyond the scope of this writing, but Gail Pierson did mention a commemorative bra might be forthcoming.)

The story of that crew's smashing silver medal finish has been well told and now is history, as all are dreaming gold at Montreal — and to that end, dripping sweat at daylight and dark. But as I have thus, at no little personal risk, continued my promised research into the Phenomenon of women's rowing, I have learned some sober truths — and so now, my smug readers, shall you.

First and foremost — even to the resistant mind of this hard-core chauvinist — there is no difference between men and women rowing.

OARSWOMEN:

Separate but not yet Equal

by Emory Clark

Emory Clark, a '60 graduate of Yale, rowed in the '64 Vesper Olympic Champion crew, has written for The Oarsman since its beginning, and is affiliated with Taylor, Carter, Butterfield and Clark in La Peer, Michigan.

Dear Mr. Clark:

I'm sorry for my long delay in responding to your question as to whether I thought my experience in rowing was different from that of males. My answer is yes and no (you can see what four months of a legal education has done for me). I think I did have a different experience with crew than did my male counterparts, but not because of any intrinsic sex-based difference. It's becoming almost a cliché to say that female athletes are different from male athletes only because of societal experience. Several examples occur to me.

For one thing, I started so late — my sophomore year in college. For the majority of my teammates, crew was the first team sport in which we'd seriously competed; it was the first time I'd ever trained for anything. What an incredibly fascinating and exhilarating experience it was to discover what my body could do if I pushed just a little bit harder each day. I assume that men take being physically strong for granted, but for me it was a high to be stronger than I'd ever been before. Not that I was strong by external standards — at 120 lbs., I could be wiped out by the open weight women. To generalize, I think many women discovered things about pain and endurance and persevering that athletic men know when much younger.

I also had a tremendous feeling of sisterhood, but not as "team spirit" because I never wanted to "kill the other team." I rowed with the first women out of Conibear Shellhouse, the bastion of male sports at the University of Washington. Our reception was less than lukewarm, and in fact downright abusive (having women coaches didn't help, since they received the same kind of verbal abuse). At one point it escalated so much that Dick Ericson had to reprimand his crew. This attitude prevailed at joint regattas, which is perhaps why your "Bride's Lament" particularly irked me — it's hardly an experience one wants immortalized in fiction. I know that male oarsmen don't have to be that way (and

probably none of them are outside of a herd), because I rowed the tiny University of Puget Sound where about 15 people of both genders rowed; those guys couldn't have been more helpful and supportive. I saw the attitude change while I was at the UW as well — but not to the point of equality in equipment and funding. For example: when we rowed out of Conibear, we had our choice of docking times — either before or after all the men's boats — at 5:30 a.m. or 7:30 a.m. With classes starting at 8:30, you can guess with which one we suffered. As far as I know those still are the options. As for equipment, we could use any boat the men didn't, not owning any of our own. It's always amusing to try to set up an eight warped at right angles between numbers four and five seats. About a month before the 1974 Nationals, Ericson made a big concession and gave us a "racing" shell called the *Swiftsure*. We were properly grateful until the next fall when we found novice oarsmen taking their maiden (?) voyage in our "racing shell." Anyway, out of this harassment came that feeling of sisterhood. However, we did fight among ourselves, almost constantly. Women with strong personalities seemed to be attracted to rowing.

Concerning the emotions and physical feelings of training and racing, women must experience what men do, though some unfortunate externals make a difference. The entire experience made me a militant feminist long before I hit law school, and, who knows, might have pushed me in this direction here. I certainly don't think of my rowing career as finished, but merely as interrupted — and I'd say that's a universal symptom among oarspeople once they're hooked.

I'd tell you what I thought of the "Bride's Revenge," but I haven't seen it, having — horrors — let my NAAO membership run out. At any rate, the title has a ring to it and a promise of great things.

Yours,
Linda Larson
Seattle, Washington

Pulling an oar is the same for a woman as for a man.
Training to pull an oar is the same for a woman as for a man.

The desire to pull an oar is the same. The desire to win a boat race is the same. Blisters feel the same. The pain of the last 250 meters is the same. The relief of stopping as one crosses the line, the quiet, grateful exuberance of winning and the slow, bone-numbing, seeping gloom of losing: all are the same — as is the need to row the next day . . .

It's true, I'm afraid. The women who row say so (see L.L. letter). Harry Parker, U.S. Women's Olympic Coach, who rarely speaks and then only to utter truths, says so (he has learned to discount tears, he reports). And if you think about it a little, there is no reason why it should not be so.

But it is a man's sport, I say — men have been rowing more than a century. But they are *women*, I say. How can it be the same? Do they bet shirts like we used to? Ha, ha. A tired old joke now, my friends. I met a Yale woman (try that one on, you old Bulldogs!) who wants a Radcliffe shirt so badly she can taste it. Beautiful! I wanted to give her a Harvard shirt from days gone by, but knew it wouldn't mean a damn thing (they were hard to come by then, too).

Well, if everything is the same, what is all the uproar about? Why do they have to be so pushy? Are they not taking themselves too seriously?

I'd say it is the other way around.

Our sin is one of attitude, one of condescension, of our not taking women's rowing seriously. Men never had that problem. We never had to fight for status. When we belittle any effort (as I have been doing), it is all the more reason to take that effort even more seriously — always excusable for competing oarsmen, why not doubly so for oarswomen competing in the face of adversity at home, at college, on the dock, on the river, in the locker room, in the budget?

For while the experience of rowing itself may be the same, differences there are. They lie in what women have to put up with just to be able to row. At all but the national team level, where I trust they are well provided for, women are discriminated against in every area: equipment, facilities, dock time, coaching, funding, recognition. At Yale, where women have been at least as representative in the rowing world as men in recent years, oarswomen have been forced to wait while the men use the shower facilities at the boat house before making the forty-five minute bus trip to New Haven, sitting unwashed next to their clean male counterparts. Ugh. The men of Yale should blush. Linda Larson says it all and says it all with feeling. We should all blush.

Most of you, gentle readers, are heavyweight chauvinists such as myself.* If the girls want to paddle about and enjoy themselves, that is fine, as long as they do not get in the way. If they do well, that's fine. But there is nothing quite like the men's heavyweight eight churning off the line at a 48. Right? I'm afraid so. Deep-seated prejudices will not wash out overnight. As I have stated, mine are intact.

But it is time we recognize these prejudices for what they are: forms of selfishness rooted in misconception and an unwillingness to share an experience that for many of us had an almost religious or mystical quality. And if such they be, there is no reason why women should not have the same opportunity for an experience that has meant so much to us.

*Editor's note: The recent questionnaire results strongly suggest that less than half The Oarsman readers are heavyweights.

THE ROWING & SCULLING SCHOOL

for young men and women



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August 22 — 28 — Young Men

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HEAD OF THE SCHUYLKILL REGATTA

by Edward Thomas

After weeks of planning an expanded autumn rowing festival, with improved communications for spectators, Chairman Jay Pattison's committee was greeted with chill winds and rain on the morning of the fifth Head of the Schuylkill. Judges and supporting cast moved into the Sedgeley Club's Lighthouse; P.A. contracted into an auto; regatta staff, competitors and supporters adaptively persevered — and the heavens rewarded them all with clearing skies for the final events and the award party (at University Barge's float) for 406 competitors in the 108 entries in the 17 events.

In addition to the renaming of this regatta and the new co-sponsorship of *The Philadelphia Inquirer*, 1975 marked the institution of a team trophy based on 5-4-3-2-1 scoring for 1st-5th places in each event. *The Inquirer* Trophy resurrected from archives by William White, Marketing Manager, originated at the turn of the century. The regatta sailed for this cup was a major Atlantic Coast yachting event until it expired during World War I. The trophy presented this year to Vesper Boat Club is the one used at the 1911 *Inquirer* Regatta.

The Veterans' Singles followed opening victories by Vesper's Constant and Braceland in Women's Doubles and by Vesper/Potomac's familiar duo, Borchelt and Adams, in Pair w/o. This year's field of eleven veterans from six states saw eight perennial competitors joined by three new faces, Mo Mowatt of Squam Lake, Dr. Craig Shealy of Connecticut, and, notably, J. William Middendorf, Secretary of the Navy; who resumed competition in Potomac colors twenty-seven years after his J.V. days at Harvard.

The Eakins medal went to the popular bearded patriarch Ed Lynch (51), also first in elapsed time. Riverside's Bobby Cutler (62), a 1936 Olympian, repeated for second place, while former N.A.A.O. Champion, Harold Finigan (66), Craig Shealy (49) and 1974 winner, Gus Ignas (42) garnered remaining trophy points.

Not content with their 1st and 6th place exertions, Ed and brother Jim Lynch pursued the younger Ignas/Ted Nash combination down the 2¾ mile course 1½ hours later in Doubles. Here youth prevailed, as also in the more elderly struggle for third between the host club's Ace Borie (52)/

David Rawle (64) and Sagamore's Allan Borghard (47)/Bruno Uthgennant, the senior competitor at age 72.

Other Women's medals were divided between Vesper and College Boat Club of Pennsylvania. Karin Constant repeated in Singles, and CBC girls, stroked by Wiki Royden, upset Vesper's internationalist-laden Eight.

Local Father Judge H.S. excelled in Scholastic Sweeps. They led Back Bay Viking's Atlantic City H.S. boys for the Coxed Four medal and took a surprisingly strong second in Eights to College Boat Club's Penn Freshmen.

In Scholastic sculling, Fairmount's Jack Scholl III, of National Youth Quad, repeated in Singles; Malta won the Quads. The Doubles medal went to N.Y.A.C.'s Barden and Landis, Barden also taking second to Scholl, while Bill Mas-

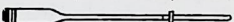


talski's West Catholic H.S. boys earned second places in Doubles and Quads.

The traditional Malta-Undine duel in club sculling events saw Malta winning two medals — Fred Duling in Graduate Singles (30-39) and repeating with Rick Stehlik in Competitors' Doubles (20-29). Undine prevailed in points, World Gold medalist Bill Belden's Competitor Singles victory being augmented by seconds to Malta and to University Barge's Graduate Double — Jay Pattison and Mike Hogue.

The grand finale Eights event was overshadowed in drama by the earlier Coxed Fours race, in which Coach-Cox Paul Hoffman's seasoned Potomac quartet of Swayze (39), Charlton (41), Brayton and Hough started and finished next astern of Vesper/Potomac's Coffey, Larson, Borshelt and Adams, with the interval issue in doubt as the tabulators calculated elapsed times. At Girard Bridge, Vesper had clearly increased the starting interval, but a rousing drive in the final stretch brought first medal to Potomac by 18/100 seconds — with no help from swimming dogs! All rowed again 1½ hours later as Vesper/College B.C., stroked by Coffey, took the Eights' medal over College B.C. "A" and "B" crews, with Potomac fourth.

The *Inquirer* Trophy point tally reflected team depth — Vesper's winning 35½ points leading College Boat Club's 26, Potomac's 22½, and Malta's 22.

In 1976 The Thomas Eakins Head of The Schuylkill, on October 23, will be the final autumn Head Regatta, following the Charles by one week. Come one, come all, and help wind up the Bicentennial at the Schuylkill! 

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RESULTS

THE THOMAS EAKINS HEAD OF THE SCHUYLKILL REGATTA OCTOBER 18, 1975

WOMEN'S DOUBLE SCULLS 1. Vesper B.C. 17:54.01 2. Bachelors/George Washington University 19:28.25 **COLLEGE/CLUB PAIR W/O COXSWAIN** 1. Potomac B.C./Vesper B.C. 16:51.76 2. Potomac B.C. "A" 17:18.25 3. Potomac B.C. "B" 17:26.01 4. College B.C. of Penn "A" 17:29.21 5. Fairmount R.A. 17:47.46 6. College B.C. of Penn "B" 19:42.70 **VETERAN SINGLE SCULLS** (Times have been adjusted to reflect eight second handicap for each year over age 40.) 1. Cambridge B.C.-E. Lynch 17:14.13 2. Riverside B.C.-Cutler 17:41.58 3. Malta B.C.-Finigan 18:22.39 4. Yale U.-Shealy 18:29.28 5. Vesper B.C.-Ignas 18:42.27 6. N.Y.A.C.-J. Lynch 19:47.97 7. Boston U.-Mowatt 20:19.238. Cornell Alumni-Goode 20:25.29 9. University B.C.-Cleaver 20:40.64 10. University B.C.-Sims 21:24.97 11. Potomac B.C.-Middendorf 22:10.74 **SCHOLASTIC DOUBLE SCULLS** 1. N.Y.A.C. "A" 16:30.76 2. West Catholic H.S. 16:40.41 3. Malta B.C. 17:18.75 4. Sagamore R.A. 17:54.70 5. N.Y.A.C. "B" 18:01.68 **GRADUATE SINGLE SCULLS** 1. Malta B.C.-Duling 16:53.78 2. Vesper B.C.-Schlenker 17:26.18 3. Cambridge-Barrett 18:54.89 **SCHOLASTIC FOUR W/ COXSWAIN** 1. Father Judge H.S. 16:31.37 2. Back Bay Viking R.C. 17:52.47 3. Penn A.C./St. Jos. Prep 18:27.18 **COMPETITOR SINGLE SCULLS** 1. Undine B.C. "A"-Belden 16:41.97 2. Undine B.C. "E"-Raulatsky 16:46.95 3. Potomac B.C.-Meyers 16:57.03 4. Undine B.C. "D"-D'Alba 17:16.15 5. Malta "C"-Fritz Sutter 17:26.50 6. Potomac B.C.-Anderson 17:28.93 7. Malta "A"-Fran Sutter 17:31.45 8. Undine B.C. "F"-Goodnow 17:32.97 9. Undine B.C. "B"-Foltz 17:38.62 10. Quebec R.F.-Bourassa 17:40.61 11. Springfield-Puttler 17:44.90 12. Malta B.C. "B"-Normile 18:07.86 13. Vesper B.C.-McAleer 18:43.69 14. Malta B.C. "D"-Pergamin 19:16.17 15. Naval Academy-Madey 19:30.59 16. Undine B.C. "C"-Delacey 21:56.58 **WOMEN'S EIGHTS** 1. College B.C. of Penn 15:10.36 2. Vesper B.C. 15:19.68 3. U. of Pennsylvania "A" 16:44.73 4. Upper Merion H.S. "A" 16:52.60 5. Phila. Girls' R.C./Geo. Washington U. 17:24.42 6. Barnard College "A" 17:31.02 7. Upper Merion H.S. "B" 18:30.38 8. Barnard College "B" 19:44.08 **COLLEGE/CLUB FOUR W/COXSWAIN** 1. Potomac B.C. 14:57.14 2. Vesper B.C./Potomac B.C. 14:57.32 3. U.S. Naval Academy 15:16.10 4. New Haven R.C. 15:18.86 5. College B.C. of Penn "A" 15:40.74 6. Yale University/College B.C. of Penn 15:42.26 7. College B.C. of Penn "C" 15:43.81 8. Malta B.C. 16:05.20 9. Ivy Club, Princeton 16:05.72 10. College B.C. of Penn "A" 16:25.54 11. Villanova R.A. 16:45.10 **VETERAN DOUBLE SCULLS** (Times have been adjusted to reflect eight second handicap for each year over age 40.) 1. Vesper B.C./College B.C. 15:46.59 2. Cambridge B.C./N.Y.A.C. 16:06.82 3. University B.C. 16:43.24 4. Sagamore 17:34.99 **SCHOLASTIC QUADRUPE SCULLS** 1. Malta B.C. 15:04.30 2. West Catholic H.S. "A" 15:08.10 3. West Catholic H.S. "B" 16:45.19 **SCHOLASTIC SINGLE SCULLS** 1. Fairmount R.A.-Scholl 17:10.2 2. N.Y.A.C.-Barden 17:18.48 3. Vesper B.C.-Colgan 17:39.48 4. N.Y.A.C.-Shea 18:27.37 5. N.Y.A.C.-Cantamessa 19:30.86 **GRADUATE DOUBLE SCULLS** 1. University B.C. 16:41.42 2. Undine B.C. 18:23.23. **SCHOLASTIC EIGHTS** 1. College B.C. Fresh. "A" 13:43.14 2. Father Judge H.S. "A" 13:50.58 3. Back Bay Viking R.C. 13:53.99 4. Penn A.C./St. Jos. Prep 14:35.80 5. Father Judge H.S. "C" 14:42.12 6. College B.C. Fresh "B" 14:52.20 7. Father Judge H.S. "B" 15:44.30 **COMPETITOR DOUBLE SCULLS** 1. Malta B.C. 14:35.60 2. Undine B.C. "A" 14:48.12 3. Vesper B.C. 14:57.41 4. Potomac B.C. 15:10.95 5. University B.C./Undine B.C. 15:50.13 6. Undine B.C. "B" 16:06.04 7. N.Y.A.C. "A" 16:27.86 8. University B.C. 17:52.10 **WOMEN'S SINGLE SCULLS** 1. Vesper B.C. 17:51.46 2. Bachelor's B.C. 19:31.73 3. George Washington U. 20:03.57 **COLLEGE/CLUB EIGHTS** 1. Vesper B.C./College B.C. 13:00.72 2. College B.C. of Penn "A" 13:14.59 3. College B.C. of Penn "B" 13:21.75 4. Potomac B.C./Vesper B.C. 13:39.86 5. College B.C. of Penn "C" 13:56.22 6. Washington College 14:08.50 7. College B.C. of Penn "D" 14:08.78 8. Villanova R.A. 14:21.05 9. Drexel Univ. "B" 14:34.69 10. College B.C. of Penn "E" 14:44.89 11. Drexel Univ. "A" 14:46.58

THE PHILADELPHIA INQUIRER TROPHY

1. Vesper B.C.	35.5
2. College B.C. of Penn	26.0
3. Potomac B.C.	22.5
4. Malta B.C.	22.0
5. Undine B.C.	17.5
6. New York A.C.	15.0
7. West Catholic H.S.	11.0
8. Cambridge B.C.	10.0
8. Father Judge H.S.	10.0
9. University Barge Club	8.5
10. Back Bay Viking R.C.	7.0
11. Bachelors B.C.	6.0
11. Fairmount R.A.	6.0
12. George Washington University	5.5
13. Riverside B.C.	4.0
13. Sagamore R.A.	4.0
14. U.S. Naval Academy	3.0
14. University of Penn Women	3.0
15. Penn A.C.	2.5
15. St. Joseph's Prep	2.5
16. New Haven R.C.	2.0
16. Upper Merion H.S.	2.0
16. Yale University	2.0
17. Philadelphia Girls' R.C.	0.5

Regatta Schedule



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EXPLANATION OF ABBREVIATIONS

M Men
W Women
J Junior or Youth
O Open
LT Light Weight
V Varsity
2V Second Varsity
FR Frosh
1X Single
2X Double
2- Pair without
2+ Pair with
4X Quad
4- Four without
4+ Four with
8 Eight

*Regatta Class is shown based on
Information made available
to the Regatta Schedule Committee

WEEKEND OF MARCH 6-7-8-9

3/6
BOSTON U. AT TAMPA
3/8
ALABAMA AT ROLLINS
3/9
ALABAMA AT F.T.U.

WEEKEND OF MARCH 13-14

3/13
LT-FR COAST GUARD-MARIETTA
AT TAMPA
U. CONN AT ROLLINS
W DUKE AT TAMPA
V-JV COAST GUARD AT ROLLINS
USC-UCSB AT CACHUMA
WASH. ST. CLASS DAY AT
PULLMAN

WEEKEND OF MARCH 20-21

3/20
O DEERING OPEN AT NYAC
(NOON)
M FORDHAM AT TEMPLE
M ITHACA AT ROLLINS
M-W MARIETTA-MINN.-CON.
COL. AT TAMPA
UCLA-OCC AT NEWPORT
U. BRIT. COL.
INVITATIONAL
S.D. ST.-USC AT L.A.

WEEKEND OF MARCH 26-27-28

3/26
ALABAMA AT NEBRASKA
3/27
O LORD PELL CUP NYAC
(8:30 a.m.)
TEMPLE AT MARIETTA
O FLORIDA AMERICAN
HENLEY AT TAMPA
W PENN AT GEO. WASH.
M LA SALLE AT GEO. WASH.
W YALE-BARNARD AT N.Y.
S.D. ST.-OCC AT
NEWPORT
STANFORD AT ST. MARY'S
USC AT UCI
U.B.C. AT OREGON ST.
LOYOLA-MARYMOUNT AT
L.B.ST.
WASH. ST. INVIT. AT
TACOMA

OKLAHOMA ST. AT WICHITA
NEBRASKA AT WASHBURN

WEEKEND OF APRIL 2-3-4

4/2
M WILLIAMS AT VILLANOVA
M USC AT YALE
4/3
O FLORIDA GOVS. CUP AT
MELBOURN
O GRIMALDI CUP-NYAC
(11 a.m.)
M WILLIAMS-ST. JOE-U. VA.
AT VILLANOVA
M TEMPLE AT WESLEYAN
W WILLIAMS-RUTGERS-
SYRACUSE AT PENN
M TRINITY AT U.MASS.
W BARNARD-U.MASS.-WPI
AT CONN.
M S.U.N.Y. MARITIME AT
LA SALLE
W B.U. AT YALE
W GEORGETOWN-
PRINCETON-WESLEYAN
AT G.W.
W MIT AT UNH
M-W DILLINGHAM CUP: BUF.
ST.-MERCYHURST-
CANISIUS AT ITHACA
M SAN DIEGO CLASSIC:
OCC-HARV.-WASH.-
NAVY-UCLA-CAL.
OKLA. ST. AT WASHBURN

WEEKEND OF APRIL 10-11

4-10/11
M-W MIAMI INVITATIONAL
4/10
O HUGHES CUP-4.5 MI.
NYAC (7 a.m.)
HV LOGG CUP: RUTGERS AT
PRINCETON
MARIST AT U.MASS.
COLUMBIA-B.U. AT YALE
M-W DOGWOOD AT KNOXVILLE
LT BREET CUP: PENN AT
RUTGERS
M PRINCETON AT COLUMBIA
M WASHINGTON COL. AT
TEMPLE
M GEORGETOWN AT NAVY
H-LT TRINITY-USCG-CONN.
COL.-AT WESLEYAN
M WILLIAMS AT HOLY CROSS
W YALE AT WILLIAMS
M-W WILLIAMS-U.R.I.-CONN.
COL. AT KINGSTON
W BROWN-MIT-WESLEYAN
AT GARDNERS LK.
W SYRACUSE AT U. MASS.
W U.N.H.-WELLESLEY AT
B.U.
W YALE AT WILLIAMS
M DREXEL-TEMPLE AT
ITHACA
NOTRE DAME AT
MERCYHURST
M GEO. WASH. AT TEMPLE

W.S.U. AT LEWISTON
NEBRASKA AT PURDUE

4/18
HARBACK CUP: USC-
STANFORD-UCLA AT L.A.
NEB. AT NOTRE DAME
16/17
CORVALLIS INVIT. AT
OREGON ST.

WEEKEND OF APRIL 24-25

4/24
M-W SIRA-STONE MOUNTAIN
KERR CUP AT PHILA.
O GEN. GLOVER CUP NYAC
(8 a.m.)
HV BOSTON U.-N.E. AT MIT
HV HARVARD AT BROWN
HV SYRACUSE AT RUTGERS
HV CHILDS CUP: COLUMBIA-
PRINCETON AT PENN
HV NAVY AT USCG
LT BIGLIN CUP: HARVARD-
MIT-AT DARTMOUTH
LT PLATT CUP: CORNELL-
RUTGERS AT PRINCETON
LT DODGE CUP: COLUMBIA-
PENN AT YALE
M-W PRESIDENTS CUP:
POUGHKEEPSIE
M-W WESLEYAN-AMHERST AT
WILLIAMS
W BARNARD AT WASH. COL.
W B.U.-PRINCETON AT
RADCLIFFE
W DARTMOUTH-U. MASS.
AT MIT

M-W U.N.H. AT CONN. COL.
W YALE AT PENN
MERCYHURST INVIT.
J N & G - MIDDLESEX AT
BROOKS
W NWRA S.W. REGIONAL-
OAKLAND
M STANFORD-UCI-OCC AT
NEWPORT
M SCHOCH CUP:
WASHINGTON AT U. CAL.
M LONG BEACH REGATTA
M ST. CLARA AT LOYOLA
M SEATTLE PACIFIC INVIT.
OREGON AT OREGON ST.
LT-FR MINN. AT WISC.
M-W PURDUE AT WICHITA BIG
8 CHAMP AT NEBRASKA
J OHIO VALLEY SCHOOLBOY
AT PARKERSBURG
M-W-J LONG ISLAND COL. & SCOL.
CHAMP AT OYSTER BAY
4/25
ST. MARY'S AT ST. CLARA
NAVY AT YALE

WEEKEND OF MAY 1-2

5/1
J PHILA. CITY SCHOOLBOY
N.E. COLLEGIATE
INVIT. AT WORCESTER
BLACKWELL CUP: PENN
AT YALE

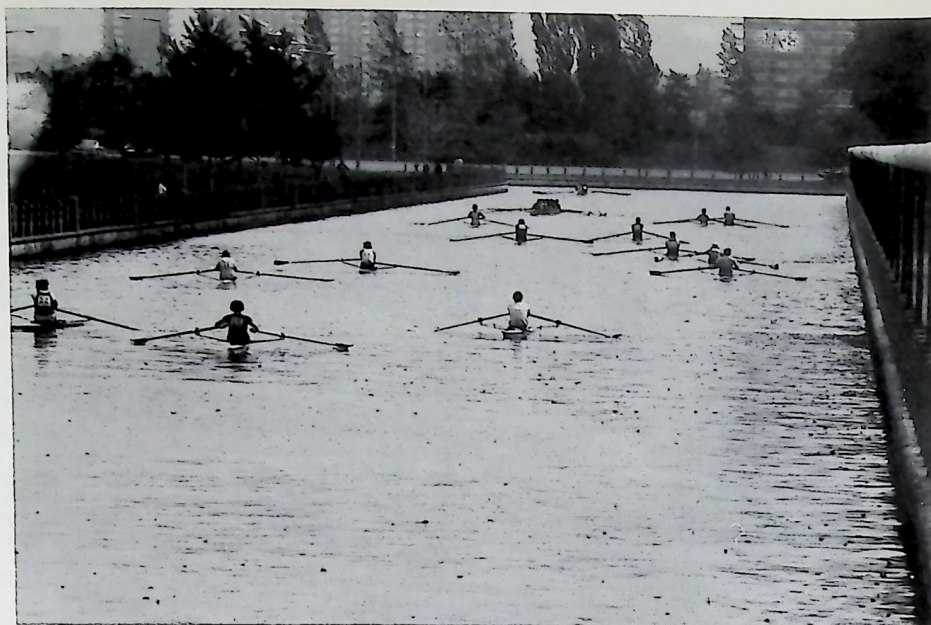
M ALUMNI DAY: CAL.-
BERKLEY
M FINLAY CUP: USC-ST.
CLARA AT STANFORD
M WESTERN INVIT.-LAKE
SAMISH
M UCH-LOYOLA-MARYMOUNT
AT BOLAGNA
M-W WASHBURN AT U. MINN.
M-W WICHITA AT NEBRASKA
4/11
W BARNARD-PENN AT
PRINCETON
M ST. MARY'S-USC AT
REDWOOD
M-W CAL-SAN DIEGO-OAK ST.-
ST. CLARA AT SAN PABLO
M-W ALABAMA AT WICHITA
4/13
U.CONN.-WPI AT NEW
LONDON
4/10
M-W-J ZURICH

WEEKEND OF APRIL 17-18

4/17
M-W FLA. ST. CHAMP AT
DISNEY WORLD
O EASTER REGATTA-NYAC
(NOON)
HV COLUMBIA-MIT AT N.Y.
M TEMPLE AT MARIST
M SYRACUSE AT CORNELL
M N.E.-RUTGERS AT YALE
M SMITH CUP-PRIN CTON
AT NAVY
M BOSTON U. AT BROWN
LT YALE AT MIT
LT HAR.-RUTGERS AT COL.
LT MATTHEWS CUP: PENN AT
CORNELL
LT-HV USCG AT HARVARD
M LA SALLE AT MARIST
W BARNARD-HOLY CROSS
AT DARTMOUTH
W ITHACA-CORN. AT SYR.
W B.U.-CORNELL AT PENN
W MIT-PRINCETON AT YALE
W U.MASS. AT RADCLIFFE
W U.N.H. AT BROWN
W WILLIAMS-CONN. AT URI
W CONN. AT YALE
W W.P.I. AT WESLEYAN
O BUFFALO CHAMPIONSHIP
M-W ITHACA-PURDUE AT
MARIETTA
M-W MARIST-TRINITY-WES.
AT WILLIAMS
M UCSB-OCC AT NEWPORT
M WALLACE CUP: UCLA-
CAL. AT DEL REY
M SAN DIEGO INVITATIONAL
M L.B. ST. AT STANFORD
DREXEL-TRINITY-ST. JOE
GEORGETOWN AT PRINCETON
M-W ST. OF KANSAS CHAMP.
AT TOPEKA

O	BERGEN CUP: PHILA.	5/15	J	CENTRAL STATES HIGH SCHOOL	6-12/13	O	NYAC BI-CEN, NYAC (9 a.m.)	7-17/18	M-W-J	COPENHAGEN	
	NYAC (11 a.m.)			MERCYHURST AT GRAND VALLEY, MICH.		M-W-J	LUCERNE	LT	LT	KLAGENFURT	
HV	BILL CUP: B.U.-RUTGERS AT DARMOUTH		O	BROOKS AT BB & N		M-W	GRUNAU	LT			
HV	COMPTON CUP: MIT-PRINCETON AT HARVARD		O	NEW ROCHELLE NYAC (11 a.m.)		J	ROME OR MILAN		WEEKEND	OF JULY 24-25	
HV	BROWN COL. AT N.E.		W	MIT-UNH-WELLESLEY-WILLIAMS SYR-CORNELL AT DARTMOUTH			14/15/16		7/24-25	BICENTENNIAL REGATTA AT MIAMI	
HV	CORNELL AT NAVY			5/16			17/18/19/20		7-25	O BUFFALO INVITATIONAL	
LT	DURAND CUP: YALE-DARTMOUTH AT RUTGERS		M	EARCH SPRINTS AT PRINCETON		WEEKEND	WOMENS NATIONALS-LONG BEACH		WEEKEND	OF JULY 31 AND AUGUST 1	
HV	GEIGER CUP: MIT-CORNELL AT COLUMBIA		W	EAWRC SPRINTS AT WORCESTER			6/19		7-27/28	LT. WT. TRIALS AT PRINCETON	
LT	HAINES CUP: NAVY AT HARVARD		J	METRO SCHOOLBOY, NYAC (11 a.m.)		M-W-J	FLAG DAY NARRAGANSETT (SCULLING)		LT. SINGLE TRIAL AT PRINCETON		
LT	HAMMOND CUP: PENN AT PRINCETON			MERCYHURST AT WAYNE ST.			SCHUYLKILL NAVY AT PHILA.		7/28-8/1	CANADIAN HENLEY-ST. KITS	
HV	USCG AT U. MASS.		M-W-LT	5-15/16			PAIR WITHOUT TRIAL-CAMDEN OR PRINCETON		7/31	JUNIOR SCULLERS & 4+ NARRAGANSETT	
W	MARIST-TRINITY-ITHACA-WESLEYAN AT PITTSFIELD			RATZEBURG			6/20		7/31-8/1	SIMLANGEN	
W	PRINCETON-BROWN-U. MASS. AT WILLIAMS		M-W-J	SOFIA			PRESIDENTS CUP: WASH. D.C.		WEEKEND	OF AUGUST 7-8	
W	B.U. AT MIT			LUGANO			HUNTER ISLAND-NYAC (8 a.m.)		8/7	O DEVELOPMENT NYAC (9 a.m.)	
W	MARIST AT WESLEYAN		WEEKEND	OF MAY 21-22-23			EAST FALLS SPRINTS (100 M) PHILA.		8/9 thru 9/14	FISA WORLD LIGHT WEIGHT & YOUTH CHAMPIONSHIP VILLACH-AUSTRIA	
W	MACRA AT MERCYHURST			5-21/22		O	6-19/20		WEEKEND	OF AUGUST 14-15	
W	RADCLIFFE AT PENN		W	SCHOOLBOY NATIONAL AT PRINCETON			DETORIT OPEN		8/14	AMERICAN HENLEY WASH. D.C.	
M-W-O	UNH-DARTMOUTH-N.E. AT WORCESTER		O	NWRA REGIONAL AT MINNEAPOLIS		J	ESSEN		O	DEVELOPMENT NYAC (NOON)	
J	BROOKS AT ST. MARKS		M-HV	5/22		W	SNAGOV		WEEKEND	OF AUGUST 21-22	
O	OPENING DAY-SEATTLE			PACKARD CUP: DARTMOUTH-MIT-AT SYRACUSE		M-W	PIESTANS		8-19/20/21/22	NAAO NATIONAL CHAMPIONSHIPS PHILADELPHIA	
M	WASH.-WASH. ST. 3V-2F AT PULLMAN		M	YALE AT HARVARD			WEEKEND	OF JUNE 26-27	8/21	O DEVELOPMENT NYAC (8 a.m.)	
	STANFORD AT UCSB		M	BURK CUP: N.E. AT PENN		M	6-25/26		WEEKEND	OF AUGUST 28-29	
	MOTHERS REGATTA-ORGEON ST.		J	NEW ENG. INTER-SCHOLASTIC AT WORCESTER		W	4 WITH TRIAL-CAMDEN OR PRINCETON		O	DEVELOPMENT NYAC (11 a.m.)	
M-W	PACIFIC LUTHERN AT UPS			5/23			WOMENS TRIALS (SWEEPS) PRINCETON		WEEKEND	OF SEPTEMBER 4-5	
	SDSU AT OREGON		M-W	CANADIAN OLYMPIC TRIALS 2-1X MONTREAL		M-W-J	6-26/27		9/4	O HUCKLEBERRY NYAC (8 a.m.)	
J	WASH. AT WASH. ST.		J	5-22/23			NEW ENGLAND CHAMP-LACONIA, NH		9-4/5	FISA VETERANS-BERLIN	
	WAYNEDOTTE SCHOOLBOY			VICHY			JR. NATIONALS AND PHILA. YOUTH, PHILA.		WEEKEND	OF SEPTEMBER 11-12	
M-W-LT	NEWPORT REGATTA		WEEKEND	OF MAY 28-29-30			6/27		9/11	O NYAC_OPEN (10 a.m.)	
WEEKEND	5-7/8			5-28/29			CENTRAL STATES CLUB SO. CHICAGO, CALUMET RIVER		9-11/12	M-W-J	VILLACH-AUSTRIA
M-W	DAD VAIL-AT PHILA.		M	SINGLE TRIAL-CAMDEN OR PRINCETON		M-W-J	AMSTERDAM		WEEKEND	OF SEPTEMBER 25-26	
O	FATHER KNICKERBOCKER NYAC (8 a.m.)		J	5/29		LT	NOTTINGHAM		9/25	O SIWANOY-NYAC (10 a.m.)	
HV	ADAMS CUP: HARVARD-PENN AT NAVY		O	SINGLE TRIAL-CAMDEN OR PRINCETON		M-W-LT	WEEKEND	OF JULY 2-3-4-5	STANLEY SCULLS 15 WEIGHT CLASSIFICATIONS-LYME, CONN.		
	RUTGERS AT COLUMBIA U. MASS. AT N.E.		M	107 MEMORIAL DAY NYAC (10 a.m.)			7/4		WEEKEND	OF OCTOBER 2-3	
	DARTMOUTH-MIT AT WISONCSIN			5/30		O	INDEPENDENCE DAY-PHILA.		10/2	M-W-J	MAYORS CUP: SCULLING NARRAGANSETT
M	HOLDING CUP: BROWN AT SYRACUSE		M	MADEIRA CUP: PENN AT CORNELL		M-W	7/1		WEEKEND	OF OCTOBER 9-10	
W	SYRACUSE-WILLIAMS-MIT AT DARTMOUTH			MEMORIAL DAY-LAKE ELMO MINN.			DOMINION DAY-TORONTO		10/9	O COLUMBUS DAY-NYAC (9 a.m.)	
LT	DARTMOUTH AT CORNELL		M-W-J	5-29/30			1/2/3/4		10/10	M-W-J	HEAD OF THE CONNECTICUT MIDDLETOWN, CONN.
LT	2V FR-MIT AT DARTMOUTH		M-W	FRIBOURG			HENLEY ROYAL REGGATTA-HENLEY ON THAMES		WEEKEND	OF OCTOBER 16-17	
LT	CALLOW CUP: MIT-NAVY AT PENN		J	MOSCOW		M-W	PHILADLEPHIA		10/17	M-W-J	HEAD OF THE CHARLES CAMBRIDGE, MASS.
LT	GOLDTHWAIT CUP: HARVARD-PRINCETON AT YALE		M-W-LT	BRNO			SORO DENMARK		WEEKEND	OF OCTOBER 23-24	
J	BELMOUNT HILL-GROTON AT BROOKS			DUISBURG		M-W-J	INTERNATIONAL TEMPERE FINLAND		10/23	O COLLEGE FALL CHAMP NYAC (8 a.m.)	
M	U. CAL. AT STANFORD		WEEKEND	OF JUNE 3-4-5			VIENNA		M-W-J	HEAD OF THE SCHUYLKILL PHILADELPHIA	
M-O	ST. MARY'S AT UCSB			6-3/4/5			WEEKEND	OF JULY 10-11			
	STEWARDS CUP: SEATTLE			IRA AT SYRACUSE			9/10/11				
	UCSD-LBS AT USC			6/4			CANADIAN LT & JR. TRIALS, ST. KITS				
	WICHITENNIAL FESTIVAL AT WICHITA			CENTENNIAL CELEBRATION			7/10				
M-W-J	NARRAGANSETT SCHOOLBOY			SCHOLASTIC 4+ 1200 METERS 10 EVENTS-LYME, CONN.			O DEVELOPMENT NYAC (9 a.m.)				
	5/9			6/5			7-10/11				
	NWRA-MID ATLANTIC REGIONAL, WASH. D.C.			MIDDLE STATES AT PHILA.			YOUTH TRIALS-PRINCETON 8 4+2+2X				
	UCSD-ST. MARY'S AT LOYOLA			METRO-CHAMPS, NYRA (2 p.m.)			AARUNGEN NORWAY				
	PHILA. CATHOLIC SCHOOLBOY CHAMP			6-5/6			POZNAN POLAND				
	5-6/9			CANDIAN SCHOOLBOY-ST. KITS							
	WOMENS SINGLE TRIALS-LONG BEACH			5-29/30							
M-W-J	GHENT			FRIBOURG							
WEEKEND	OF MAY 14-15-16			MOSCOW							
	5-14/15			BRNO							
J	STOTESBURY CUP: PHILA. WESTERN SPRINTS AT SAN PABLO			DUISBURG							
				WEEKEND							
				OF JUNE 12-13							
				6/12							
				PAIR WITH AND DOUBLE TRIALS-CAMDEN OR PRINCETON							
				5/16							
				EARCH SPRINTS AT PRINCETON							
				5-21/22							
				SCHOOLBOY NATIONAL AT PRINCETON							
				NWRA REGIONAL AT MINNEAPOLIS							
				OMAHA REGATTA							
				5/22							
				PACKARD CUP: DARTMOUTH-MIT-AT SYRACUSE							
				YALE AT HARVARD							
				BURK CUP: N.E. AT PENN							
				NEW ENG. INTER-SCHOLASTIC AT WORCESTER							
				5/23							
				CANADIAN OLYMPIC TRIALS 2-1X MONTREAL							
				5-22/23							
				VICHY							
				BREISACH							
				WEEKEND							
				OF MAY 28-29-30							
				5-28/29							
				SINGLE TRIAL-CAMDEN OR PRINCETON							
				5/29							
				SINGLE TRIAL-CAMDEN OR PRINCETON							
				107 MEMORIAL DAY NYAC (10 a.m.)							
				5/30							
				MADEIRA CUP: PENN AT CORNELL							
				MEMORIAL DAY-LAKE ELMO MINN.							
				5-29/30							
				FRIBOURG							
				MOSCOW							
				BRNO							
				DUISBURG							
				WEEKEND							
				OF JUNE 3-4-5							
				6-3/4/5							
				IRA AT SYRACUSE							
				6/4							
				CENTENNIAL CELEBRATION							
				SCHOLASTIC 4+ 1200 METERS 10 EVENTS-LYME, CONN.							
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				SCHOOLBOY NATIONAL AT PRINCETON							
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				OMAHA REGATTA							
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				5-29/30							
				FRIBOURG							
				MOSCOW							
				BRNO							
				DUISBURG							
				WEEKEND							

Singles at the start.



HEAD OF THE RIDEAU CANAL REGATTA

The second head of the Rideau Canal Regatta took place September 21st in Ottawa and proved that the principle of a regatta through the center of Ottawa in the late Fall does have an appeal for oarsmen in Eastern Canada and the Northeast United States.

The Rideau Canal was built in the late 1820's to serve as a military and supply communication route in the event that invading American forces cut the normal supply route between Montreal and Toronto along the St. Lawrence River. The canal was never used in its intended role, although supplies did move by barge between Ottawa and Kingston for a number of years (until the advent of the railroad). After several years of little use, the canal again attracted traffic and has been used for pleasure boats to proceed between Kingston and Ottawa through the scenic 100 miles of the Rideau Lakes, a favorite summer resort area.

If the original purpose of the Rideau Canal was to serve to keep Americans out of Canada, its present day use is to serve to bring Americans into Canada. Every year hundreds of American pleasure boat cruisers transit the system. Many canoeists and hikers proceed along its banks, and in the Fall the Ottawa Rowing Club sponsors the Head of the Rideau Canal Regatta.

Saturday evening a dinner reception was hosted at a local hotel for representatives and their wives from each club while the Ottawa Rowing Club arranged for an evening for the oarsmen at the 100-year-old clubhouse. Once again the evening's events showed that oarsmen have a capacity to revel as well as row.

The problems encountered the previous year had been carefully examined and as far as the organizers knew had been corrected. This knowledge proved to be correct. The Ottawa Queen, a visitors' excursion boat, did not run along



Lowell Tech in the light fours.

the course during races and collide with the the competing shells this year.

The main timing mechanism was fed by a gasoline powered motor generator and showed remarkable reluctance to record times accurately when it ran out of fuel. Thus, the timers relied on the back up system, in turn relying on the radio communication network.

The key note of the overall results was the winning by Argonauts and Leanders equally of the P.D. Ross Trophy. Since Argonauts are rapidly acquiring a proprietary interest in the sterling silver cup, Leanders are to be congratulated for their effort.

From the United States came a strong contingent of competitors. Jerry Olrich of the Cambridge BC, annual winner of the Boston Head of the Charles, came to win for the second year at Ottawa and went home with a set of Kaschper Sculls. Gail Pierson also of Cambridge teamed with Riverside member Sy Cromwell to win both the Veteran and the Mixed doubles. Crews from the University of New Hampshire and from the Syracuse Chargers were present for the first time and put in a valiant effort.

In response to the media coverage and the advertising, several hundred people came out to watch the shells on the river. In this manner the competitors, the sport, and the race received additional and valuable word of mouth advertising.

A part of any regatta is, of course, the prizes which can be won. This year the quality of the trophies was superb as Ottawa establishments supported with magnificent generosity the appeal for trophies. Sets of sculls, pewter mugs, books and medals were all available for the competing oarsmen and, since promises have been received for the

future also, will continue to be available for competition.

Each competitor received a certificate of competition. Each winner received a medal and the winning club received a plaque. In addition for the winners were trophy keepers depending on the nature of the prizes. The Lachine Rowing Club Old Boys donated a set of magnificent Donoratico Sweep Oars for the overall points trophy.

The organizers look forward to improving the race next year and with experience, the races should run more smoothly and without the surprises experienced this year. The third Head of the Rideau Canal Regatta will take place on Sunday, September 26.

HEAD OF THE RIDEAU—RACE RESULTS

Lightweight 8 (City of Ottawa—Mayor's Trophy) 1. MICMAC 19:27 2. Western 19:38 3. Argos 21:33 4. Ottawa 21:45 **Mixed 8** 1. Leander 21:38 2. Trent 22:59 3. UNH 23:22 4. Laval 24:18 **Men's Cox 4** (Colonial Voyageur Trophy) 1. Argos 23:33 2. Ottawa 23:37 3. LTI 23:53 4. Trent 24:07 **Men's Double** (Ministry of Transport Trophy) 1. Argos 24:53 2. Argos 24:56 3. Ottawa 25:58 **Women's Pair** (Row Over) Ottawa 30:39 **Women's Single** 1. Ottawa 28:28 2. Ottawa 29:01 3. Laval 29:30 **Mixed Double** 1. Riverside Cambridge 23:30 2. Ottawa 23:42 3. Ottawa 25:19 4. Western 25:46 5. Laval 26:07 **Lwt. Single** (Dominion Marine Association Trophy—A set of sculls) 1. Laval 24:48 2. Dons 24:52 3. Laval 25:58 4. Argos 26:30 5. Ottawa 27:24 6. Cambridge 28:63 **Open Single** (Smith Trophy) 1. Detroit 23:56 2. Ottawa 24:09 3. Ridley BC 24:25 4. Western 25:49 **Veteran's Single** (Kaschper Trophy—A set of sculls) 1. Cambridge/Olrich 25:01 (adjusted) 2. Ottawa (Jackson) 25:05 3. Marietta 28:08 4. Laval 28:31 5. Argos 29:05 6. Ottawa 31:32 7. Laval 43:41 **Mixed Cox'd Four** 1. Don 24:58 2. Ottawa 29:46 **Women's Coxed Four** (Row Over) Ottawa 26:55 **Veteran Double** 1. Cambridge/Riverside 24:18 2. MIC MAC 24:54 3. Western 25:06 4. Argos 25:20 **Open 8** (PD Ross Trophy—Pewter mugs) 1. Leander/Argos 19:47 2. Ottawa 20:14 3. Trent 20:28 4. Western 20:48 5. Ottawa 21:43 **Novice Single** (Myers Motors Trophy—Pewter mug) 1. Ottawa 25:19 2. Leander 26:14 3. Ridley 27:10 4. Union 27:31 5. Don 27:55 6. Laval 28:57 7. Mt. Hermon 31:31 8. Laval 31:35 9. Western 32:23 10. Laval 32:37 **Veteran's 8** (United Way Trophy) 1. Argos 21:50 2. Thom B.C. 22:44 3. Ottawa 24:13 **Women's 8** (P. Bourgon Trophy) 1. Western 24:07 2. Ottawa 28:52 **Lwt Cox'd Four** (O'Keefe Trophy—Pewter mugs) 1. Syracuse 22:13 2. Argos 22:46 3. Don 23:05 4. St. Kitts 23:45 **Juvenile Race** (500 meters) 1. Ottawa I no times 2. Ottawa II no times **Men's Pair** (Richardson Securities Trophy—Art books) 1. Ottawa 24:09 2. Detroit 26:07.

NORTHWEST: GREEN LAKE, SEATTLE — MAY 22, 23

Norma Jean Sands
4756 185th Ave. NE
Seattle, Wash. 98105

NEW ENGLAND: CHARLES RIVER, BOSTON — MAY 9

Senter Touracre
82 Richdale
Cambridge, Mass. 02140

MIDWEST: LAKE ELMO, ST. PAUL — MAY 22

Carie Graves
506 W. Mifflin, #4
Madison, Wi. 53703

NATIONAL WOMEN'S ROWING ASSOCIATION REGIONAL CHAMPIONSHIPS 1976

SOUTHWEST: LAKE MERRITT, OAKLAND — APRIL 24, 25

Val McClain
5051 Cochrane Ave.
Oakland, Calif. 94618

MID-ATLANTIC: POTOMAC RIVER, WASHINGTON — MAY 9

Pat Wilkinson
% Martha Leredu
1868 Columbia Rd., N.W.
Apt. 602
Washington, D.C. 20009

SOUTHEAST: STONE MOUNTAIN, GEORGIA — APRIL 24

Debbie McDonald
1431 Longwood Loop
Tampa, Florida 33619

NATIONAL CHAMPIONSHIPS: LONG BEACH, CALIF.

Winnie Rich
1625 E. Balboa Blvd. #1
Balboa, Ca. 92661

MASTERS

by Charles P. Colgan

Masters competition has expanded so much in sports such as swimming and cross country that it is only natural for rowing people to look into this area. We have had Veteran's races in a few regattas for those over 40 years of age, but relatively few participate. The great majority of oarsmen take up other leisure activities when their active rowing competition is completed.

The NAAO Executive Committee at its November, 1975 meeting called for a definite proposal for Masters competition. President W. Hart Perry, Jr. appointed this writer, a member of the Board of Directors, as temporary Chairman of a Masters Ad Hoc Committee to conduct a survey of active veteran oarsmen and their interests and needs, and to propose Regatta Rules legislation concerning promotion of Masters competition.

A two-part survey was prepared; the first part contained seven questions designed to discover the interests and needs of those presently competing, while the second proposed legislation for Masters Competition. The survey was mailed on December 10, 1975 to the 49 individuals who competed in the Veteran Single Sculls events at the head of the Charles, Connecticut and 'Schuylkill Regattas. Nineteen surveys were returned, a surprising 38 per cent of those mailed.

Veteran Survey Results

Fourteen offered to become members of the NAAO Masters Committee. Ten planned to attend the first committee meeting at the NAAO weekend in Alexandria. Twelve expressed an interest in competing in the III FISA Veterans Regatta to be held in West Berlin, September 3 to 5, 1976. Eight are interested in competing in the Mexican Rowing Federation's National Veterans' Championship in Mexico City. Six respondents saw a need for weekend

recreational tours. As sites they suggested: Hanover, N.H., the Erie Canal, Philadelphia, Washington, D.C., Boston, Lake Waramaug and Lake Quinsigamond. Seven suggested the need for a regatta exclusively for Masters in July, August, or September. Sites suggested were Boston, Princeton or Philadelphia. Five thought that Masters races should be added to most existing regattas.

The second part of the survey, the proposed Regatta Rules Legislation dealing with a Masters category, proved to be very controversial. The complaints centered around the legislation's slavish adherence to the FISA Veterans' Rules. Several felt that the requirement of a sports medical examination and the restriction on the number and length of races allowed was paternalistic. In general, few restrictions of any kind were desired.

First Committee Meeting

At the NAAO weekend, eight men and one woman attended the committee meeting although it was scheduled for 2:00 p.m. on Friday. Clubs represented were Lake Washington, Syracuse Chargers, Potomac, Detroit, Rochester and Vesper. The agenda consisted of two parts, the developmental aspects and the proposed legislation. Drew Harrison of the Syracuse Chargers invited suggestions for a Masters Tour and Regatta. As finalized, it will occur on August 7 and 8, 1976 in Syracuse, New York. The first day will consist of a tour of the Erie Canal with a picnic lunch at the half-way point. In the evening a social will be held. On the second day a regatta is planned. Single scullers will have to bring their own shells, but eights and fours will be available for combination crews.

Committee members agreed to contact their local regatta chairmen to ask for the addition of Masters races. The distance will be the same as those rowed by the other categories. No handicaps will be necessary unless age categories are combined. The results of these contacts will be noted in future issues of *The Oarsman*.

Regatta Rules Proposed

Regarding Regatta Rules Legislation, the Committee

Chuck Colgan stroked the Penn '49 crew, rowed at Vesper, and was a National and Canadian Champion; in 25 years, he has coached Columbia, Cienfuegos Yacht Club (Cuba), Penn lightweight, and La Salle H.S. He is on the NAAO Board of Directors and works with the Board of Education in Philadelphia.

agreed to provide only the barest of rules during the formative years of Masters rowing. No restrictions were desired on distance to be rowed or number of races per day. No requirement for a medical examination was voted. The FISA age categories were discarded and new categories established starting at age 30. It was recommended that we suggest to the NWRA that any legislation they adopt regarding Masters rowing be in concert with any NAAO legislation adopted. The two organizations have been in contact with each other regarding the promotion of Masters competition both before and since the NAAO weekend. The committee wanted no restrictions on those who wish to compete in Elite races, but this recommendation was not completely accepted by the Board of Directors.

New Legislation Adopted

At its meeting on Sunday, January 25th, the NAAO Board of Directors adopted the following addition to the Regatta Rules:

Section 18 e. Master. Aged at least 30 years on

the 1st of January of the current year. A rower who enters an Intermediate, Senior or Elite race may not enter a Masters race in the same regatta. Age Categories.

30 years minimum (crew's average - 30 to 39)

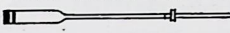
40 years minimum (crew's average - 40-46)

47 years minimum (crew's average - 47-53)

54 years minimum (crew's average - 54-60)

61 years minimum (crew's average - 61 and over)

The entry form shall include the rower's date of birth.

The NAAO Board of Directors received the report of the Masters Committee enthusiastically. At a Board meeting where seven standing committees were disbanded, President Perry recommended that the Sculling and Masters Committees be changed from Ad-Hoc Committees to standing committees. This measure was approved, thus underscoring the hope of the Board that Masters rowing will keep many people in the sport who would otherwise turn elsewhere for leisure activities. 

FROM THE OFFICIAL NAAO CLEARING HOUSE

BOOKS:

Rowing, Competitive and for
Pleasure (Cochrane) \$2.25

How Regattas are Run
(Cochrane) \$2.25

Handbook for Referees and
Starting Races (Brundage
and Donovan) \$2.25

Rowing from the Bottom Up
(Bodine) \$4.95

Coaching Journal—Recom-
mendations of the Ruder-
akademie Ratzeburg for the
Training of Race Oarsmen
(Karl Adam) \$2.25



SWEEP OAR TIE BAR

A classic look in washed gold — \$2.75

DEVELOPMENT MATERIAL:

Boat Trailer Blueprints \$5.50

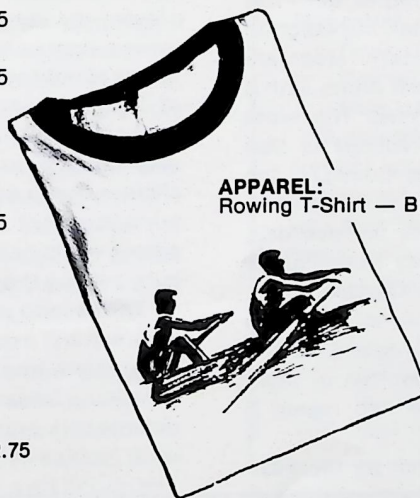
Boat Rack for Car \$2.50

Box Boat V Construction

Plan \$3.50

Plan for a Dock \$2.50

THINGS FOR ROWERS & REGATTA GOERS!

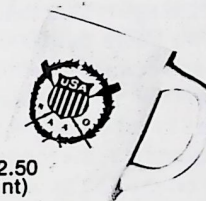


APPAREL:

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



THE TANKARD — \$4.00
(Specify Imprint)



THE MUG — \$2.50
(Specify Imprint)

MISCELLANEOUS ITEMS:

NAAO Pin \$2.25

NAAO Decal \$1.20

Sculler Decal \$.90

Oarsmen Decal
(P&S at the catch) \$1.70

COLLECTOR'S CORNER

Centennial Ashtray \$1.50

Centennial Money Clip \$3.25

NAAO Paperweight \$5.75

NAAO Lighter \$5.25

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

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

Lightweight Weigh-ins

by H. Scott Baker

The purpose of defining a lightweight class of oarsmen is to divide oarsmen into two groups which cannot compete with each other. The time between weigh-in and race affects not only which oarsmen qualify as lightweights, but also determines some of the methods which they use to qualify. All of the criteria for a desirable definition of lightweight except one, feasibility of enforcement, dictate a time interval that is as short as possible.

The original weigh-in regulations adopted by FISA in 1974 are that all crews shall average no more than 70 kg. (154.3 lbs.) and no individual member of a crew shall weigh more than 72.5 kg. (159.8 lbs.); the weigh-in takes place no more than two hours before each race. These rules apply in most European countries. While the NAAO adopted an avoirdupois version (154.5 lbs. average, 160 lbs. maximum) of the FISA weights in 1974 along with the two-hour interval, the weigh-in regulations in the college leagues vary widely. Most are based on the 150 lb. average, 155 lb. maximum limits with a five pound increment after the freshman year. The most unfair and unreasonable of the weigh-in practices is that used in the Eastern Association of Rowing Colleges: the one-day weigh-in still used at the Eastern Sprints. Even when they planned to arrive in the city of the race on race day, coaches have even been known to use one-day weigh-ins by holding the weigh-ins in separate cities. Oarsmen can, through fasting and dehydration (starve, drink nothing, take diuretics, and then in a weakened condition, spend several hours in a sweat box a la Alec Guinness), lose ten or more pounds during the day before the weigh-in and regain it between the weigh-in and the race.

In leagues using a short time interval such as the FISA Championship or West German league, weight crashing is virtually unknown. During the months preceding the season's peak, the oarsmen may practice strict weight control and may depress their weights below a natural level, but this practice is a model of nutritional behavior compared to the rapid, temporary weight loss found in the EARC. With a two-hour weigh-in, the oarsmen know that weight-crashing is counterproductive; the crew benefits more from substituting a smaller oarsman than rowing with a debilitated

H. Scott Baker rowed for Harvard's lightweights, graduating in '72, and rowed with U.S.A. lightweight teams from '71 to '74. He is employed by Peat, Marwick, Mitchell & Co. in Washington, D.C., and is a law student at Georgetown Univ.

behemoth. Only disregard for the oarsmen can explain the perpetuation of a system which encourages them to pour their pre-race physical and mental energy into the rigors of fasting and dehydration.

The purpose of lightweight racing is to separate the bias introduced by the advantage of larger oarsmen. A lightweight restriction should divide the pool of oarsmen into two groups equal in number in order to evenly distribute the opportunity for success. The difference between the groups should maximize the difference in speed and minimize the difference in effort. The following three points reveal the counter-productiveness of the long interval between weigh-in and race.

1) A longer time interval blurs the definition of bodyweight, allowing heavier oarsmen to crash down to the lightweight class, thereby lessening the difference in speed between light and heavyweight oarsmen. It also introduces an element of effort to make weight, and thereby increases the difference in effort between the groups.

2) The long time interval is unfair where there are excess heavyweights, for the borderline oarsmen will crash to row as lightweights; where schools have fewer heavyweights, borderline oarsmen will be able to compete successfully as heavyweights. Thus, the long time interval produces different definitions of "lightweight" at different schools.

3) Finally, a long time interval can create scheduling problems when crews are traveling on the day before a race, and is therefore difficult to enforce. Thus, every element of logic points toward the shortest possible time interval between weigh-in and racing.

There are two common arguments against adopting a two-hour weigh-in, one narrow-minded and the other misled. The first is that the imposition of a two-hour weigh-in will prevent the "best" of the current lightweight oarsmen from rowing lightweights and will thereby decrease the average speed of lightweight crews. It should be clear that the point of a lightweight classification is to decrease the average speed of the crews. How far? Until an equal number of oarsmen are rowing in the heavyweight and lightweight classes. If it is assumed that the current balance between the number of light and heavy oarsmen is proper, then the way to preserve that balance when changing to a two-hour weigh-in is by raising the weight limits.

The second argument against a two-hour weigh-in is that oarsmen will dehydrate whether or not the two-hour weigh-in is adopted, and will then race in a dangerously weakened condition. Observation of leagues using two-hour weigh-ins defeats this argument. The U.S. lightweight teams had no such trouble in 1974 and 1975 with the two-hour weigh-in. The lesson here is that whatever the weigh-in regulations will be, they must be known by the competitors well in advance of the regatta.

As an EARC oarsman I submitted to short-sighted competitive instincts; I weight-crashed for Friday weigh-ins and regained weight for Saturday races. The only times I have lost consciousness or felt my health endangered from the sport of crew were after Fridays spent in full sweats in a hot box. I have taken sleeping pills to enable sleep to conquer hunger on a Thursday night, have seen my urine turn dark brown from dehydration, and have seen my stomach hideously bloated from the attempt to bulk up between the weigh-in and the race. I see no excuse for wasting the oarsmen's devotion and health by demanding such practices. I urge every league to adopt the two-hour weigh-in rule, and each league to adjust its weight limits if necessary. 

Lightweights

Excerpts from a Report by Scott Baker

*1975 Chairman of the NAAO Lightweight Committee
to the NAAO*

After one year as chairman of the Lightweight Committee, I have resigned. I am glad to be able to continue to offer my ideas to the NAAO as a member of the committee. Peter Gardner has been appointed the next chairman of the committee and he is particularly suited to be able to serve lightweight rowing in a way that I was not.

Lightweight and heavyweight men's rowing must continue to share their manpower, coaching, financial, and physical resources. The prestige of the men's heavyweight championship can encourage participation (especially from the Eastern Bloc) in the lightweight championships. The reunion of the two men's championships will be a major objective of the lightweights in the coming years.

The Lightweight Committee has set up the following procedure to be followed next year for the 1977 National Team recommendations to the Board. Before the 1976 Head of the Charles Regatta, the Lightweight Committee Chairman will submit a list of seven proposed National Team Subcommittee members to the President for his approval. If approved, this subcommittee will meet on the weekend of the Head of the Charles. If either of the 1976 or 1977 U.S. Lightweight Team Representatives is not already a member of the subcommittee, he shall participate as a nonvoting member in the subcommittee's deliberations. If a national lightweight coach is to be selected, the subcommittee will rank in order of its preference all proposed candidates not known to be unavailable. Thereafter, the highest ranked candidate who accepts the position shall be nominated for approval by the Board of Directors.

Board Fails to Act on Olympics

And finally, the Board failed to act on the proposed resolution calling for lightweight Olympic races in 1980. It will be impossible to approve lightweight events for the 1980

(Cont'd on p. 48)

'76 LIGHTWEIGHT CHAMPIONSHIPS

by Buzz Congram

The 1976 World Lightweight Championships will be held in Villach, Austria, August 9-14, with eight-oared, coxless four, and single sculls events.

The eight will be selected from an open camp similar to last year's and will not be challengeable. The coxless four and single will be selected through open trials to be held at Princeton, July 27-28.

Buzz Congram, Yale freshman heavyweight coach and National Lightweight Assistant coach last year, will run a 10-day selection camp at Princeton, June 15-25. He will be assisted by Kent Fleming, University of California, Berkeley freshman heavyweight coach.

Through ergometer testing and seat racing, sixteen oarsmen and two coxswains will be selected to remain in Princeton and compete in the Independence Day Regatta on July 4th in Philadelphia. This group will then move to Hanover, N.H. where an eight and two coxless fours will be formed. The fours will compete at the Princeton trials on July 27-28 for the right to represent the U.S. in Austria.

All camp aspirants should weigh 165 lbs. or less when they report to the camp. We hope to have facilities and personnel to measure body fat to determine optimal rowing weights.

All sweep oarsmen interested in the camp should request an application from:

Buzz Congram
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New Haven, Conn. 06520

Any serious camp aspirant having a scheduling conflict with the camp dates (Henley, etc.) will be considered for the camp by invitation if they submit a validated six-minute ergometer piece (4.5 lbs. in the cradle on a Gamut machine or the equivalent) and a coach's recommendation before June 1.

Buzz Congram rowed for Columbia in '64 and coached the Rutgers freshman heavyweights before moving to the same post at Yale; he coached the '75 USA lightweight straight four.

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TRAINING TECHNOLOGY TECHNIQUE

by Thomas C. Mendenhall

The history of rowing can be seen as useful for a greater understanding of the present and a key of sorts to the future, and its study can provide much pleasure along the way.

Competitive rowing as a sport derived directly from rowing as a job, either in boats used as taxis to ferry passengers on London's Thames (and soon to be called waggerboats), or the original Whitehalls employed in New York Harbor for the same purpose. The oldest formal race, Doggett's Coat and Badge, began in 1716 and is still rowed annually between London and Chelsea bridges, open only to licensed watermen. A race for scullers, it was soon imitated by young bloods who raced for fun or perhaps a wager, since a love of betting has never recognized any class lines. The schoolboys of Eton were rowing and racing as early as 1793 to celebrate the birthday of George III. Oxford and Cambridge (where 307 Etonians would row in the Varsity during the first century of the Boat Race) had their first race in 1829. In America, occasional races between watermen occurred in the late eighteenth century and in 1834 the New York rowing clubs formed the Castle Garden Amateur Rowing Association in order to hold more organized regattas. Ten years later students at both Harvard and Yale began rowing among themselves and racing in local regattas; in 1852 the two inaugurated both intercollegiate boat racing and intercollegiate sports on Lake Winnepesaukee. In 1873 the N.A.A.O. held its first regatta, having been organized the year before. At Springfield that same year the Rowing Association of America mustered eleven college crews to race abreast for three miles. This distant ancestor of the EARC was to break up three years later of its own weight, to reappear in 1895 at Poughkeepsie. In 1869 a Harvard IV lost to Oxford on the Thames over the traditional Putney to Mortlake, a race that attracted a half-million spectators and incredible international interest. In 1877 IVs from Columbia and an Illinois boat club were the first Americans to invade Henley. In 1900 rowing made its first appearance as an Olympic event.

Rather than attempt to clothe the skeleton set out above, let me look at the history of competitive rowing in another

way, by successively examining the three basic areas of technology (what one rows with), technique (how one uses it), and training (how one learns to row, as well as how one is conditioned physically and psychologically to do so). Technology must come first, not because I am a Marxist, but rather because each major change in equipment has eventually produced or even required a rethinking of technique and training.

The single represents the original, basic racing boat; critical improvements or changes usually appeared there first; and other combinations (double sculls, pairs, IVs, VIs, and VIIIs) appear and disappear almost unpredictably. During the 19th Century at least, England was the laboratory for boatbuilding, with her oarsmen experimenting and writing about the art and her builders perfecting most of the changes in boats and oars. By 1811 the Eton boys were racing regularly in an VIII; the Oxford colleges followed suit in 1815; and the first Boat Race was rowed over the two and a quarter miles from Hambledon Lock to Henley Bridge, not for a side bet of £500 as the sporting press reported, but only "as a trial of strength and skill" in the reassuring phrase of one of the oarsmen to his anxious mother. One of the original college VIIIs, the Oxford boat of 1829 has been miraculously preserved and can be seen today in the South Kensington Science Museum. Clinker-built and inrigged with thole pins, she is 45 feet, 4 inches overall with only 28 inches of stateroom for each oarsman, as compared with over 50 inches needed today with sliding seats. Balanced on a 7 inch thwart, the oarsman rowed with an enormous sweep which varied in length from 13 feet, 6 inches to 14 feet, 6 inches to fit the beam which varied from bow (3 feet, 9 inches) to stroke (3 feet, 11 inches). The 1829 boat weighed 600 pounds, perhaps two and a half times as much as a modern light VIII, which gave a very short run between strokes.

About 50 years and three major improvements lay between the 1829 boat and a modern VIII. The first of these in time was the development of the iron outrigger by the Clasper family, watermen and professional scullers. Originally used in sculling boats and IVs, it was first used by Oxford and Cambridge in the Boat Race of 1846. The outrigger simplified the equation between beam and leverage and resulted in much longer and narrower VIIIs, up to 66 feet in length with a beam of less than 2 feet. The second great improvement came in the next decade with the keelless boat, first used by

Thomas Mendenhall is the former President of Smith College, and writes on historical subjects for The Oarsman while working on a history of the Harvard-Yale race.

VIII's in the Boat Race of 1857. Without an exterior keel and with a smooth skin, such a hull further cut down both the weight and wetted surface, while opening the possibility of endless experimentation with the taper and length.

Although greased pants on a wider thwart had occasionally been tried, it was an American sculler who came upon the third improvement — the sliding seat. Actually he was trying to solve a problem arising out of rigger-spread where the ideal of a good beginning and a good finish in the same stroke seemed attainable only with a moving oarlocks. That proved impossible, but a moving seat gave an easier answer, which was first tried in a VI in a Hudson River regatta in 1870. Yale tried them in 1870 and Harvard in 1872, but the sliding seat was first truly appreciated in England as potentially the most important technical innovation since the introduction of the outrigger. With the help of the sliding seat, two advantages became quickly apparent: the oarsman was able to increase the length of his stroke, and to harness much more of the power of the legs. The breakthrough occurred in the spring of 1873. Bob Cook, Yale 1876, was in England on a rowing pilgrimage where he was not only coached by the great London Rowing Club oarsman, F.S. Gulston, but undoubtedly witnessed the experiment at the Club. A tub IV was put on trestles and Gulston's strokes through the air were carefully marked off to prove that even a very short slide (9 inches) added about 18 inches to the length of the stroke. Gulston and others had tried them successfully at Henley the summer before. In that spring's Boat Race, both crews were on sliding seats; the record was beaten by a half-minute.

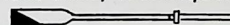
Although almost universally adopted, the true potential of the sliding seat was slowly appreciated. At first all crews were stepped back of their work by only 4 or 5 inches. It was 1885 before truly long slides were generally used. Also the first primitive sliding seats—a leather-covered 10 inch square of wood with grooves on the under side which moved fore and aft on two brass rods — were likely to break down. The best use of this new improvement proved most elusive. Some coaches wished to preserve the handsome, long, back-swing of fixed-seat rowing, while others so gloried in the new-found leg drive that the strike often degenerated into shooting the slide. But more of this later.

In England the VIII had early on become the boat for intercollegiate racing. In America, however, by the late 1850's both Harvard and Yale had become so peculiarly wedded to the light VI (without cox) that when rowing mania hit the other colleges in the 1870's they all started in VIs. In the 1859 Harvard-Yale race, the shells were rigged so that Bow could

steer with a primitive form of the modern wire bridle attached to his toe-stetcher. (In a VI, the position's names still harked back to the original ship's boat: Bow, port Bow, starboard Waist, port Waist, starboard Stroke, and Stroke). Bow steering was not adopted in England until over ten years later when gradually the three races for IVs at Henley became limited to coxless IVs.

Why American collegians stuck so long to the light coxless VI remains something of a mystery. While either a coxless IV or VI was obviously faster than a IV with, the lack of a coxswain helped to produce the endless fouls, accidents, and recriminations that plagued the regattas of the short-lived Association of American Colleges in the 1870's. At first the races were a mile and a half each way around a stake, which gave the spectators a glimpse of both start and finish. The first Association race in 1871 was a three-mile straightaway, and two years later featured stakeboats "in the England way." But the mind boggles at the confusion inherent in eleven VIs without benefit of coxswains racing down the Connecticut River for three miles, especially since the Referee's steamboat was struggling along a good half-mile behind the crew. Both Harvard and Yale were coming to see the advantage of the VIII, but the other colleges kept voting down the suggestion, primarily because in a student body of less than 200, eight oarsmen were just that much less available than six. Both the obvious example of Oxford and Cambridge, and continuing dissatisfaction with the uncertainties of light VIs led Yale to withdraw from the Association in 1876 and to challenge Harvard to the first intercollegiate four-mile race in America; it was rowed at Springfield that year, but migrated in 1878 to its longtime home at New London.

While it was the 17th time the two colleges had raced since 1852, their rig that June made it really the beginning of a new chapter in American rowing. Some critical technical developments still lay ahead: lighter, adjustable riggers, with the elimination of the lower brace which had made the going so wet in rough water; lighter boats and oars; and the interesting possibilities of plywood and fiber glass, some of which the paper boats, so popular from 1875 to 1895, would realize. The major achievements in boat building technology, while realized a good century ago, left the fundamental problems more distinct but did not bring their resolution any closer. "Given the total weight to be carried, is there any relation between length and speed? Or between beam and speed? What is the right curve for the master section?" These are only some of the imponderables, to be resolved every time a new shell is designed or built. Next time, technique.



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Middle States Regatta	June 6	and Philadelphia Regatta		Frostbite Regatta	November 20
Schuylkill Navy Regatta	June 19	combined	June 26-27		
		Independence Day Regatta	July 3-4		

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

THE OARSMAN INTERVIEW:

Al Shealy



Al Shealy stroked Harvard's heavyweight varsity through four seasons with only one loss in the collegiate season, to Northeastern at the 1973 Eastern Sprints. He boasts three national championships (two official), four course records, and has stroked the U.S. National eights since 1973, including the '74 World Champions.

THE OARSMAN: What element or elements do you feel contribute most to your past success? What do you feel is the source of your desire to win?

SHEALY: My personal success in competitive rowing has been only an integral part, and a reflection of, the success of the crews in which I have been fortunate to row. I believe that my very strong competitiveness has had most to do with a tremendous desire to win, and my ability to transcend pain and fatigue and the mental tug-of-war of performance possible in a competitive situation. It is this drive, the desire to win and not to suffer the humiliation of defeat, that I feel has been most responsible for my past success. The desire to win can only come from an experience of defeat, and the sting of losing a big race is one that remains in the hide.

THE OARSMAN: Many oarsmen would be interested in knowing what you think of during a race.

SHEALY: Anyone who thinks an elite or world-class oarsman has never suffered the self-doubt and fear of not performing is far from the truth. It is easy to incriminate oneself for having felt such fears *after* the race has ended, because an oarsman is under tremendous duress during a race but the key to winning, and I confess that such thoughts have crossed my mind, is to overpower doubts and to channel the resulting energy into the oar handle. When the "will I have enough" syndrome has occurred, it has been only fleeting; I have learned that no matter how hard I push myself, I always have enough gas to really punish the blade in the last 500 meters. After fatigue begins to set in, the race becomes a series of images; I see bodies moving back and forth, sterns inching, spray flying and coxswains bobbing. Trying to avoid distractions, I wait to sense a lag in the other crews and then . . . bam! I step on it and go for broke. When eight men do that together, *that* is what wins races.

THE OARSMAN: How have you learned to pace? What do you think of the role of the stroke?

SHEALY: Physiologically, an oarsman approaches a race almost exactly wrong. He blows himself out in the first 500 meters, holds on in the middle thousand, and summons his last reserves (often left in the first 500) for the sprint home. It is the stroke's job to make sure that such tendencies are underplayed enough so that they do not result in a short drive, staccato rhythm and increasing tempo at the wrong time. A stroke must be capable of creating the drive of the boat by forcing each oarsman to keep his length on the drive and relaxation on the recovery.

In terms of power, there is little real pacing involved. The first 500 meters is always the fastest, the second and third significantly slower. Anticipating the ensuing sprint, it is natural for a crew to become apprehensive. For a stroke, an aggressive move at this point might be counterproductive, assuming that it is partly his fault for his crew's sluggishness. The best thing would have been to avoid this in the first place by coming through the thousand with an

aggressive push while emphasizing length and drive.

The sign of a good crew is its being able to respond to the stroke and maintain a strong pace and rhythm in the middle thousand meters. I feel that maintaining length, rhythm and drive for the duration is my strongest asset. My pulling is secondary in importance to my ability to create swing. Being an explosive starter has also been my benchmark and gaining a tactical advantage early in the race is critical.

In these regards, the stroke is not only an integral but critical factor in any boat. If he is short or slow with his drive, his crew will be likewise. A stroke can thus become the scapegoat in a bad performance. The criticism, however, is often warranted.

THE OARSMAN: Does your fascination with General Patton have any bearing on your interest in rowing?

SHEALY: My regard for George Patton as a military commander is not entirely distinct from the relationship which I readily applied between his strategic, tactical and moralistic views on combat, and my own toward rowing as a freshman at Harvard.

Mowing down crews with a machine gun would have been a little unorthodox, but I found his "never give in" attitude and his aggressive qualities to be quite inspirational, as did the rest of the crew.

THE OARSMAN: Do you feel it is necessary to personally dislike or even hate your opponents to do well? Do you find yourself taking any personal attitude toward your opponents as individuals?

SHEALY: I consider my adversaries as an aggregate, although I often know many of my oarsman opponents I usually don't focus my attention on anyone but the stroke with whom I develop a type of psychological rapport. I would call it a contest of will-power, a battle for mental dominance before the race. I look over at the various strokes and glare, as if to say, "I've already made reservations at the awards dock and you're not gonna see my back in the next six minutes, sweetheart!"

It is important for me to develop a feeling of dominance and superiority before a race, as it brings a sense of confidence and an ability to concentrate. I believe the stroke is the key to a crew's vulnerability and I always try to rattle him as much as possible.

Because rowing is as psychologically oriented as any sport, a crew that doubts its potential or an oarsman that feels intimidated by his adversaries will not wind up a winner.

THE OARSMAN: How is it that you have not lost your hunger for the sport and have continued at such an astonishingly high level of intensity?

SHEALY: A preoccupation with the routine and drudgery of workouts, often twice a day and year round, will inhibit not only enjoyment of, but benefit from, the tremendous work load which an oarsman incurs prior to and during competition.

The comparatively little rewards for such toil are some of the greatest in sport. The elation of seeing countless hours of training pay off with a collegiate crown or a World Championship gold medal cannot be explained. And one cannot expect or deserve such an experience without achieving and maintaining the maximum level of fitness that his body is capable of attaining. Rowing has not only taught me the discipline of intense training, but it has also shown me the personal gratification that this training can bring. The arduous road to being the best has brought with it great physical and psychological demands, but these are far

(Cont'd on next page)

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overshadowed by the excitement of and the hunger for competition which have been fostered by some of the greatest moments in my life.

THE OARSMAN: Did you find any difficulty in switching between your college coach Harry Parker and the National Coach Allen Rosenberg?

SHEALY: Parker to Rosenberg represent two of the greatest coaching talents and egos in the business. It is unfortunate for the former and fortunate for the latter that they have never been in a situation where they could pool their abilities for the common good.

There were, however, technical problems involved. Theoretically, says Harry, the two styles are quite similar but, notwithstanding his honesty (ahem), at Harvard we never rowed with as much stylistic dogma as we have with AI; fortunately our crews were powerful enough to overcome individual defects.

The emphasis on sequence which AI put on his style was at first quite baffling and awkward, but I managed to see that it was a natural movement; legs first, back opening from the hips and then arms, all in a sequential drive. At Harvard we tended to open with the back more, and with more emphasis on continuous leg drive. The transition was not as smooth as I had expected.

The personalities of the two men are worlds apart. They have an equally strong faith in their coaching methods and desire to win, but with Harry it was less demonstratively personal and tangible. With Harry, we had a greater intuitive sense of mutual faith; with AI, you can almost touch it. Rosenberg's intense approach to rowing jumps out and grabs you. Harry's intense competitive drive and his personal rapport with his crews was omnipresent. The feelings were just there—mutual respect, admiration and 100 percent commitment. The qualities which make him the legend that he is give him a cryptic allure to those who don't know him, but they also explain the affection and devotion of those who know him as "Weird Harold."

THE OARSMAN: Your mother has been known as an unusually avid supporter of your participation in crew. Do you think there is anything significant in her influence on you?

SHEALY: There is no one who is more energetic and inspirational and as genuinely enthusiastic about American rowing. She is cheerleader, coach, press representative and politician all in one. This energy has inevitably transmitted itself through me and many oarsmen and has made her an invaluable asset at regattas and during training. Woe be to the sportscaster who belittles rowing or fails to offer our sport recognition in the media!

THE OARSMAN: What role do you feel the funnelator* has in the Olympic Village?

SHEALY: The funnelator began as a release of tension for a select group of experts in aerial combat and ended as one of the major attractions in recent rowing memory. Of course, its role in the Olympic Village might become somewhat subdued, as I don't believe our funnelator team would be turned into Swiss cheese by machine gun fire from security troops; somehow our weapon doesn't match up to modern firepower. I hope the guards speak English and have a sense of humor. If not, a simple box will do, no flowers . . .

*The funnelator is a Brobdignagian slingshot, constructed of surgical tubing, a funnel, a projectile (waterballoon); range: 50-100 yards.

THE OARSMAN: Will you continue to row after '76?

SHEALY: Not with the intensity of the past four years. Montreal will be the culmination of my all-out competitive career. The trip to New Zealand sounds like a tremendous opportunity, but there is little incentive for going to see Ivan Denisovich in 1980.

THE OARSMAN: What do you think of the USOMRC's decision to separate the four with from the eight camp? Will it affect the eight's chances?

SHEALY: Politically, there are many complexities involved, but in terms of pure rowing, which is what some of the granite-heads should think of more often, I think it was a bad mistake, for it represents a further disincentive to attend the camp and therefore threatens the eight's integrity by isolating and polarizing a significant group of elite oarsmen. I felt as did many oarsmen, that some form of joint training program under one roof would have been beneficial by providing the intra-squad competition that makes fast boats. This way, we are defeating the purpose of sending crews to international competition. Politically and in terms of personalities, I am sure that this year such a program would not have been feasible, but I think it is time we attempt to overcome these obstacles, to find the best way of producing medal-winning crews. We can no longer afford the after-effects of petty politics.

THE OARSMAN: What do you remember as your best moments in rowing?

SHEALY: The single greatest thrill was the moment we crossed the line in Lucerne, when we could tell the world that we were the best.

THE OARSMAN: What does the USA eight feel like?

SHEALY: There used to be a television ad of some jock lying on a beach, and suddenly a flashback of the "perfect" run down a powdery slope rekindles in his mind. With our eight in '74 and '75, especially '74, the flashback occurred every time we got into the boat. Our final in 1974 was executed almost without flaw, and we felt a unit in our rowing, thoughts, and reactions while in the boat. It was a unique feeling, a near total command of bodily movement and mental concentration. We felt a part of the boat itself, each reacting and moving in a rhythm and fluidity that I have never before experienced. These were moments we felt on the verge of technical perfection, a feeling very few oarsmen know.

THE OARSMAN: I have always had the impression that many oarsmen are not necessarily gifted athletes even though they may have many of the attributes of top competitors. How do you view yourself in that regard?

SHEALY: It is difficult to evaluate yourself in such terms without being a little arrogant; I will say that I think that I am a good athlete as well as competitor. Some will say that my arrogance doesn't stop there, but I have worked hard for the record that I have achieved, and athletic ability has had a good deal to do with it. I enjoy sports and pick them up quickly. Before college, I had much more time to diversify my athletic pursuits and managed to distinguish myself in a number of different sports, including baseball, football, swimming and skiing. Because all the members of my family are or have been exceptional athletes, I would have to say that it runs in the family, but I like to think that my rowing has brought some shining moments along with a lot of boring table conversation.

THE OARSMAN: What is it about rowing that appeals to you most?

SHEALY: There are many things about rowing, some of them inexplicable, which have attracted me and remained unique

over many years. The fraternity of close friends, the feel of a fast eight, the joy of winning and the myriad of sensual experiences during racing and practice are what makes rowing what it is — a sport which can be fully appreciated by relatively few athletes. Ask the oarsman who came to college to play football or baseball, came down to the boathouse once and became so infected with the sport that it became a virtual passion, or the octogenarian who still paddles a single down shady, winding rivers. Rowing is more than a sport — it is a veritable life style and it has far more of an effect on a man's emotions and thinking than some would care to admit.

The single most appeal of the sport to me, however, is the absolute and enthralling intensity of competition, the thrill of a start, the surge of energy as I begin to feel the boat start to move, and the fire building in the sinews during a sprint. Of course, rowing will continue to have its attractions after competition is over, but it will be hard to duplicate the intensity of a race in any six minutes of a given day.

THE OARSMAN: In races where you knew the chances of losing at 1000 meters gone were very high, have you ever felt like quitting? If so, how have you dealt with that?

SHEALY: If anything, being behind at 1000 meters has always given me more determination to drive back on the other crews. Instead of giving up, I've always gotten mad at myself, as if I were the reason we were behind, and have pulled even harder than I normally would.

A particular experience that comes to mind is our race against Vesper during my 1975 Harvard season to determine which crew would use the NRF Staempfli eight at Henley. Vesper blew off the line and had gained a half length advantage by 500 meters. By 1000 meters, we had stopped their

drive and had regained a couple of lost seats but were still seriously threatened with losing the race if we didn't make a move. We were rowing at 38, four strokes higher than we normally had trained for, and Vesper was even higher. I remember it being the most gutsy race of the season, for instead of letting the fatigue dictate the race, we all pushed with incredible determination, throwing caution to the wind and we were just not going to lose the race. We passed Vesper during the last 500 meters and won the race by over half a length. So much for my ability to come from behind!

THE OARSMAN: Following the spectacular success of your boat in 1974, the pressure for a comparable success in '75 must have been great; did you feel burned out at the '75 World Championships?

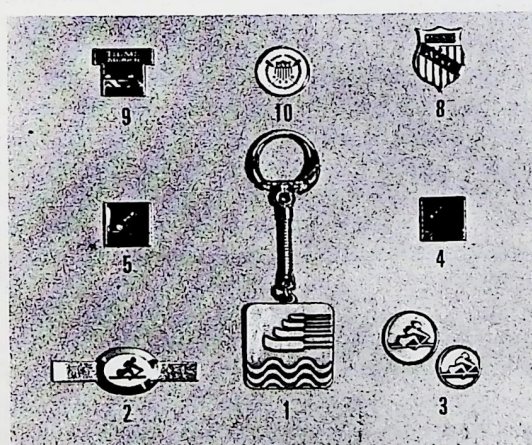
SHEALY: Personally, in 1975, my collegiate season was a long one, ending with four very intense and draining races at Nottingham and Henley. Although I didn't really realize it and felt as if I was attacking the workouts at the camp with the same verve as in '74, I known now that my season at Harvard really took its physical and psychological toll. To come down off a season like that, retrain myself at a different pace and style, and peak again in such a short amount of time was extremely difficult.

The time factor was critical, and you can't expect to beat East Germany and the Russians with only five weeks of preparation, especially after having come off intense collegiate preparation training and the grind of selection, although some will say it was pre-conceived selection. For others in the boat, I think they were equally "burned out" by the enervating June and July racing and the hazards of rushed preparation for the Worlds.

(Cont'd on next page)

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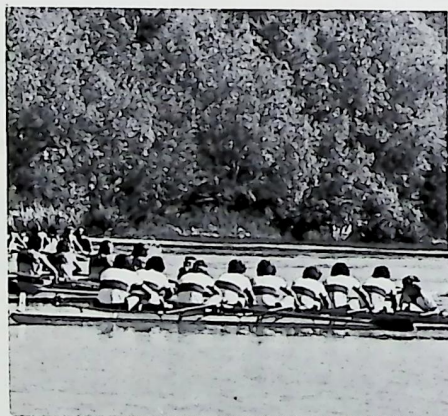
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THE OARSMAN: Some people had the impression that the visible unity, closeness of the '74 crew was missing in the '75 World Championships eight. Is this an important consideration in the make-up of an elite world-class crew eight and, if so, can it be re-created in the '76 Olympic eight?

SHEALY: It would perhaps be unfair for me to evaluate the '75 eight in terms of unity, for seven members of the '74 crew returned and it is doubtful that the eighth had any disunifying effect in the boat. On the contrary, I feel that it is not unity which should be questioned, but it is the attitude of all eight oarsmen toward the responsibility of having achieved the ultimate victory in 1974. We quickly learned that the rowing community owed us nothing for our 1974 performance and also that we were foolish to expect that any sort of awe or submission would compensate for lack of preparation. Unity in a crew is extremely important, but even more so is a quick return to the sobering realities of one's responsibilities after his victory. Basking in glory alone won't win races. It takes much more hunger and much more effort to prepare for a repeat victory, especially when there are six volatile crews in the final that are essentially equal in potential.

In looking forward to 1976, I feel that the hammering that our eight took in Nottingham will have some positive effects, for it will light the fires under our pants and make us fully realize the sacrifices which must be made to become gold medalists again.

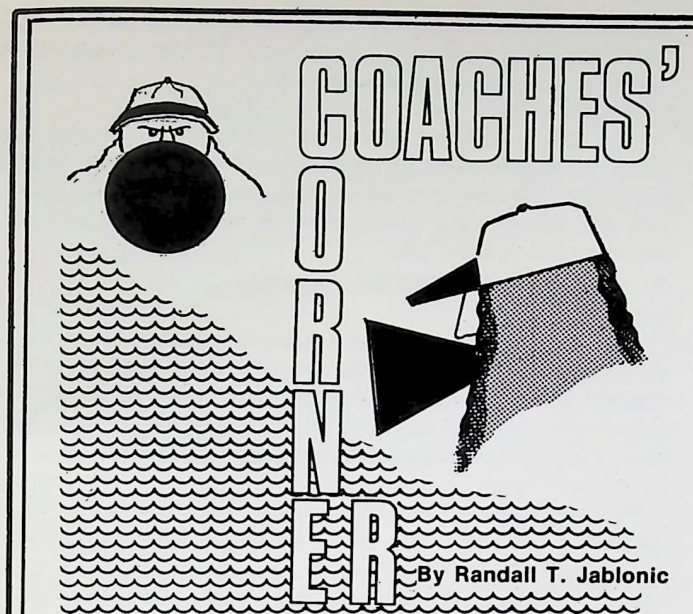
THE OARSMAN: What were your reactions to being replaced on the highest pedestal of U.S. rowing by the women's silver medal eight?

SHEALY: This could really be a touchy question — but here goes . . . I couldn't help but be truly happy when the women's eight soundly trounced some of the traditional rowing powers and firmly established U.S. women's rowing as a legitimate competitive threat in future regattas. Not a little of this satisfaction was due to seeing Harry Parker's magic wand fall again, but the eight was without a doubt the best that this country has yet produced and fully deserved the credit which it has received.

In a more chauvinistic vein, I contest the assumption that we have been replaced on the highest pedestal. In fact there is no pedestal. Gold medalists come and go on a yearly basis, and I know that had our eight been gifted with three more weeks to prepare for Nottingham, we could well have proved that disparities in finalist crews can literally be measured in inches. Notwithstanding, one can only be hero for a day; it is just as easy to be knocked off the following day as it is to say that you're the best. With this in mind, the women's eight sits in a very vulnerable position, as we did.

THE OARSMAN: Finally, what are your predictions as to our chances at the games in Montreal?

SHEALY: Knowing the amount of work which we are putting in prior to regrouping in April and the strong incentive provided by our dismal showing in Nottingham, and having strong faith in our ability to produce a very fast eight and a superb race, I think our chances of winning are as good as anyone else's. The competition will be staggering, however, and hunger will play a big part in the outcome. If the Florida trip is any indication, we have both the material and the hunger to win. We must all have it in the front of our minds constantly that to win we must have paid the price, in terms of the intensity of training and how we have approached it mentally. We have to get on the line in Montreal knowing that we have done everything physically possible to prepare for victory. Desire will take us the rest of the way.



Once upon a time, big and brawny Wisconsin crews came fresh off the dairy farms in the Midwest. Their boulder knuckled fists tough from milking cows morning and night, arms and legs like boiler pipes, and backs like the leaf springs from a Mack truck could pitch hay and shock oats all day long, and they were as tall as the corn back home. It is said that rigger Drewes had to put special cross bracing in the shells for strength and additional wash boards to keep the crews from swamping. I recall in '69 and '70 the 205-212 pound average of the Wisconsin "zoo crew," as they dubbed themselves. Oh, how I would like to get that group back as freshmen.

Alas, but the last several years it has been a struggle to get the crew up to a 180 pound average. The reason can't be directed to the current urbanization which has left the nation with 5% or less of its population in farming, but rather at the selection techniques resulting from the recent incorporation of the ergometer, and an awareness of weight-to-strength and stamina relationships. There was once a time I believed the big strong man could not run. I considered it natural that the light or smaller man should always be quicker and faster. Today I realize the big man can also run and if he can't I should very closely evaluate his ergo score and other stamina tests. The weight you carry when you run is the same weight you carry when you row and in neither case have I observed it to be an asset if it is unemployed mass. How then do you determine the most desirable weight, strength, stamina and boat-moving relationships?

I have found the empirical method most satisfactory when based on the results of ergo testing, the long distance runs, timed or optimum performance tests on stadium steps or hill runs and observed sustained performance levels in circuit training and tank work outs. All of these functions must be juxtaposed for the individual and then an overall ranking established for the group.

Now we are at the starting point for seat racing. Naturally, I prefer to start with the previously proven or experienced people in the core of experimental lineups and with the crews kept as even as possible so that seat races are

Randy Jablonic rowed for Wisconsin, graduating in '59, and took head coaching responsibilities there in 1967. He is a member of the USOMRC.

closer and more competitive. I like to start at the top and work down the established physiological ranking. This allows boat moving ability (rowing technique) and weight to become the principle factors in making the final lineups. Naturally two men of equal ranking 8 or 9 or 3,000 or 3,050 ergo score of nearly equal weight would basically be racing for a seat on rowing technique. If, however, we assume their weight varies by more than five to eight pounds — perhaps as much as ten or fifteen or more — then we begin to see some interesting results, particularly if the seat races are long enough — 1,000 meters or more. Rarely, however, is it that simple, because we usually have technique and weight overlapping. Often times the seat races must be justified by establishing a pecking order with regard to the results because it is difficult for both the competing team members and the coach to accept the impressive and seemingly impossible performance of the smaller and lighter man. The obvious advantages of following the aforementioned program can really be seen. Throughout the course of the season the oarsman is constantly aware of his physiological rank and can strive to improve himself. He is also aware of his weight and size relationship, particularly if he is bigger and heavier than a man of equal physiological rank. He has then two electives. Either to lose weight and/or get into better condition. On the water when men of equal physiological capacity, size, and weight are raced, it is a direct inducement to improve one's technique to become a better boat mover if one is to succeed in making the crew. The most important aspect of this training plan is the ease of maintaining a competitive atmosphere during the course of the entire year-long training season. Very early in the rowing program the oarsman realizes that he cannot trim his weight, get in physiological shape, and perfect his technique all at the same time. Nor is it necessary to harp all season long that persevering at all levels is essential to the ultimate goal of being in the fastest boat.

COACHES: Please lend your attention to the Coaches Survey in the *Oarsmen's Corner* on page 43.

ABOUT JACK FRAILEY'S COMPARISON by Dr. Karl Adam
(Translated from *Rudersport*, No. 33, December 12, 1975)

Editor's Note: Jack Frailey's "Coaches' Corner" article in the July/August issue last year was translated and published in the West German Rudersport, along with comments by Dr. Karl Adam. We felt readers would be interested in those comments differentiating between strength (force) and work, and confirming the need for a caution in how the back is loaded.

In this comparison, the following points should not be neglected:

1. The work done on the pin by a group of muscles depends not only on the applied force, but also on the distance over which it is effective ($W = F \times D$). Force from the legs can be effective over a significantly longer distance than that from the back.
2. Lengthening the distance over which the back works leads to an unfavorable load on the vertebrae perpendicular to their central axis. Increasing the distance the legs work at the expense of the back's path, however, reduces the dangerous transverse forces.
3. Heavy loads perpendicular to the axis of the spinal column during weight training are to be avoided due to danger of injury.
4. Weight training with barbells promotes development of the back musculature as a by-product.

BILL MAHONEY
in the

OARSMEN'S

CORNER

Hickory, dickory, dock
An Oarsman's a thinking
jock;
So send UNA LITTERA
Of notes, thoughts, ET
CETERA
Or the Corner will be all
my talk.



I. BULLETIN FROM S.S.R.C.

At recent Trans-Lunar injection ceremonies, several new candidates were propelled into the vaunted ranks of the Spaceshot Rowing Club. Most notable among these inductees were Alan Shealy (ex-Harvard) and Jim Brinsfield (ex-Washington), who attained the supersonic circle for longstanding wizardry in the propulsion of hydro-spheroids. Brinsfield also narrowly out-pointed Mark Umlauf (ex-Washington) for the Sea of Tranquility Cup, awarded annually by the S.S.R.C. for experiments in Lunar phenomena.

Posthumous inductees from the late '60's were led by Edward Bolen, a former Columbia JV cox, whose courage and bravado in the face of stiff competition caused the competition to get stiffer. Mitch Brody, another Columbian, gained orbital velocity after careful historical examination of escapades at the Syracuse Fairgrounds. And former Cantab Kit Wise garnered a spot in the heavens for depositing his cookies into his coxswain's megaphone after stroking a four-mile piece (the coxswain being his coach, Ted Washburn).

The distaff wing of the S.S.R.C., responding to the most oft-asked question in women's rowing (namely "Who the hell is Emory Clark?"), have sent their annual "Million Pounds of Thrust" trophy to Metamora, Michigan. This award, established to recognize forthright commentary on women's rowing, and handsomely represented by a bronzed fist plunging upward through a ring of galactic gases, should arrive soon. The presentation is felt by the S.S.R.C. to be nicely reciprocal to the recent Vesper Cup award.

II. AROUND AND ABOUT

The Corner owes an apology to Tom Kaczynski. During the summer, Tom wrote to us about a fledgling rowing program that has developed in Northern New Jersey, rowing on the Passaic River. Tom is interested in really getting the program off the ground, and the Corner urges all who can help with support, guidance, and manpower/womanpower to write to Tom at Saint Elizabeth Hospital, 225 Williamson Street, Elizabeth, N.J. 07207.

And concerning new clubs, word comes this way about a new rowing organization from Wichita, Kansas. The major goal of the club is to provide a training center for Olympic

Bill Mahoney was a Harvard '73 co-captain, rowed in the USA coxed four in '74, and is now head coach at U. Mass.

aspirants, and unless something unforeseen happens, the "walk-offs" (as they call themselves) will be doing some heavy work in the months to come.

III. RUMOR MILL

The rumor mill has been shut down following only one month of round-the-clock production (this being an Olympic year). Mill officials emphasize that the shut-down is voluntary and comes as a result of leaks in coolant valves surrounding the nuclear pile.

IV. A VOICE FROM THE WILDERNESS

Dear Bill:

Your assessment of this past summer's annual scurry for a USA sweatsuit is by far the most honest and revealing commentary ever written in our magazine. Your words are the same words that we oarsmen speak among ourselves only when not within earshot of those individuals who lay claim to the title of "Coach."

I think it is about time that we who have worked so hard speak out and tell the whole rowing community of the injustices that we have suffered. And please, all of you who ride in launches, sit on committees and wear white hats, don't tell me that the oarsmen have failed. We have lived on the fringes of poverty in order to keep up with today's demanding training schedules; we have put off marriages, schooling, and good jobs in order to row. Many of us have scrimped to buy our own boats so that we could be a little further from your grasp and control.

We are not seeking sympathy; it is our choice to row, and we can exit any time we so desire. What we do ask for is fairness.

Who is at fault? At first glance, one is apt to blame the coaches and officials who run the whole show, but the real

head of the harbor

SUNDAY
NOV. 14, 1976

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fault lies with the oarsmen themselves. Yes, guys, It is our own fault simply because we cannot or will not unite against these injustices. It is our fault because we are not brave enough to take a stand and chance losing our seat in a boat. It is for these very reasons that I can't even reveal my name. I am too concerned with getting a seat and doing well in the Olympics to upset the hierarchy. This is the tragedy of rowing for the USA.

Wait until I retire.

V. A LETTER

3 Jan. 1976

Dear Bill:

It is a classic case of perseverance that "kid brother of club A crew" in the straight four is continuing his efforts to row for the U.S.A. As for the manipulator, he has quit coaching.

Timothy Martin
801 Walnut Ave.
Syracuse, N.Y.

VI. COACHES SURVEY BY BOB ROGEN (SEE INSET)

Bob hopes that as many coaches as possible will respond to his survey. Mail to:

Bob Rogen
5417 Acacia
Garden Grove, California 92645

COACHES SURVEY

Use a separate sheet of paper for your responses; record the question number, then your answer.

1. NAME: 2. AGE: 3. PRESENT COACHING POSITION: (NAME OF SCHOOL OR CLUB)
4. NUMBER OF YEARS AT PRESENT POSITION & DUTIES PERFORMED: 5. ROWING BACKGROUND
- a) BEFORE COLLEGE: b) DURING COLLEGE: c) AFTER COLLEGE: 6. LIST ANY U.S. TEAM COACHING POSITIONS EARNED AND RESULTS OF INTERNATIONAL COMPETITION (IF APPLICABLE): 7. WHEN & WHY DID YOU ASPIRE TO BE A COACH?
8. WHAT ARE YOUR OBJECTIVES WITH RESPECT TO COACHING? 9. HAVE YOUR OBJECTIVES & GOALS CHANGED SINCE YOU BECAME A COACH? 10. WHAT ARE THE BIGGEST OBSTACLES IMPEDING YOUR PROGRESS IN YOUR CURRENT ROWING PROGRAM? 11. COLLEGE COACHES: RATE THE APPROPRIATE AMOUNT OF SUPPORT (FINANCIAL & OTHERWISE) YOUR PROGRAM RECEIVES FROM:

RATINGS

- | | |
|-----------------|---------|
| a) FACULTY () | A. GOOD |
| b) STUDENTS () | B. FAIR |
| c) ALUMNI () | C. POOR |
| | D. NONE |

- 12 CLUB COACHES: WHERE DOES YOUR SUPPORT COME FROM? 13. DO YOU FEEL YOUR JOB PARALLELS THAT OF PROFESSOR, TASKMASTER, OR A COMBINATION OF BOTH? 14. WHAT ARE YOUR PLANS FOR THE NEXT 3 YEARS? 15. WHERE IS U.S. ROWING HEADED IN THE NEAR FUTURE? 16. OPTIONAL: WHICH PERSON OR PERSONS DO YOU RESPECT THE MOST IN THE SPORT & WHY?



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LETTERS (Cont'd from p. 2)

give them equal space in the pages of *The Oarsman*, and to consider changing its name to avoid sexist connotations?

Yours in truth,
Emory W. Clark
Wilder Road
Metamora, Michigan

Ed. note: Following are two letters to Hugh Foley with his responses in regard to his piece on rowing styles in the Coaches' Corner of September/October.

Dear Hugh:

I am about 180 degrees out of phase with your thinking on the "Rosenberg Style." The way you describe it, I think, is not only how Allen's crews look, but to some degree, what people are trying to do. The late back saving (if done only moderately) ends up in a dump of weight on the boat—i.e., weight of body swing isn't left on oar during the stroke but on boat after (or as) the oar is released. That's a slow way to move a hull through the water, although occasionally you will get enough horsepower to overcome the fault—depends upon who else is racing.

Regards,
Conn Findlay

Conn Findlay
Somewhere Out West

Dear Conn,

I mention the same fault of dumping the body weight at the finish. The Rosenberg style circumvents this by using the back more in a passive connecting role rather than one of 'wrenching' or hauling on the oarhandle in the last bit of the pull through. The back acts as a central support in the drive motion, first as a connector between

the legs and the oarhandle at the catch and initial drive; and then as solid platform from which the arms and shoulders operate to squeeze off the last part of the drive and effect a clean (in terms of blade and hull) finish.

I agree with you on the late swing of the back; I feel that the back is moved from aft of the hips to the fore of the hips at the time when the legs are almost diminished. At this time they are working with the arms for a short while to keep the power on the oar; then the back is locked in a slight layback position as the arms and shoulders complete the stroke.

Great minds think alike, we just have trouble making ourselves understood.

Be sure to stop by while in this neck of the woods.

Hugh

Dear Mr. Foley;

I am a grad student at Oklahoma State University working on an MBA. I have been involved in rowing for over ten years in Buffalo, N.Y. and Syracuse and here working with the Varsity and girls' team. Being involved in rowing I have formulated a rowing style in my own mind (like every one else in rowing) which is highly propitious for learning and boat speed.

I read your article in Coaches' Corner of September/October, 1975, and I had to write to attempt to clarify some problems that I have in coming to an exact description of a good style when considering your thoughts in the article. I would appreciate it if you would attempt to resolve some of these questions. As in all areas, recognition of knowledge goes hand in hand with exhibition of success. Because I don't have any feat worth bragging about when hammering down a point, my

charges are prone to doubt and second guessing. You must know when this occurs a coach loses valuable faith and trust which could mean the difference between confidence and insecurity on the course.

In the booklet *Ratzburg Rowing Clinic* they show that dynamic motions of speed during the stroke cycle cause a leapfrogging effect in the hull of the boat, thereby increasing hull pressure and slowing the boat. The Germans incorporated a style that would moderate speed peaks during the stroke in order to achieve a higher speed at mean value. Your method seems to contradict this and to revert to higher speed at the catch but (not described in your article) lower on the recovery. What's your evaluation of the different methods?

Your description of the fault in the early back lift portion of the drive is most quarrelsome and hopefully easily resolvable. When pressure from the back puts pressure in the direction of B (your diagram) on the legs, doesn't this actually activate the required muscle contraction for leg drive? There the legs are in gear and position to drive inherently. At this point the back must be in motion (otherwise be almost limp) but should not be directed enough to short out the hammer drive of the legs.

Pertaining to the very last sentence of your article, where do the increased opportunities for relaxation occur? To communicate this with some definition to the crew seems to avoid me. Is it from the energy saved from not overexerting the back at the catch?

Ideally, a conversation would resolve this mess and someday this possibly might occur. But in the meantime any attempt to answer these would be greatly appreciated.

Thank you, John Bennett, Jr.

IF YOU DON'T KNOW WHY YOU ROW, YOU HAD BETTER NOT STOP!

Commencement: the act or time of beginning.

The fewer endings in your beginning, graduate, the smoother your transition. Do not be quick to abandon elements of your youth.

Look about you: observe and analyze the lives of those you admire and respect. You will find at least one facet, one block of life, beyond job, home and community.

That will prove to be an enterprise demanding a concentration, a dedication of energy to the exclusion, when engaged, of all else.

Rowing is such an enterprise — enhanced by the physical challenge and spiritual benefits sung by the poets among us. Perhaps that is why you row.

We urge you to continue and to sustain your rowing with continued membership in the NAAO . . .

And continued receipt of *THE OARSMAN* — the journal of an extraordinary band of people wise enough to do what they do without needing to know why.

* * * * *

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

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

Thanks for your letter regarding my article about rowing style. Regarding your first statement about boat speed, the Ratzeburg Clinic recommends moderate speed peaks for a higher mean speed but this does not contradict my style. On page 56a of the *Ratzeburg Journal*, you will see a representative curve of boatspeed. If one were to superimpose my power curve illustration over this curve, the base would be on line E about ½ inch below the mean line and go upward, in the opposite direction of boat speed, to about midcurve and would then slope

down to Line A about ½ inch below the mean line.

What my style attempts to do is decrease the amount of time the boat speed spends *below* the mean line. I refer you again to the *Ratzeburg Journal*, page 67, about the middle of the page: "The main thing is to have the power curve climb as quickly and as high as possible, to keep it constant as long as possible, and then have it recede."

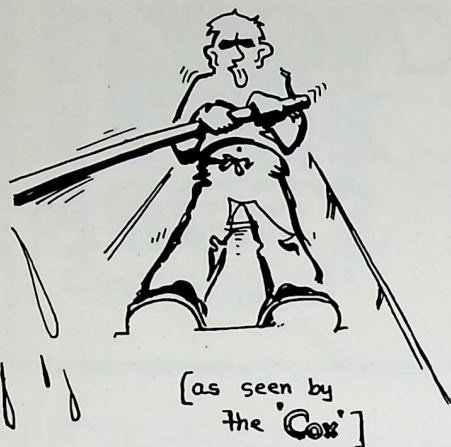
My style, rowed properly, satisfies all the requirements set forth above. What my style does is kick a good bend into the oarshaft which then serves to

catapult the boat forward as this bend is held as long as possible with the back and arms. That is to say, the back and arms hold the oar in 'dynamic' tension rather than actually 'pull' on it.

Regarding 'back life,' it seems that your statement is based upon the feeling that the back can be either lifting or limp. I am suggesting that the muscles in the back be in 'dynamic' working tension but only in as much as they work to hold the oarhandle and prevent 'slippage' in the drive-train. A back lifting on the catch works against the legs; a back not prepared (not

(Cont'd on next page)

the CREWMAN



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tensed) for the catch will cause loss of the transfer of power from the legs to the oar; a back prepared for the catch works only to hold the body in position and to efficiently and effectively transfer the power from the legs to the oar. I refer you again to the *Ratzeburg Journal*, page 60, last paragraph, where this tension in the arms and back is mentioned.

The increased opportunities for relaxation come from the arms and back being used in the role of connectors (that is, in dynamic tension) which simply act in a role of utilizing 100% of the leg power rather than being used in

the active role of actually moving the oar handle. I ask my oarsmen to think of themselves pushing the boat through the water rather than pulling it through the water. Where 'pushing' denotes the legs being the main motivators with the back and arms 'assisting' but not actually moving until the legs are expended. We have found that this concept puts the finishing motions of the drive (the last 10 inches of oarhandle travel) into a relaxed and passive state rather than a more tense and unrelaxed active state.

In closing let me add that the picture presented in *The Oarsman* was some-

what distorted by the incorrect copying of the graph I sent with the manuscript. The actual gain over a more conventional style of rowing may be as little as 1-2% and no more certainly than 10-15%. On an international or even top college level this could be the difference between 1st and 2nd but for the average program a sound base of basic technique, strength and conditioning is vastly more important.

Thanks again for your interest.

Hugh M. Foley
 Rowing Coach
 Boston University



74 WORLD CHAMPIONSHIPS FILM

A documentation film was prepared, under the official auspices of FISA sub-commission No. 2, during the 1974 World Championships covering principally the men's finals. It includes inter alia motion shots and stills as close ups.

Technical details:

Length: 420 m.

Running time: 35 min.

Gauge: 16 mm, with sound track (magnetron) unrecorded.

The film is suitable for instructional purposes or for training at federation or club level. It can also be used as a demonstration or publicity film.

Price: Sw.FR. 5.75 per metre (including sound track). The whole film or extracts (e.g. final of the eights) can be supplied.

Enquiries to:

FISA Sub-commission No. 2
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Dominikanerplatz 5
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SELECTION ROW IN AUSTRALIA

An uproar has erupted in Australian rowing circles over the new method of selecting crews from the forthcoming Montreal Olympic Games. The controversy arose as a result of recommendations by officials in charge of the Australian squad at the recent world championships in Nottingham. The officials urged that the national rowing squad, based on the Nottingham team and other representatives, be formed immediately to train through to Montreal. Several officials of the New South Wales Rowing Association and member clubs consider such proposals are unfair to Olympic fringe rowing candidates. Association officials believe that those oarsmen not immediately chosen will lose all interest in the sport this year, causing a dramatic reduction in the numbers competing in senior grade events. The Sydney, Mosman, Balmain and Rummoyne clubs have called for a special meeting of the New South Wales Rowing Association on November 3 to decide on a counter-proposal.

TUNING RACES by J.A. Gasparich

The New Zealand team to row at the Montreal Olympics will, as long as the New Zealand Olympic and Commonwealth Games Association gives its blessing, leave New Zealand for tuning races in North America in the first week in June. Trials for the Olympic teams will be held in Wanganui two weeks after the national championships and the selected squad will assemble in Christchurch two weeks later to start training. After the Olympic Games there are plans in the making to send crews to contest the 1977 world junior championships in Austria, the senior championships in Amsterdam and a colts tour to Austria.

SMOKIN' NON-SMOKERS

Alumni oarsmen Matthew and Martin Mauro, (Club-Varsity 1958-59), shoved off for the American Lung Association. They showed their old rowing form as a part of a public service advertisement. It was to dramatize that it is unhealthy to smoke. The aquatic pair attended St. John's 14th Annual "Frederick L. Grimaldi Memorial Regatta." For information about the team and the alumni race, send a stamped, self-addressed envelope to-

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NEBRASKA NAMES SPOUSTA

The University of Nebraska has announced the appointment of Robert F. Spousta, Jr. as the new Head Crew Coach. Spousta was formerly the women's crew coach at the University of Massachusetts. Ron Rusthoven will serve as Freshman coach and Mark Stonnberg returns as the Women's Crew Coach.

FLASH! SPORTSWRITERS ELECT AN OARSMAN ATHLETE OF THE YEAR FOR 1975!

Oh, not here, of course. Our press is still dancing attendance on its trick-kneed professional bonus babies. German sportswriters, however, selected world championship sculler Peter-Michael Kolbe of Hamburg for the award. Notably, second and third place went to a gymnast and track cyclist, respectively. And we wonder why they do so well . . .

ROW FOR HEARTS

Last November 2, the Third Annual Row For Heart Regatta brought crews from Brown, Harvard, MIT, Northeastern, the U.S. Merchant Marine Academy, and Yale to race heavy whaleboats from their berths at King's Point, New York, 16 miles down the East River to the Battery at Manhattan Island's southern tip. Organized by indefatigable Lyman Underwood, a Marietta graduate, the event is part of a promotional and fund-raising campaign for the Heart Fund. Yale won.

OARSMEN WITH OLYMPIC ASPIRATIONS!

A camp to develop a coxed-four for entry in the June 25-27 Olympic Trials Regatta is being organized by Coach Peter Gardner, Head Coach at Dartmouth College and National Lightweight Coach the last two years. Its principle purpose is to provide this opportunity to college oarsmen who have committed themselves to their college program during the spring and hence are unavailable for the Olympic Trials Camps and early Olympic Trials. But it is not limited in that way, hence it is open to all and represents yet another opportunity for those who are not selected for the Olympic eight and coxless-four. It will convene as soon after the IRA as possible, perhaps as early as June 7. Interested oarsmen and coxswains should write Peter Gardner, 93 S. Main Street, Hanover, N.H. 03755.

LIGHTWEIGHTS

(Cont'd from p. 33)

Olympics unless the NAAO's position is articulated, the support in FISA is coalesced, and the proper motion passed in the pre-Olympic FISA congress. The Lightweight Committee presented to the Board a properly drawn up resolution calling for a choice in wording and then a simple yea or nay vote. The Board chose to table the matter "for discussion."

DOMESTIC LIGHTWEIGHT ROWING

Club Programs Weak

Aside from the several respectable fours which competed in the trials, the level and quality of lightweight competition has fallen in the last two years. The lightweight rowing programs are doubly damaged by the national team. Not only do the club programs lose the best lightweight oarsmen early in the summer to the national camp, and not only are other lightweight oarsmen discouraged from rowing because the greatest prize, a seat in a U.S. boat, no longer awaits the victors at the end of the summer (heavyweight programs have these difficulties) but the lightweight programs are further

damaged by the migration of remaining lightweight oarsmen to the depleted heavyweight programs.

No Lightweights Elected to the Board

And finally, the Board again failed to elect a lightweight spokesman. The Lightweight Committee had proposed me, its chairman, for a directorship; Dick Grossman, coxswain of two U.S. lightweight eights was a candidate; yet neither of us was elected. But since the mountain would not allow Muhammed to come to it, we have transformed a peak of the mountain into Muhammed; Pete Gardner, already a director and member of the Executive Committee, is chairman of the lightweights.

Conclusion

The Lightweight Committee deserves energy from its members and cooperation from the rest of the NAAO. Lightweight rowing can achieve the same prestige relative to heavyweight rowing that lightweight wrestling has achieved relative to heavyweight wrestling. Much of that prestige must be earned through genuine athletic achievement, but much can be done by organizing and officiating the sport well. I ask you to give Pete Gardner and our committee your support in every way that you can. 

EIGHTS AND FOURS

(Cont'd from p. 12)

8 was already humming along at Ratzeburg in late May and early June. New Zealand is reportedly able to boat virtually the same 8 as in Munich with older, experienced winners. They, like Australia, will be leaving their winter climate in April and May to train in the United States, taking no chances of achieving speed too late for the regatta. Great Britain passed up the eight at Nottingham with the men who won the silver in Lucerne, and posted the remarkable placing of two-fourth place finishes. With this group, Bob Janousek is building the fastest eight ever to race for Great Britain. His order to Empacher for a shell was to make it as light as possible, "even if it lasts for one regatta." That, coupled with their all-black, carbon-fiber oars costing \$500 each, make them perhaps the best equipped crew in this event. Czechoslovakia has quietly won medals or been in the finals of the eight since 1960 and are big and tough and have proved they can row up with the leaders. In the quick races they have a devastating kick. Australia's eight may be a mix of young and old, but they will be very, very big, and as evidenced by

their beating our eight at Nottingham in the semi-finals, can move very fast. The United States will enter a crew which will probably be as experienced as any, having many of the same men who won in 1974. An extended training time — nearly double the training days in any year since 1974, will add the stability that was lacking in 1975. A new shell to train in, which will also be rowed in Montreal, will overcome the new-equipment jitters encountered in the past. I should mention Cuba here because they were able to beat Czechoslovakia in the summer in the DDR and were close to the U.S. in Mexico.

If you count as I do, then we have *more* than 6 crews for the final. That's why I believe it will be a barn-burner just to make the last day's big races. There are many logistical nightmares such as the limited practice time available for the crowded 2,000 meter course, the expected hot, humid weather and the very early racing dates of July 17-24. Any of the top crews that solve all or most of these will be a leg up on the others. So also the choice of equipment may play a significant role in just who finishes where, with lightweight plastics and exotic outriggers and oars attracting much attention.

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News from Canada

by Craig Swayze

Craig Swayze has been The Oarsman's Canadian Editor since '69; he has been affiliated with St. Catharine's Rowing Club, is sports editor for the St. Catharine's Standard, and is President of the CAAO.

AND DEBATE GOES ON

National team or club crews? The great national team debate continues.

But despite the pros and cons of each method in determining national representation for global competition, Canadian rowing has adopted the national team concept in preparing for this summer's Olympic Regatta at Montreal. Since last November, monthly testing has monitored a prescribed training program designed to eliminate all but the serious contenders before they go into camp March 15 at Burnaby, British Columbia. Some 140 rowers are eligible for the west coast camp under the program drawn up by former Olympic oarsman Daryl MacDonald and his Technical Planning Committee, but not more than half that number are expected to survive the preliminary cuts. It's one of the toughest programs I've ever been associated with, but from bitter experience, we know what our crews will be up against in Montreal, and there is no way in which we want to boat a bunch of also-rans.

The program stresses such points as an extremely high fitness level, a national stroke, and small-boat training. Only crews given a chance of placing within the top nine finishers at Montreal will even be considered. The official CAAO answer to questions about the 1976 Olympic rowing entry is that "we're going to Montreal with a minimum number of people to produce the maximum result."

While MacDonald, as chairman of the CAAO Technical Planning Committee, is in charge of the overall program, Tudor Bompá has been given the job of national squad co-ordinator. As such, the former Romanian national coach now employed at York University in Toronto is running the Olympic program. He has set up the training plan and is in charge of the testing procedures. He will oversee the Burnaby camp and have the final say in the designation of coaches, the selection of oarsmen, and the boating of the team.

"Tudor will be the final authority in all matters pertaining to the squad," said MacDonald. "All the rest of us are doing is laying the groundwork and setting things up so that the candidates train under optimum conditions and nothing stands in the way of the overall aim. . .boating the best we have for Montreal."

While the monthly testing at six centers across Canada has allowed Bompá to evaluate team candidates long before he sees them on the water at Burnaby, many of what are known as "card athletes" in Canada went west early to spend the winter rowing daily. The mild west coast weather makes the Burnaby Lake national training center a year-round training

site. Come March 15, the final testing will determine who will be allowed to remain in camp. Then, week by week, testing and small boat rowing will produce more team cuts. Late in April, the survivors are scheduled to move to Montreal where they will get used to the new Olympic Basin course on Ile Notre Dame. And it is here that tentative boatings are expected to be assigned. A series of time trials in mid-May are designed to determine the relative potential of crews with an overseas departure for a short European tour with racing in Duisburg, Bled and Lucerne. Returning to Canada in mid-June and locating at St. Catharines, the final leg of Olympic training will see the results from Europe applied to boatings and an official entry determined for Montreal.

The whole program received unanimous approval from member clubs at the recent CAAO annual meeting. And many are not only lending equipment for training and competition, but also making available their most experienced coaches for possible selection to the team.

"The co-operation we're receiving is terrific," revealed MacDonald. "Everyone is anxious to see the program work and we (the technical planning committee) haven't been turned down on anything we've asked for yet."

Ben Tekamp, who is the CAAO's first vice-president, is the team manager. He was at Nottingham last summer as team assistant manager. Generous support for the operation of the camps and the European tour has been pledged by Sport Canada, the federal sports funding agency. Support of the team candidates is by the provinces, with transport and full board only a part of what is available under new IOC regulations.

"It certainly takes the pressure off," was the way MacDonald put it. "Our athletes don't have to go scrounging any more, and with their university tuition and living expenses underwritten, can concentrate on rowing 24 hours a day."

The CAAO has high hopes for a measure of success in Montreal through its national team plan.

We know we've got the people but in the past, we've scattered them in a lot of different boats. We're counting on the national team concept putting the best together in a few highly-motivated crews. Only time will tell if we're on the right track or not. But I'd have to say that, if nothing else, the whole idea of the program has given Canadian rowing a new and exciting sense of national purpose. And in this day and age, that in itself is a genuine accomplishment.

(Cont'd on next page)



HENLEY RULE LIMITING ENTRIES WILL BE ENFORCED

For the past several years, a number of open races have been rowed at the Canadian Henley. But this summer, things will be different. The Canadian Association of Amateur Oarsmen will enforce the long-standing Henley rule which prohibits composite and national entries in this national championship regatta.

We've always regarded the Henley as a club regatta," explained Claude Saunders Sr., the CAAO Regatta Chairman. "There are plenty of opportunities for mixed crews to compete in other regattas without them having to row at Henley."

In recent years, there have been a number of Henley titles won by national entries from the United States, Mexico and Canada. But their presence is regarded as placing an unfair burden on those club crews entered.

The ban on composite and national crews doesn't mean they won't be welcome at Henley though.

"We can always add an extra race or two," said Saunders. "But it would be in the nature of an exhibition event. That way, we won't be penalizing anyone."

While banning national and composite crews from the Henley, the CAAO has moved to reduce the number of frivolous protests from losing crews. From now on, each protest must be accompanied by a \$25 deposit.

CREW COACH (NAVAL ACADEMY)

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

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

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

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

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

Applications are due by 1 August 1976.

Classified Advertising

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The rate for classified ads is \$2.00 per line. Copy should be sent to Peter Newsham, 20 Church St., Greenwich, Conn., 06830. Tel: (212) 997-6604.

FOR SALE: Older racing 8. All parts intact, but needs repair. Buyer must arrange for transportation. Please contact: David Gaber, Berkeley Rowing Club, 934 Arlington Avenue, Berkeley, Cal. 94707. Tel. (415) 524-5295.

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

WANTED: Summer camp wishes to purchase or rent used "work-out" quality fours, doubles, or pairs. Respond to William T. Dooley III, The Portledge School, Duck Pond Rd., Locust Valley, N.Y. 11560.

WANTED: Used Four with Cox, Double Scull in reasonable condition: Milo Vega, 5019 Shore Crest Cir., Tampa, Fla. 33609. Tel. (813) 879-7618 after 8 pm.

FOR SALE: Pocock Single, racing condition, special Pocock sculls, S.S. Riggers, car-carrier and cover, \$1300. Contact: P. Beckett, 207 Nassau Ave., Manhasset, N.Y. 11030. Tel. (516) 627-3834.

COLLEGIATE CREW GAME: On paper your team is the best! \$3.75 J.L. Cornett, 2602 Fox Run Dr., Plainsboro, N.J. 08536.

WANTED: Fours and pairs in good condition. Contact Tom Kealy, Crescent Boat Club, #5 Boathouse Row, Phila., Pa. 19130.

WANTED: Used wood racing Single. Will trade new Alden Ocean Shell or Martin Trainer. Arthur E. Martin, Box 251, Pepperell Rd., Kittery Point, Maine 03905.

WANTED: Single shell, 190 lbs. racing condition. Greg Murphy, RR 3, St. Catharines, Ontario, Canada L2R 6P9. Tel. 1 (416) 934-3103.

FOR SALE: Donoratico Single, 160 lbs. sculler, good condition. John Peinert, RD 2, Eagle Bridge, New York 12057, telephone (518) 686-7798.

FOR SALE: Two used eight-oared shells, good racing condition, one Pirsch, one Stampfli. Contact H. Parker, 60 Boylston St., Cambridge, Ma. 02138.

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AUTHORS PLEASE NOTE

Deadline for *The Oarsman* for all unsolicited articles and copy, typed and double-spaced, are as follows: March 1, May 1, July 1, September 1, November 1. All writers please include a 50-word biography of rowing and professional information with a black and white photograph.

1975 OARSMAN PHOTO CONTEST WINNER

For his three cover photographs and coverage of the 1975 National Championships, Peter Mallory wins the 1975 Oarsman Photo Contest and a P.W. Sparhawk Model Oar. All entries for the 1976 Photo Contest should be mailed to Peter H. Raymond, 60 Boylston St., Cambridge, Mass. 02138. Include return stamped envelope if the entry should be returned.

ANNOUNCING THE OARSMAN'S 1976 PHOTO CONTEST!

Black & White glossy 8"x10" preferred. Photographs accompanying articles will be considered entries, as will any photograph made available for publication for the year 1976. Winners will be announced in the March/April issue, 1977 and at the NAAO meeting, in January, 1977. Subjects must be related to rowing. The winner will receive a P.W. Sparhawk Model Oar.



COLLEGE SENIORS



If you wish to continue to receive *The Oarsman* following graduation, please use the form on page 45 to send your new address.

INDEX TO ADVERTISERS

	Page
Bill Braxton Memorial Regatta	44
Canadian Henley	40
CSARA	19
Crescent Boat Club	20
Dad Vail Regatta	Inside Front Cover
Donoratico	Inside Back Cover
EARC	51
Feldmar Watch Co., Inc.	7
Franklin Motor Inn	48
Fuji Sculls	7
Head of the Charles Regatta	9
Head of the Connecticut Regatta	43
Head of the Harbor Regatta	42
IRA	37
Kaschper Racing Shells, Ltd.	33
Marist College Rowing Camp	25
Martin Marine	19
McGraw-Hill	6
NAAO Clearing House	31
NWRA	29
Pocock Racing Shells	15
Rowing Jewelry	39
The Rowing and Sculling School	23
Schoenbrod Racing Eights and Fours	3
Schuylkill Navy of Philadelphia	35
Union Boat Club	43
U.S. Naval Academy	50
York Barbell Co.	Outside Back Cover

EDITORIAL

by Emory Clark

Perry cries for unity (I second his call).

Sulger slams the NAAO.

Mahoney pans the National Camp.

Rosenberg says nothing (in print).

Clark is as irrelevant as ever.

Life as usual in the U.S. rowing world:

bickering, silence, inanity. The foregoing impressions of the November/December, 1975 issue of *The Oarsman* would not have disturbed me unduly had it not been for the mention of legal action in Mr. Sulger's Letter to the Editor. That sent a cold chill through my rowing consciousness.

It is a sad day for American rowing when an oarsman, a crew, a coach or an official feels he has to go to Court, or threaten to go to Court, to achieve fair treatment. Yet such a threat, at least, occurred with our national squad last summer, and possibly as a result, a representative oarsman did not compete.

Let the National Football League go to Court.

Let the Baseball Players Association go to Court.

Let the Courts tell the National Hockey League how to play its game.

But let us make our own decisions. Let us search our souls—oarsmen, coaches and officials alike—and run our sport fairly, firmly and without pettiness within our own rowing organizations. As in a marriage, it is not enough to be merely right, each of us entrenched in our own proper, if

narrow-minded, positions while the structure of the rowing world comes down around our ears—and our crews continue to lose overseas.

It did not use to matter so much if the bigwigs were hassling. As long as you could hitchhike to a regatta, at home or overseas, and borrow a boat, you could race. Rowing is not so simple anymore.

Whatever the merits of the National Team concept, there is no question that by scrapping the old, objective trials method of selection, 1) the people running the new selection process have to be the best we have to offer, and 2) unless those people are the best *and* have the respect and best effort of everyone involved, the concept lends itself to grievous complaint. The first time an oarsman feels he does not have an equal chance, that he will not be chosen or rejected on merit alone (Did that happen in the summer of '75? Will it happen in the spring of '76?) then the National Team concept is seriously compromised.

When you take a man's rowing destiny away from him and entrust it to others, it is a trust indeed. How well the men holding that trust honor it remains to be seen, but whatever their differences, who will argue with team coach Alan Rosenberg when he says the East Germans, the Russians, the New Zealanders and the British will all be very, very tough. We have no alternative but to train and to send our very, very best.

GEORGE POCOCK—1891-1976

By Bernie Horton

After eighty-five years of a unique life devoted almost entirely to the sport of rowing, George Pocock has died. It is easy for us to wish his family well, with the thought that, after all, George had a very long, a good and productive life. It is easy for us to feel it time for others to move in and have their day. The thousands of Pocock shells found in increasing density on our waterways this spring should be a more than adequate tangible legacy for any man to hope to leave behind.

How I used to draw out the good, wry humor of George and his son, Stanley, as I tried to communicate for the last fifteen years the Eastern and international thinking to them in the (blessedly) remote and peaceful site, Seattle, where George settled early in this century after emigrating to Canada from England in search of billions of board feet of cedar from which to build racing shells.

Stanley and the shop are, of course, like the shells mentioned above, tangible legacies for which we are all thankful. Quality craftsmanship and innovation in design and materials will continue. What we have lost forever is what George was as a man, and what he felt and imparted about rowing, about the sport going on inside those boats he built so well.

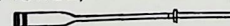
George Pocock was himself a champion oarsman.

He was also a successful bike racer and, I'll bet, if cross-country skiing had existed, he would have done that well too. He must have been a superb athlete. Thus, I believe that to the world of rowing, his true legacy comes rightfully from within the boat: his chuckle about the eventual limit to the value of his incredibly beautiful and fast singles, even those with sure-fire teardrop hulls; his sigh of despair at the forgetfulness of the rower that no boat wins races; his insistence that rowers win races!

George Pocock's true legacy to the rowing world is the influence he has had on the people who have been lucky enough to know him and to listen to him. That more could not have learned from him what rowing and life are really about is the worst part of losing him. However, I like to think that if American oarsmen would row truly well, that would be the best legacy to have from and for this great, great man.

George Pocock, I am sure, loved good rowing more than he loved his beautiful, fast boats. How well that idea can serve American rowing.

I think his highest "celestial" pleasure would be as it was on Earth — to stand on the shore and call to us in his still-so-British style, "Well-rowed, America!"



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